

# Mary Carter Greenway Mineral Avenue Bridge Replacement (Design)

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*Joint Project Application*

## ***South Suburban Park and Recreation District***

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Ms Melissa Reese-Thacker

M: 303-435-8222

## ***Ms Melissa Reese-Thacker***

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4810 E County Line Road  
Littleton, Colorado 80126

melissar@ssprd.org  
O: 303-483-7023  
M: 303-435-8222

# Application Form

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## *Application Summary*

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### Grant Category\*

Select One:

Joint Project

### Primary Contact Information\*

Please provide information for the primary contact for this project in the following format.

Agency:

Name:

Title:

Telephone:

Email:

Agency: South Suburban Park and Recreation District

Name: Melissa Reese-Thacker

Title: Interim Director of Planning, Design & Construction

Telephone: 303.483.7023

Email: MelissaR@ssprd.org

### Project Type\*

Select One:

- **Trail Project:** Trail/trailhead construction or improvement, including stream/road crossings and trailhead amenities (such as parking, restrooms or shelters)
- **Site Improvement Project:** New construction, improvement, repair, or replacement of passive outdoor recreation amenities
- **Acquisition Project:** Eligible projects include fee simple acquisition of land for public open space or trails; acquisition of buffer land; acquisition of a conservation easement; and/or acquisition of water rights
- **Other Project:** Other allowable projects include stream/habitat restoration, natural re-vegetation, and water quality improvement

Trail Project

### Project Title\*

Mary Carter Greenway Mineral Avenue Bridge Replacement (Design)

### Project Address

3000 West Carson Drive Littleton, Colorado 80120

### Project Location\*

Select all that apply:

Littleton

### GPS Coordinates (Latitude in Decimal Degrees)\*

Example: Dove Valley Regional Park

Latitude: 39.577303

39.581971

### GPS Coordinates (Longitude in Decimal Degrees)\*

Example: Dove Valley Regional Park

Longitude: -104.828850

-105.031303

### Grant Request Amount\*

\$84,000.00

### Cash Match Amount\*

\$84,000.00

### Total Project Amount\*

Total project amount includes grant request and cash match only. Please do not include in-kind match.

\$168,000.00

### Cash Match Percentage\*

Calculate cash match as % of total project cost.

50

## Project Partners

List partner agencies if applicable.

## Executive Summary\*

Highlight key points of your proposal, such as project description, components, deliverables, need, goals, beneficiaries, planning, etc.

South Suburban requests Arapahoe County's continued support to advance the Mineral Avenue Bridge Replacement at Mary Carter Greenway from its current 30% design phase to 100% design completion. This critical infrastructure project will replace an aging pedestrian bridge that spans the South Platte River just north of West Mineral Avenue, enhancing safety, connectivity, and accessibility for thousands of trail users annually. The bridge serves as a vital link along the Mary Carter Greenway, a heavily used regional trail corridor that connects neighborhoods, parks, transit, and employment centers across the south metro area.

The proposed project includes finalizing bridge alignment, structural design, trail approach redesign, and preparation of full construction documents. Deliverables will include stamped engineering plans, cost estimates, permitting documentation, and bid-ready construction specifications. The project will also address ADA compliance, floodplain considerations, and environmental best practices to ensure long-term resilience and sustainability.

The need for this project was identified through the Mary Carter Greenway Trail Study, completed in 2024 after extensive public engagement and technical analysis. The study prioritized the Mineral Avenue Bridge Replacement due to limited capacity, poor sightlines, existing user conflicts, and its critical role in the regional trail network. Advancing the design to 100% is essential to securing federal and local permits, construction funding, and moving the project toward shovel-readiness.

The project's goals are to improve safety and user experience, enhance multimodal connectivity, and support regional mobility and recreation. Beneficiaries include local residents, commuters, recreational users, and visitors to South Platte Park. The project also supports broader regional goals related to active transportation, environmental stewardship, and equitable access to outdoor spaces.

Planning to date includes the Mary Carter Greenway Study, conceptual bridge design, site analysis (all funded in part by SPWG grants), and coordination with stakeholders, including the South Platte Working Group and City of Littleton. South Suburban has retained a qualified design consultant, Felsburg Holt & Ullevig (FHU), and is prepared to complete the design phase within twelve months of funding. This funding will ensure the project is fully designed, permitted, and ready for construction, positioning it for future implementation and long-term community benefit.

## Authorized Signature

### Certification and Authorized Signature Form\*

Please attach completed Certification and Authorized Signature Form as a PDF document. Form must be signed by highest authority in agency or authorized individual. *Staff will email you the form.*

Please name your file as follows: *Applicant\_CertificationandAuthorizedSignatureForm.pdf*

SSPRD\_CertificationandAuthorizedSignatureForm.pdf

## *Project Timeline*

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### **Project Timeline Form\***

Please attach completed Project Timeline Form as a PDF document. *Staff will email you the form.*

Please name your file as follows: *Applicant\_TimelineForm.pdf*

SSPRD\_TimelineForm.pdf

## *Project Budget*

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### **Budget Forms\***

Please attach completed Summary Budget Form and Detailed Expense Budget Form as a single PDF document. *Staff will email you the form.*

Please name your file as follows: *Applicant\_BudgetForms.pdf*

SSPRD\_BudgetForms.pdf

## *Project Narrative*

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### **Question 1\***

Describe the project goals, scope, expected results, and deliverables. Discuss the current condition of the project site and what improvements, if any, are proposed and why. Discuss how this project preserves open space, improves access to the outdoors, creates connectivity, and/or provides educational opportunities.

The Mineral Avenue Bridge spans the South Platte River just north of Mineral Avenue. It is a critical connection point within South Platte Park and the Mary Carter Greenway Trail. The Mary Carter Greenway Trail Study (2023, funded through an ACOS Joint Project) identified this bridge as one of the most challenging segments in the corridor due to sharp-angled, low-visibility approaches, multiple conflict points, and proximity to sensitive floodplain and ecological areas.

The project will complete the design of the bridge replacement, focusing on improved safety, accessibility, and connectivity for thousands of trail users annually, including pedestrians, cyclists, and individuals with mobility challenges. It will also support anticipated increases in trail use driven by new residential development and planned east-west trail connections near Mineral Avenue.

The scope includes final structural and civil engineering design, realignment of trail approaches, floodplain and hydraulic analysis, permitting coordination, and preparation of stamped construction documents. Deliverables will include a full plan set, specifications, a final cost estimate, a storm drainage design memorandum, and a floodplain modification study. The design will incorporate ADA-compliant features and minimize environmental impacts to the South Platte River corridor.

The current bridge is narrow, lacks ADA-compliant features, and presents visibility and safety concerns. The new design will widen the bridge, improve sightlines, and reconfigure approaches to reduce user conflicts. These improvements were ranked among the top priorities by over 100 public comments and survey responses during the Mary Carter Greenway Trail Study.

This project preserves open space and enhances access to the outdoors by improving a key segment of the Mary Carter Greenway, which connects users to South Platte Park, Carson Nature Center, and other recreational and educational amenities. It supports regional connectivity by linking to the Mineral Avenue Trail and future connections identified by the City of Littleton. The project will create a safer, more inclusive experience for all users while protecting the scenic and ecological integrity of the South Platte River corridor.

## Question 2\*

Describe the community/neighborhood and user groups the project will serve. Discuss the type of users (children, families, seniors, etc.), and estimate the number of users that will benefit annually. How did you arrive at this estimate? *Include up to five community support letters in the Attachments section. Support letters should come from users, working groups, community members, volunteers, schools, etc. Letters should be dated within the last six months.*

The Mineral Avenue Bridge Replacement will serve a broad and diverse population of trail users in Littleton, unincorporated Arapahoe County, and the greater Denver metro area. Located along the Mary Carter Greenway Trail within South Platte Park, the bridge connects neighborhoods, schools, transit, and open space amenities on both sides of the South Platte River.

User groups include children, families, seniors, individuals with disabilities, commuters, cyclists, runners, and nature enthusiasts. The bridge is also a key access point for environmental educators and school groups visiting the Carson Nature Center. The Mary Carter Greenway is a regional destination, and the bridge plays a vital role in maintaining continuous access through one of the most active and ecologically sensitive areas of the corridor.

According to the Mary Carter Greenway Trail Study (2023), the trail attracts between 10,000 and 25,000 users per month, with peak weekend volumes reaching approximately 1,000 users per day. Trail counters recorded over 400,000 users in 2021, including more than 250,000 cyclists and 140,000 pedestrians. These numbers are expected to increase with new residential development near Mineral Avenue and planned east-west trail connections.

Public engagement conducted as part of the study confirmed strong community support for this project. Nearly 200 comments were received, and over 100 survey responses ranked the Mineral Avenue Bridge among the top priorities for safety and capacity improvements. Additionally, 57% of survey respondents identified as Littleton residents, underscoring the bridge's local significance and regional value.

## Question 3\*

Discuss the need and urgency for this project and why it is a priority. Was the project prioritized in a master plan or other planning document (including County Comprehensive Plan, County Open Space Master Plan, etc.), an independent community planning process, a working group, etc.? Is this part of a larger phased project? What opportunities will be lost if this project is not funded now?

The need and urgency for the Mineral Avenue Bridge Replacement are documented in the Mary Carter Greenway Trail Study (2023), which identified this location as one of the most challenging segments in the entire corridor. The bridge's sharp-angled, low-visibility approaches, multiple conflict points, and constrained floodplain setting create significant safety and accessibility issues for trail users.

This project is part of a multiphase effort to enhance the Mary Carter Greenway Trail. Phase I included the completion of a corridor-wide trail study, which involved extensive public engagement, technical analysis, and prioritization of 50 improvement concepts. The Mineral Avenue Bridge Replacement, including both the bridge structure and its east and west approaches, was ranked among the highest-priority projects due to its narrow width, sharp-angled, low visibility approach, critical location, and potential to reduce user conflicts. For this reason, 30% design drawings were completed using funds from the ACOS Joint Project.

The current Joint Project application represents Phase II Design, advancing the project from 30% to 100% design completion. This phase includes final engineering, permitting, and preparation of bid-ready construction documents. The project is also time-sensitive due to planned residential development south of Mineral Avenue and the City of Littleton's efforts to improve east-west trail connectivity. These changes will increase trail traffic and exacerbate the bridge's current deficiencies.

If this project is not funded now, South Suburban risks missing a key opportunity to coordinate with other infrastructure investments and to address a known safety concern. Delaying design would also postpone construction readiness and reduce competitiveness for future implementation grants. Advancing the project now ensures it is shovel-ready and aligned with regional mobility, recreation, and environmental goals.

#### Question 4\*

Summarize any planning completed prior to submitting this Joint Project proposal. Is design and engineering complete? Does the project necessitate a zoning change? List any permits that need to be obtained and status of obtaining those permits (Federal 404, County or City, Storm Water Drainage, etc.).

The Mineral Avenue Bridge Replacement is supported by extensive planning and technical groundwork, including the Mary Carter Greenway Trail Study (2023). The study included a complete trail inventory, environmental assessment, and prioritization of 50 improvement concepts. The Mineral Avenue Bridge and its approaches were ranked among the highest-priority projects due to safety, visibility, and floodplain constraints. The study and bridge replacement were presented to the South Platte Working Group and is part of the current vision plan update.

As of July 2025, the Mineral Avenue Bridge Replacement is at 30% design. South Suburban intends to contract with (FHU) to complete final design services. The scope includes advancing to 100% design, preparing stamped construction documents, and completing all required permitting and technical studies. Deliverables will include a comprehensive plan set, a final cost estimate, a storm drainage design memorandum, and a floodplain modification study.

The project does not require a zoning change. However, several permits and approvals are anticipated:

A City of Littleton Floodplain Development Permit (FDP) is required due to the bridge's location within the South Platte River floodway. FHU will complete the floodplain analysis using the 2022 FHAD and submit a no-rise certification. If a CLOMR or LOMR is required, those services will be addressed through a separate task order.

The Environmental Assessment (Appendix D of the study) indicates potential wetland impacts and recommends a wetland delineation. The project is expected to qualify under US Army Corps of Engineers (USACE) criteria as Nationwide 404 Permit 3(a), with no PCN required. Because the USACE modified the river corridor as a civil works project after the 1965 flood, the project will require a 408 Permit granting permission to replace the bridge.

A Stormwater Management Plan (SWMP) will be prepared, even though the disturbance area is under one acre, per the City of Littleton's criteria.

The Environmental Assessment also identified potential habitat for migratory birds and special-status species (e.g., Preble's meadow jumping mouse) near South Platte Park. These considerations will be addressed through best practices and coordination with CPW and USACE.

No additional right-of-way acquisition or utility relocations are anticipated. South Suburban is coordinating with the City of Littleton and Mile High Flood District to ensure all permitting and technical requirements are met.

### Question 5\*

Describe the timeframe needed to complete the project. Discuss the agency's capacity to complete the project, including project management, resources, and experience implementing similar projects.

The final design phase for the Mineral Avenue Bridge Replacement is expected to take approximately twelve months from the date of contract execution. This timeline includes all technical studies, plan development, permitting coordination, and preparation of bid-ready construction documents. South Suburban anticipates completing the 100% design package by Fall 2026, positioning the project for construction funding and implementation as early as 2027.

The project is well-positioned for final design due to the extensive planning completed through the Mary Carter Greenway Trail Study (2023). Conceptual designs for the bridge replacement and approach realignments are included in Appendix C of the study, demonstrating a high level of readiness and stakeholder alignment.

South Suburban has the internal capacity and professional expertise to manage this project effectively. The agency has successfully delivered similar projects, including the Reynolds Landing project, in-river improvements at South Platte Park, and several bridges, including the bridge over the South Platte River at the intersection of the Mary Carter Greenway and Big Dry Creek Trails. These projects required coordination with multiple jurisdictions, environmental permitting, and public engagement skills directly applicable to the Mineral Avenue Bridge Replacement.

FHU, the design consultant, brings deep experience in bridge engineering, trail design, and environmental compliance. Their involvement in the Mary Carter Greenway Trail Study ensures continuity, site familiarity, and efficiency throughout the design process.

### Question 6\*

Summarize any efforts to obtain public input, disseminate information to the public, develop partnerships, and garner community support for this project. List the stakeholders that are involved. Discuss any known or anticipated opposition to this project and how this will be addressed. *Include letters, petitions, news articles, or other documents evidencing opposition in the Attachments section.*

The Mineral Avenue Bridge Replacement is the result of a multi-year planning effort grounded in robust public engagement and regional collaboration. As part of the Mary Carter Greenway Trail Study (2023), South Suburban conducted two formal phases of public outreach, including an interactive online commenting map, social media campaigns, and three in-person trail pop-up events. Nearly 200 individual comments were received, with approximately two-thirds focused on safety concerns. The Mineral Avenue Bridge area was frequently cited for its visibility issues, user conflicts, and narrow approaches.

In the second phase of engagement, over 100 survey responses ranked the Mineral Avenue Bridge Replacement among the top priorities for improvement. This strong community input helped shape the final list of recommended projects and confirmed the urgency of addressing this segment of the trail.

South Suburban has developed strong partnerships with the City of Littleton, Mile High Flood District, and the South Platte Working Group. These partners have provided technical input, coordination of planning, and letters of support. The project also aligns with broader regional goals for mobility, recreation, and environmental stewardship.

There is no known or anticipated opposition to the project. Should concerns arise during the final design or permitting process, South Suburban will address them through proactive communication, public updates, and

design refinements. South Suburban is committed to transparency and responsiveness throughout the project lifecycle.

### Question 7\*

How much of your planned cash match is secured? If applicable, what are your plans for raising additional funds? Describe cash and in-kind match partnerships established for the project. Explain if partnerships were not possible or necessary for this project. *Include partner support letters in the Attachments section and include match from partners on the Budget Forms. Joint Project recipients are responsible for project cost overruns.*

South Suburban has secured the full cash match required for the Mineral Avenue Bridge Replacement final design phase. A total of \$84,000.00 has been allocated through South Suburban's capital improvement budget. This funding will cover the consultant contract with FHU and all FHU-related expenses, including, but not limited to, internal project management, permitting coordination, and environmental compliance tasks.

While this joint project application focuses on final design, South Suburban is actively preparing for future construction funding. Once the project reaches 100% design, South Suburban will pursue additional grants and cost-sharing opportunities. Potential sources include local partnerships with the City of Littleton, Mile High Flood District, South Platte Working Group, and private donors. Additionally, a Non-Motorized Trails Grant from Colorado Parks and Wildlife will be explored.

The Mary Carter Greenway Trail Study (2023) was funded in part by Arapahoe County Open Spaces and involved collaboration with multiple agencies, including the City of Littleton, City of Sheridan, City of Englewood, the Mile High Flood District, and the Colorado Water Conservation Board. These partners have a strong track record of supporting trail and river corridor improvements and are expected to remain engaged in future phases.

South Suburban acknowledges its responsibility for managing the project budget and covering any cost overruns. South Suburban has a long history of delivering complex trail and bridge projects on time and within budget and is committed to leveraging partnerships to maximize community benefit.

### Question 8\*

Describe any scenic, historic, or cultural values associated with the project site. Will they be preserved or restored? Discuss specific natural resources at the site (including habitat, water, wildlife, and vegetation) and impacts to these resources as a result of this project. If applicable, discuss environmental sustainability benefits of this project (such as energy or water conservation, water quality improvement, etc.).

The Mineral Avenue Bridge Replacement is located within South Platte Park, the nation's first floodplain park. The park acts as a barrier for downstream flooding of the South Platte River while preserving 880 acres of open space. This area encompasses riparian habitats, wetlands, and native vegetation that support a diverse range of wildlife, including migratory birds, amphibians, and aquatic species. The bridge replacement aligns with the South Platte Park Management Plan (2017).

The bridge also provides access to the Carson Nature Center, a hub for environmental education and interpretation. Adjacent to the bridge is an interpretive sculpture and signage illustrating the depth of the 1965 floodwaters. The proposed project will not impact this feature and will improve access for environmental education programs.

The Mary Carter Greenway Trail Study (2023) and its Environmental Assessment (Appendix D) identified several environmental considerations in this area, including potential wetland impacts, raptor nesting zones, and habitat for special-status species such as the Preble's meadow jumping mouse. The project area is also near historic properties, although no direct impacts are anticipated.

The bridge replacement will preserve and enhance these natural and cultural values. The new structure will be constructed with minimal in-stream disturbance and will reuse existing alignments where feasible, thereby avoiding significant wetland impacts.

The project will incorporate best practices for erosion control, stormwater management, and floodplain protection. The design will also achieve a no-rise certification, minimizing impacts to the 100-year floodway.

### Question 9\*

Discuss ownership and legal access at the proposed project site. Detail any third-party rights, easements, or other encumbrances that exist.

The Mineral Avenue Bridge Replacement project is located within South Platte Park, which is owned by the City of Littleton and managed by South Suburban Parks and Recreation. The Mary Carter Greenway Trail Study (2023) confirms that the trail corridor, including the bridge site, falls within land owned by the City of Littleton.

There are no known third-party easements or encumbrances that would affect the project.

South Suburban has full legal access to the site and is responsible for ongoing maintenance of the trail and bridge infrastructure within South Platte Park. Coordination with the City of Littleton is ongoing to ensure alignment with permitting, floodplain management, and utility coordination.

No additional right-of-way acquisition is required. Utility impacts are expected to be minimal, and existing utility data will be incorporated into the final design plans. Any necessary coordination with utility providers will be managed during the design phase.

### Question 10\*

Describe long-term plans for maintaining the project. Who will be responsible for maintenance? Estimate annual costs to maintain the site, and explain how maintaining this project site affects your agency's budget.

South Suburban will be fully responsible for the long-term maintenance of the Mineral Avenue Bridge and its associated trail connections. As the regional park and recreation provider, South Suburban has maintained the Mary Carter Greenway Trail and South Platte Park infrastructure for over 30 years. South Suburban has dedicated Mary Carter Greenway maintenance staff, equipment, and operational systems in place to ensure the bridge remains safe, accessible, and functional for decades to come.

Since this is a replacement of an existing structure, it will not introduce significant new maintenance obligations. Annual maintenance costs are expected to remain consistent with current levels, which include routine inspections, surface repairs, vegetation management, and snow removal. These costs are already accounted for in South Suburban's operating budget and will be absorbed without requiring additional funding.

### Question 11\*

If applicable, describe how this project will address inclusivity per Americans with Disabilities Act guidelines.

The Mineral Avenue Bridge Replacement is being designed to meet or exceed Americans with Disabilities Act (ADA) standards, promoting universal access for all users. The Mary Carter Greenway Trail Study (2023) identified the existing bridge as a pinch point due to its limited width, poor sightlines, and approach conflicts,

which disproportionately affect individuals using mobility devices, strollers, or bicycles. The project also supports South Suburban's broader commitment to equity and inclusion by expanding access to South Platte Park, Carson Nature Center, and the Mary Carter Greenway Trail.

The design team is incorporating best practices from the U.S. Access Board, AASHTO guidelines, and recommendations from the Mary Carter Greenway Trail Study to ensure the bridge is safe, inclusive, and welcoming to all.

## Question 12\*

If successful in obtaining Joint Project funding, how will the agency use this project to inform citizens about the value of the Arapahoe County Open Space Sales and Use Tax? Discuss plans for public outreach, signage, celebration, dedication, etc. *You are required to inform the County of any press about the project and any related events (ribbon cutting ceremonies, etc.). Additionally, acknowledgement of County support must be included in any press about the project.*

If awarded Joint Project funding, South Suburban will actively promote the role of the Arapahoe County Open Space Sales and Use Tax in making the Mineral Avenue Bridge Replacement possible. South Suburban has a strong track record of recognizing County support through signage, public events, and communications.

South Suburban will coordinate with Arapahoe County to host a ribbon-cutting ceremony or community celebration upon project completion. In addition, South Suburban will continue to recognize Arapahoe County Open Spaces in its annual reports, budget documents, and public presentations, and will encourage partner agencies to do the same. The County's support will be highlighted as a key example of how public investment in open space and trails directly benefits local communities.

## Attachments

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### Attachment 1: Evidence of Support from Highest Authority\*

Please attach evidence of support from the agency's highest authority (official letter or resolution) as a PDF document. At a minimum, this document must include: project title, amount of grant funds requested, statement that matching funds are secured and/or efforts to secure funds are underway (include the amount of matching funds committed), and certification that the project will be open to the public or serve a public purpose upon completion. *A sample resolution is available on the Open Space website.*

Please name your file as follows: *Applicant\_SupportfromHighestAuthority.pdf*

SSPRD\_SupportfromHighestAuthority.pdf

### Attachment 2: Evidence of Community Support

Please attach letters of support from users, working groups, community members, volunteers, schools, etc. (maximum of 5) as a single PDF document. Letters should be dated within the last 6 months.

Please name your file as follows: *Applicant\_CommunitySupport.pdf*

SSPRD\_CommunitySupport.pdf

### Attachment 3: Documentation of Opposition

Please attach documentation of opposition as a single PDF document. If there is no known opposition to this project, please attach a page stating that this section is not applicable.

Please name your file as follows: *Applicant\_Opposition.pdf*  
SSPRD\_Opposition.pdf

### Attachment 4: Evidence of Commitment from Project Partners

Please attach evidence of commitment from project partners (such as partner support letters or commitment to provide cash/in-kind match) as a single PDF document. There is no maximum allowable number of partner support letters. If there are no partners for this project, please attach a page stating that this section is not applicable.

Please name your file as follows: *Applicant\_PartnerCommitments.pdf*  
SSPRD\_PartnerCommitments.pdf

### Attachment 5: Primary Project Photo\*

Please attach one high resolution photo in JPG format. Please choose the photo that provides the best overall representation of your project. This photo will be used for presentations and/or publications.

Please name your file as follows: *Applicant\_PrimaryPhoto.jpg*  
SSPRD\_PrimaryPhoto.jpg

### Attachment 6: Photos

Please attach photos of existing conditions at the project site (including captions) as a single PDF document. Include conceptual drawings if applicable.

Please name your file as follows: *Applicant\_Photos.pdf*  
SSPRD\_Photos\_compressed.pdf

### Attachment 7: Maps\*

Please attach a site map and a vicinity map as a single PDF document.

Please name your file as follows: *Applicant\_Maps.pdf*  
SSPRD\_Maps\_compressed.pdf

## Attachment 8: Other Attachments

Please attach additional supporting documentation (news article, cost estimate, appraisal, title commitment, etc.) as a single PDF document.

Please name your file as follows: *Applicant\_OtherAttachments.pdf*  
SSPRD\_OtherAttachments\_compressed.pdf

## *Confirmation*

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Please click the "I Agree" button below to certify that your application is complete and ready to submit. Once submitted, applications are final and cannot be returned.\*

I agree

## File Attachment Summary

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### *Applicant File Uploads*

- SSPRD\_CertificationandAuthorizedSignatureForm.pdf
- SSPRD\_TimelineForm.pdf
- SSPRD\_BudgetForms.pdf
- SSPRD\_SupportfromHighestAuthority.pdf
- SSPRD\_CommunitySupport.pdf
- SSPRD\_Opposition.pdf
- SSPRD\_PartnerCommitments.pdf
- SSPRD\_PrimaryPhoto.jpg
- SSPRD\_Photos\_compressed.pdf
- SSPRD\_Maps\_compressed.pdf
- SSPRD\_OtherAttachments\_compressed.pdf



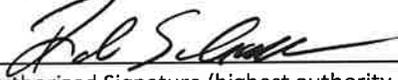
**ARAPAHOE COUNTY  
OPEN SPACES**

**Certification and Authorized Signature Form**

*Please attach this form to grant and joint project applications submitted through the Arapahoe County Open Spaces Online Grant Portal.*

**By signing this form, I certify that:**

- The information included in this application is true to the best of my knowledge.
- If funded, the applicant commits to completing the proposed project.
- If funded, the applicant accepts responsibility for any cost overruns necessary to complete the project.
- If funded, the completed project will be open to the public or will otherwise serve a public purpose.
- If funded, the applicant agrees to maintain the completed project site or to continue its maintenance agreement with a partner agency as outlined in the application.
- I am authorized to sign on behalf of the applicant.

  
 \_\_\_\_\_  
 Authorized Signature (highest authority in agency or authorized individual)

7/24/25  
 \_\_\_\_\_  
 Date

Rob Schoeber, Interim Executive Director  
 \_\_\_\_\_  
 Printed Name and Title

Mary Carter Greenway Mineral Avenue Bridge Design  
 \_\_\_\_\_  
 Grant Project or Joint Project Name



**2023 Open Space Grants - Project Timeline Form**

Task	Oct 2025	Nov 2025	Dec 2025	Jan 2026	Feb 2026	Mar 2026	Apr 2026	May 2026	Jun 2026	Jul 2026	Aug 2026	Sep 2026	Oct 2026	Nov 2026	Dec 2026	Jan 2027	Feb 2027	Mar 2027	Apr 2027	May 2027
Grant Award Notification	█																			
IGA Executed (Project Start Date)		█	█																	
Construction Documents				█	█	█	█	█	█	█	█	█	█	█						
Opinion of Probable Cost								█					█							
Permitting													█	█	█	█	█	█	█	█
ACOS Status Report				█						█							█			
Final Report																				█

## Summary Budget Form - Joint Project Application

Source of Funds	Date Funds Secured	Grant Request	Cash Match	Total Project Funds
SPWG Joint Project Funding		\$84,000		<b>\$84,000</b>
South Suburban Park and Recreation	1/1/2022		\$84,000	<b>\$84,000</b>
<b>Totals</b>		<b>\$84,000</b>	<b>\$84,000</b>	<b>\$168,000</b>

<b>MATCH REQUIREMENTS</b>	Total Project Cost:	\$168,000.00
	Cash Match % Required:	50%
	<b>Required Cash Match Amount:</b>	<b>\$84,000.00</b>
	Project Cash Match Budgeted:	\$84,000.00
<i>Minimum Met? Y or N</i>		

**Applicant: South Suburban Park and Recreation District**

**Project Title: Mary Carter Greenway Mineral Avenue Bridge Replacement Design**

*\* Please do not include in-kind match on the Budget Forms. Describe in-kind match in the budget narrative and project narrative if applicable.*

**Detailed Expense Worksheet - Joint Project Application**

	<b>Budget</b>	<b>Line Item Detail</b>	<b>ACOS</b>	<b>Grantee</b>	<b>TOTAL</b>
	<b>Category</b>	<b>Description</b>	<b>Grant</b>	<b>Cash Match</b>	
	Consultant Project Management	Meetings, progress reports, budget tracking and scheduling	\$13,500.00	\$13,500.00	\$27,000.00
	Data Collection	Geotechnical investigation and foundation design recommendations	\$4,500.00	\$4,500.00	\$9,000.00
	Design	Drainage design memorandum, trail and bridge designs, independent bridge design check	\$21,000.00	\$21,000.00	\$42,000.00
	Permitting	Floodplain permit, erosion control, 404 and 408 permitting	\$33,000.00	\$33,000.00	\$66,000.00
	Construction Documents	100% plan set, final specifications, stamped drawings	\$12,000.00	\$12,000.00	\$24,000.00
<b>TOTALS</b>			<b>\$84,000.00</b>	<b>\$84,000.00</b>	<b>\$168,000.00</b>

Applicant: South Suburban Park and Recreation District      Project Title: Mary Carter Greenway Mineral Avenue Bridge Replacement Design      Date: 08/04/2025

**South Suburban Park and Recreation District  
Resolution # 2025-21**

**A RESOLUTION ENDORSING THE APPLICATION FOR  
GRANT FUNDS FOR THE MARY CARTER GREENWAY  
MINERAL AVENUE BRIDGE REPLACEMENT DESIGN**

WHEREAS, the South Suburban Park and Recreation District (“District”), as part of its mission statement acquires and improves land within the District boundaries to develop and provide park and recreation facilities for the public;

WHEREAS, Arapahoe County Open Spaces provides funding for such projects through distribution of its Open Space Grant monies;

WHEREAS, the District provides park and recreation services to the residents of the cities of Bow Mar, Centennial, Columbine Valley, Littleton, Lone Tree, and Sheridan and portions of Arapahoe, Douglas and Jefferson Counties;

WHEREAS, the Mary Carter Greenway Mineral Avenue Bridge is an outdoor trail facility open to the public;

WHEREAS, the District will request \$84,000.00 from Arapahoe County Open Spaces for the Mary Carter Greenway Mineral Avenue Bridge Replacement Design to update and upgrade the park’s amenities for the safety, comfort, and enjoyment of all users.

NOW, THEREFORE, BE IT RESOLVED by the Board of Directors of the South Suburban Park and Recreation District as follows:

1. The Board of Directors of the District strongly supports the grant application for the Mary Carter Greenway Mineral Avenue Bridge Replacement Design
2. The Board of Directors of the District has appropriated \$84,000.00 of the overall project cost in matching cash funds for said Arapahoe County Open Spaces Grant and authorizes the expenditure of funds necessary to meet the terms and obligations of the awarded grant.
3. The District commits to completing the Mary Carter Greenway Mineral Avenue Bridge Replacement Design if the grant is awarded.
4. The project site is managed by South Suburban Park and Recreation District.
5. The South Suburban Park and Recreation District will continue to maintain the Mary Carter Greenway Mineral Avenue Bridge in a high-quality condition and will appropriate funds for maintenance in its annual budget.

Resolution # 2025-21

- 6. If the grant is awarded, the South Suburban Park and Recreation District Board of Directors hereby authorizes the Executive Director to sign the grant agreement with Arapahoe County.
- 7. This resolution is in full force and effect from and after its passage and approval.

NOW, THEREFORE, BE IT RESOLVED that the Board of Directors of the South Suburban Park and Recreation District shall and hereby does direct the Executive Director of the District or his assign to sign the said documents on behalf of the District, following final review and approval of the format and language by District legal counsel, in accordance with the Board motion (See minutes of Board of Directors meeting for this date).

PASSED, APPROVED, AND ADOPTED this 13<sup>th</sup> day of August, 2025

by the Board of Directors of the South Suburban Park and Recreation District,

by a vote of 5 for and 0 against.

South Suburban Park and Recreation District, by:

Signed by:  
  
D894ADDAE6400...  
 \_\_\_\_\_  
 Pam Eller, Chair

ATTEST:

Signed by:  
  
E8D4182807F944D...  
 \_\_\_\_\_  
 Luke Lorenz, Secretary



Public Works Department

Date: July 21, 2025

RE: Mineral Bridge Replacement at Mary Carter Greenway

To: Open Space and Trails Advisory Board:

I am writing to express my strong support for South Suburban Mineral Avenue Bridge Replacement project at Mary Carter Greenway. This project will replace an aging pedestrian bridge over the South Platte River, improving safety, accessibility, and connectivity for thousands of trail users each year.

The bridge is a vital link in the regional trail network and provides essential access to South Platte Park and surrounding neighborhoods. Its replacement will benefit a wide range of users, including families, seniors, individuals with disabilities, and commuters who rely on the trail for recreation and transportation.

As the Director of Public Works with the City of Littleton, I believe this project will have a lasting positive impact on our community and aligns with regional goals for open space access, environmental stewardship, and equitable infrastructure investment.

I fully support South Suburban efforts to secure funding for this important project and encourage its approval.

Sincerely,

DocuSigned by:

*Brent Soderlin*

A0919548B58C4D2...

Brent Soderlin

Director of Public Works and Utilities



July 29, 2025

RE: Mineral Bridge Replacement at Mary Carter Greenway

Dear Members of the Open Space and Trails Advisory Board:

South Metro Land Conservancy would like to express its strong support for funding the Mineral Avenue Bridge Replacement project at the Mary Carter Greenway.

South Metro Land Conservancy (SMLC) is a 501 (c)(3) nonprofit organization founded in 1993. Our mission is to increase understanding and appreciation of the profound importance of open spaces, natural areas, parks and trails in the lives of people of all ages.

In keeping with that mission, SMLC strongly supports the Bridge Replacement project over the South Platte River because it will improve safety, accessibility, and connectivity for thousands of trail users each year. The bridge is a vital link in the regional trail network and provides access to South Platte Park and surrounding neighborhoods. Its replacement will benefit a wide range of users, including families, seniors, individuals with disabilities, and commuters who rely on the trail for recreation and transportation.

SMLC believes this project will have a lasting positive impact on our community and aligns with regional goals for open space access, environmental stewardship, and equitable infrastructure investment.

We fully support South Suburban Parks and Recreation's efforts to secure funding for this important project and encourage its approval.

Sincerely,

*Patricia Cronenberger*

Patricia Cronenberger, President



July 23, 2025

RE: Mineral Bridge Replacement at Mary Carter Greenway

TO: Open Space and Trails Advisory Board

Bike Jeffco strongly supports the South Suburban Mineral Avenue Bridge Replacement project at the Mary Carter Greenway trail. This project is an essential part of the effort to improve pedestrian and cyclist safety and connectivity in the Mineral Station area, including the Mary Carter Greenway trail. The project will replace an aging pedestrian bridge over the South Platte River, improving safety, accessibility and connectivity for thousands of trail users each year.

The bridge is a vital link in the regional trail network and provides essential access to South Platte Park and surrounding neighborhoods. Its replacement will benefit a wide range of users, including families, seniors, individuals with disabilities and commuters who rely on the trail for recreation and transportation. I am attaching a snapshot of our view of important trails in the regional trail system to show that the Mary Carter Greenway trail is a gateway to many other trails in the region, as well as neighboring communities. Such connectivity is essential when working to increase use of alternative transportation. In our view, it's much better to increase options for trail users to access the trails in ways that don't have to include parking lot expansion.

As a regional advocacy organization, we believe that this project will have a lasting positive impact on our community. It aligns with regional goals for open space access, environmental stewardship, and equitable infrastructure investment.

Bike Jeffco fully supports South Suburban's efforts to secure funding for this important project and encourages its approval.

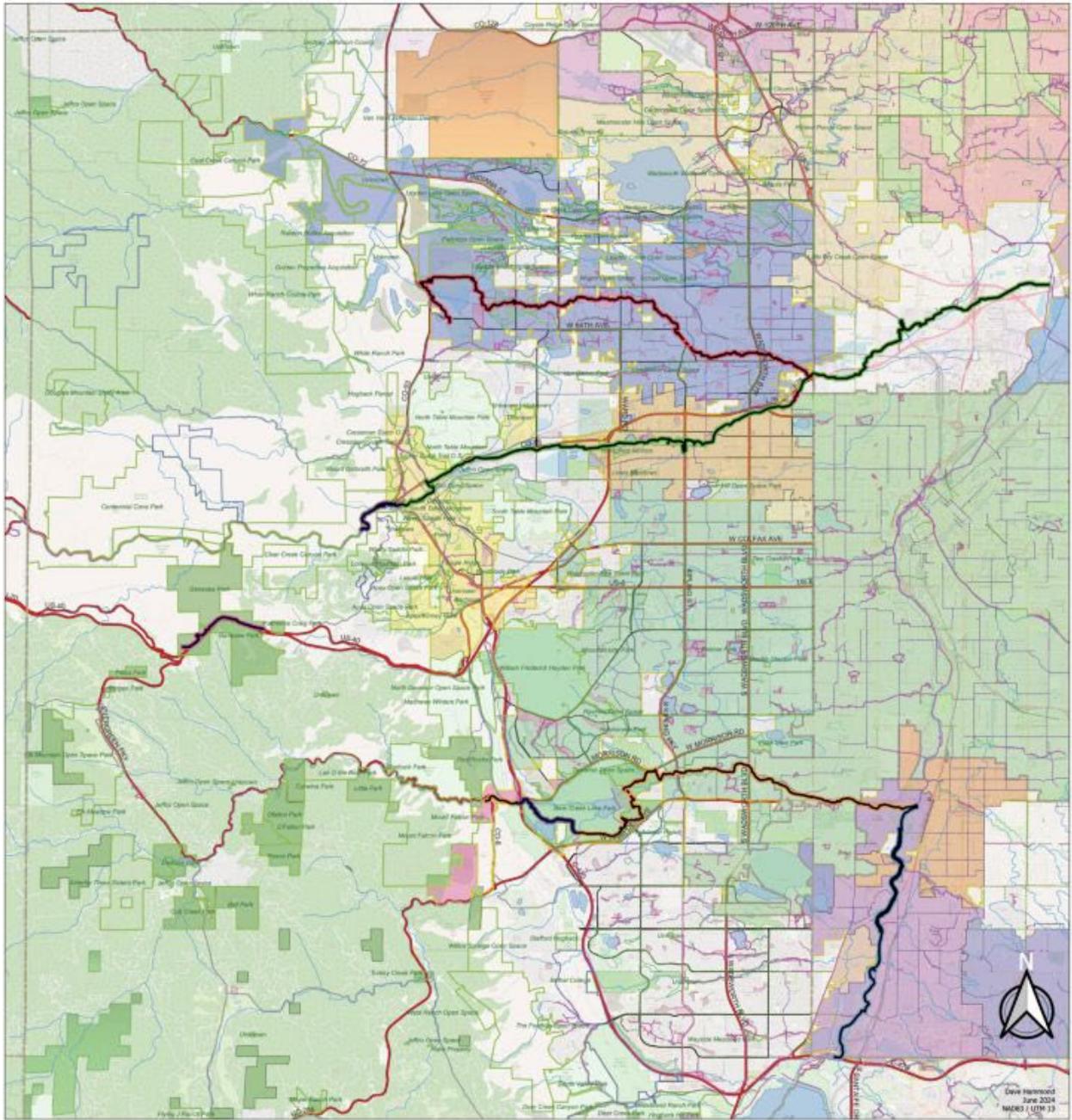
Best,

Jan Stevenson

Chair, Bike Jeffco

[jstevenson@bikejeffco.org](mailto:jstevenson@bikejeffco.org)

# Bike Jeffco Trail Advocate Program



LEGEND			
<b>Advocate Trails Name</b>	<b>Advocate Trails Type</b>	<b>Sidepath</b>	<b>Open Space Park</b>
BEAR CREEK TRAIL	Shared Use Path	Community Park	Denver Mtn Parks in Jeffco
C-470 TRAIL	Shared Lane	Golf Course	Counties
CLEAR CREEK TRAIL	Sidepath	Greenway	<b>Cities</b>
GENESEE-EL RANCHO TRAIL	Shared Use Path	National Forest	Arvada
GOLDEN GATEWAY	Shared Lane	National Wildlife Refuge	Bow Mar
MARY CARTER GREENWAY TRAIL	Shared Use Path	Natural Conservation Area	Broomfield
RALSTON CREEK TRAIL	Shared Lane		Centennial
			Columbine Valley
			Commerce City
			Denver
			Edgewater
			Englewood
			Federal Heights
			Glendale
			Golden
			Lakewood
			Littleton
			Morrison
			Mountain View
			Northglenn
			Sheridan
			Thornton
			Westminster
			Wheat Ridge
			Unincorporated

Steve Harwood  
June 2024  
MAP03 | UTM 13

There is no known or anticipated opposition to the Mary Carter Greenway Mineral Avenue Bridge Design Project.

There are no partners for the Mary Carter Greenway Mineral Avenue Bridge Replacement (Design) project.





Pedestrians traveling Mineral Trail have a long detour to the existing bridge, not visible from the roadway, to cross the river.



Slippery  
When  
Wet



Cyclists disappear behind bridge structure with higher-speed 90-degree turns.



Another angle highlighting the blind spots on the existing bridge.

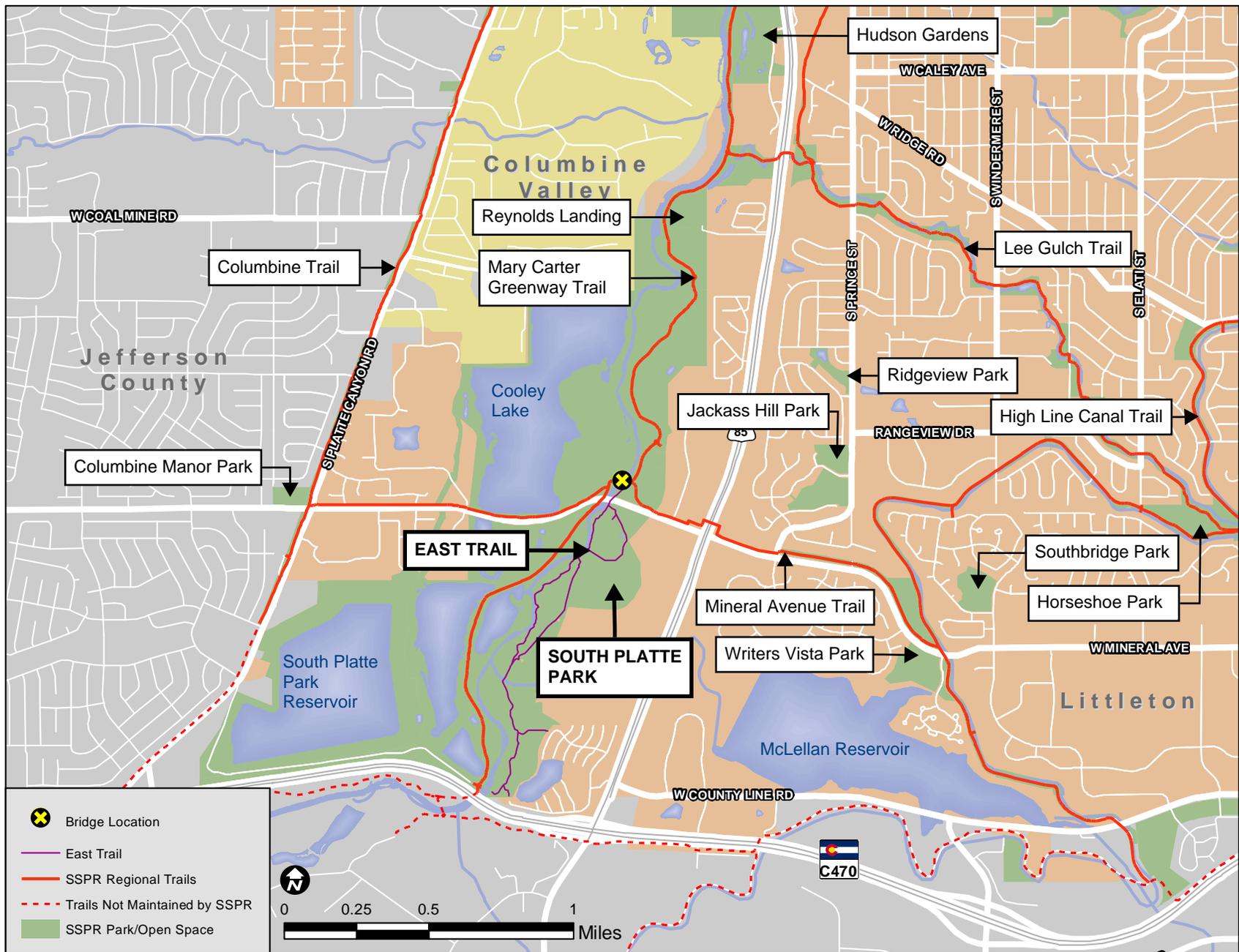


# MINERAL AVENUE BRIDGE

LITTLETON, COLORADO  
JULY 2025

SITE MAP





# MINERAL AVENUE BRIDGE

LITTLETON, COLORADO  
JULY 2025

VICINITY MAP



# SP4, SP5, SP6 Mineral Bridge

## Project Description

The area north of Mineral Avenue is one of the most challenging segments in the entire Mary Carter Greenway Trail corridor. The trail bridge over the South Platte River is relatively narrow and has sharp-angled, low-visibility approaches on either end, the existing Y-intersection oriented around the flood memorial has multiple conflict points, and there are lots of conflicting user types and travel patterns. In addition to through trail users, people use this portion of the trail to access the East Trail in South Platte Park, take photographs on the river bridge, and for shorter nature walks from Carson Nature Center.

Beyond the user conflict and visibility concerns, there are topography and hydraulic issues to consider as well – much of the area adjacent to the river is within the 100-year floodplain, and there are substantial elevation changes on both sides of the river. A concrete connection along the south side of W. Mineral Ave to South Platte Park will replace the existing natural-surface connection on the east side of the river, which will bring more pedestrian traffic to this area in the future, especially once planned nearby development south of Mineral Avenue comes to fruition.

Given all the particular challenges and considerations at this location, a more detailed study is necessary to identify a preferred solution for enhancing safety, comfort, and convenience for trail users. This study should include detailed topographic survey and floodplain delineation, alternatives analysis – including structural and hydraulic evaluations – and further stakeholder engagement with all involved agencies.

Potential options to explore include:

- Installing a wider bridge in the same location as the existing one
- Installing a wider, more skewed bridge further south to improve approach angles
- Reconstructing the east bridge approach into a more traditional Y-intersection configuration

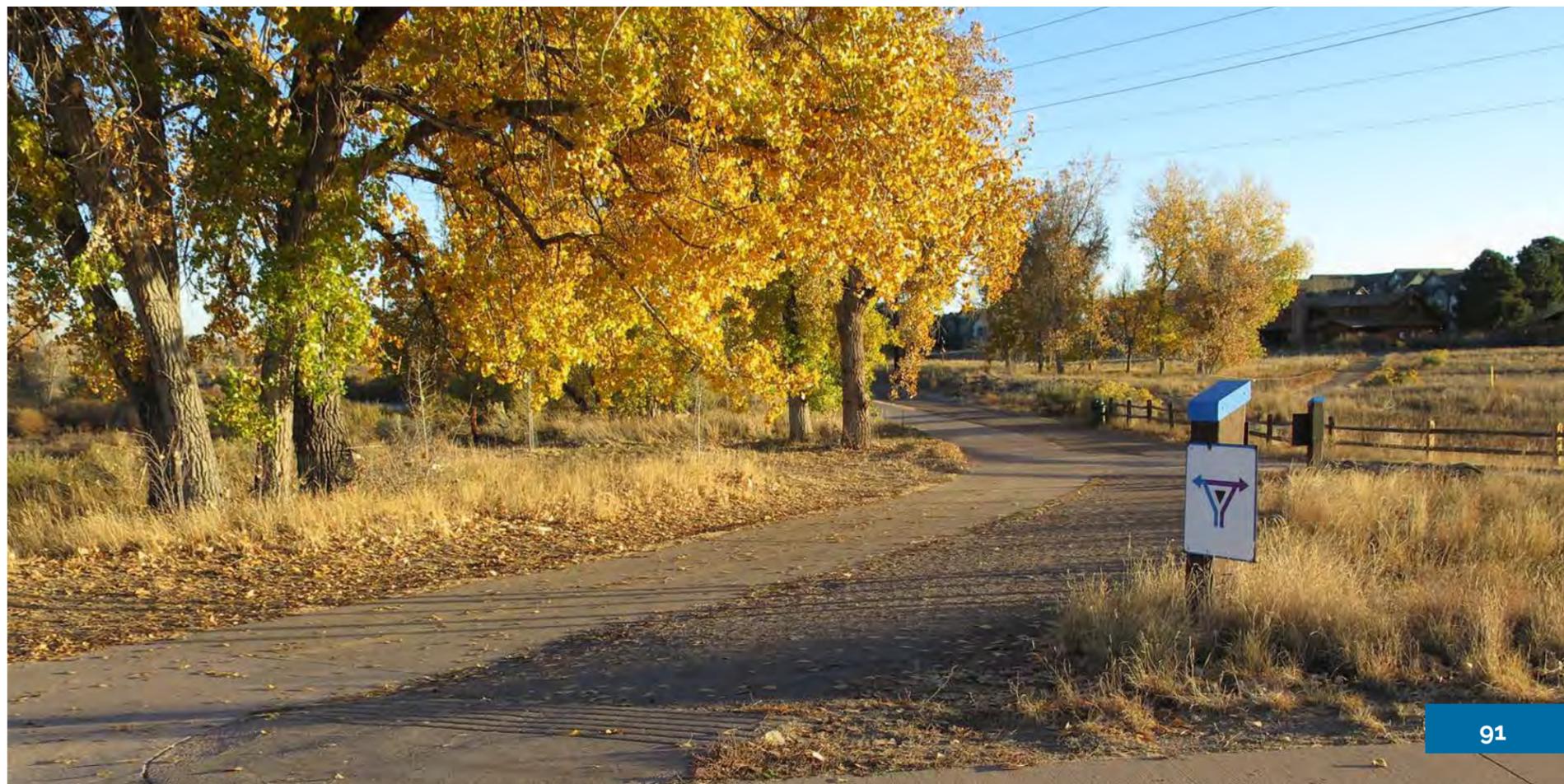
### Agencies Involved

- SSPRD
- City of Littleton
- MHFD



**Cost Estimate**  
\$2,000,000 - \$2,500,000

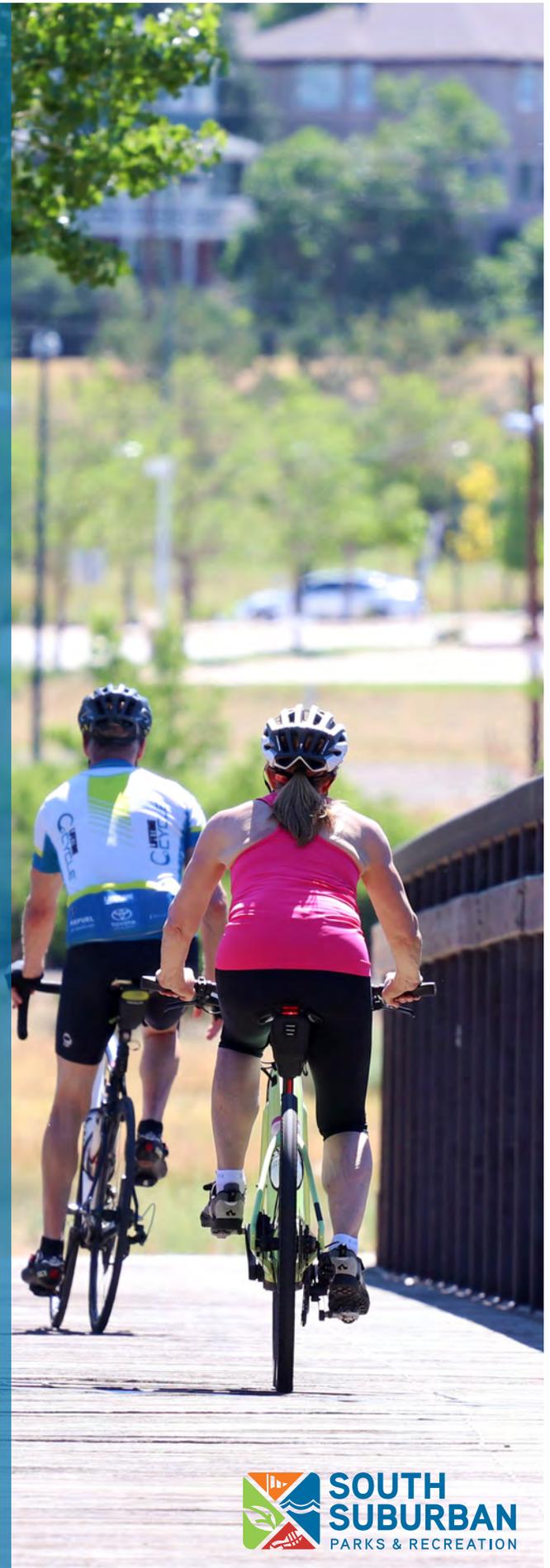
Based on 2022 costs



# Mary Carter Greenway Trail Study

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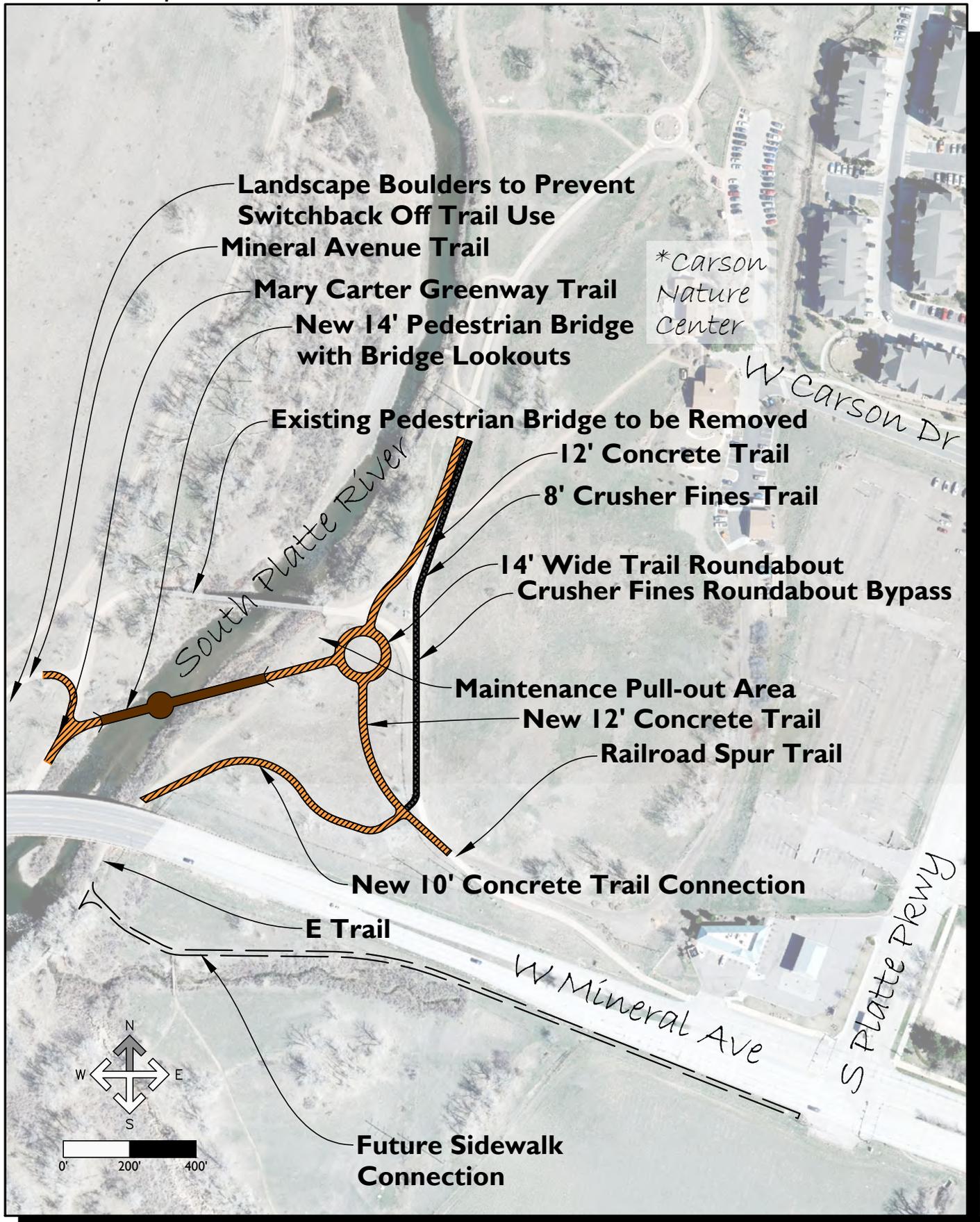
Appendix C:  
Priority Concept Exhibits



# Mary Carter Greenway Study

SP4: West Mineral Bridge Approach Redesign  
SP5: East Mineral Bridge Approach Redesign  
Preliminary Concept

SP6: Mineral Bridge Replacement



# Mary Carter Greenway Trail Study

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Appendix D:  
Environmental Assessment



## Introduction

Felsburg Holt and Ullevig (FHU), acting on behalf of the South Suburban Park and Recreation District, performed an environmental overview in the environmental study area. This report describes the existing environmental conditions within the study area, including noxious weeds, wetlands, migratory birds, special status species (including threatened and endangered, proposed, candidate, and state concern), and vegetation resources. **Appendix A** includes a photo log of the existing conditions within the environmental study area at the time of the field surveys.

## Project Location

The project is located along the Mary Carter Greenway from approximately 600 feet south of C-470 to approximately 1,200 feet past West Dartmouth Ave. A map of the study area can be found in **Figure 1**. The project lies in the U.S. Geological Survey (USGS) 7.5-minute Fort Logan and Littleton Quadrangle in Sections 31, 32, 29, 20, 17, 8, 9, & 4 in Township 5 South, Range 68 West, in the sixth principal meridian. The approximate coordinates of the center of the project are latitude 39.624458° and longitude -105.018895° (WGS 84 datum).

## Environmental Study Area

The environmental study area consists of an 8.15-miles section of trail and a 20-foot buffer around the trail and is approximately 62 acres. The project was broken up into 6 sections.

### Existing Conditions

This section describes the environmental resources of the study area. Information is based on a desktop analysis and site conditions during a field survey conducted on June 20, 2023. Photos from the site visit can be found in **Appendix A**.

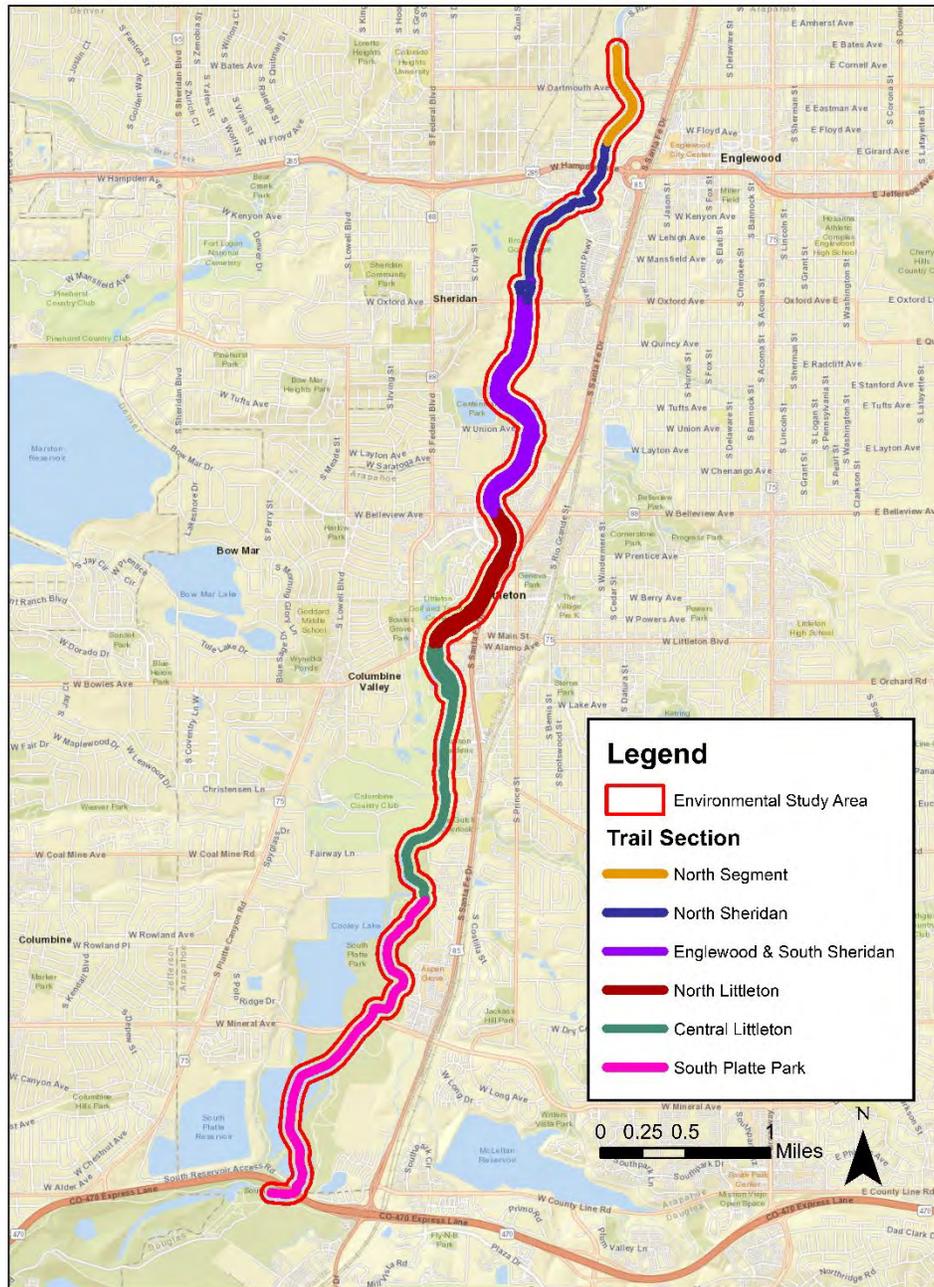
## Vegetation and Noxious Weeds

Vegetation in the study area consists of species including but not limited to willows (*Salix exigua*), cottonwoods (*Populus deltoides*), showy milkweed (*Asclepias speciosa*), and rabbitbrush (*Ericameria nauseosa*), as well as several noxious weed species. The Colorado Noxious Weed Act requires the control of 79 plant species designated as "noxious weeds." According to the Colorado Department of Agriculture (CDA), noxious weeds are plants that replace native vegetation, reduce agricultural productivity, and cause wind and water erosion (CDA, 2022). Species found in the study area and their CDA listing designation can be found in **Table 1**. Only List A weeds are regularly treated by South Suburban.

**Table 1. Noxious Weeds Observed in Environmental Study Area**

Common Name	Scientific Name	CDA: List A, B, or C
Russian olive	<i>Elaeagnus angustifolia</i>	List B
Leafy spurge	<i>Euphorbia esula</i>	List B
White top (hoary crest)	<i>Lepidium draba</i>	List B
Field bindweed	<i>Convolvulus arvensis</i>	List C
Downy brome	<i>Bromus tectorum</i>	List C

**Figure I. Environmental Study Area**



## Wetlands and Waters of the United States

In 1972, the U.S. Congress passed the Clean Water Act (CWA) to protect the quality of waters of the U.S. (WUS), including adjacent wetlands. Section 404 of the CWA defines WUS as all traditional navigable waters and their tributaries, all interstate waters and their tributaries, all wetlands adjacent to these waters, and all impoundments of these waters. The U.S. Army Corps of Engineers (USACE) Regulatory Program administers, and the USEPA enforces Section 404 of the CWA.

The study area falls within the Upper South Platte Watershed part of the South Platte River Basin. This watershed has an 8-digit Hydrologic Unit Code of 10190002, as identified by the U.S. Geological Survey's National Hydrographic Dataset (NHD). The South Platte River runs adjacent to the Mary Carter Greenway throughout the study area and has several lakes and tributaries that empty into the South Platte River. There are assumed riparian and wetland areas within and adjacent to the study area. Once designs are completed, a wetland delineation survey will need to be performed to determine the accurate boundary of wetlands and streams that may be impacted by the project. A desktop delineation was performed using National Wetland Inventory (NWI) data.

Once final impacts are determined, and depending on the extent of wetland impacts, this project will likely require a Section 404 Permit for construction. If necessary, the project team will coordinate with the USACE to identify mitigation strategies related to wetland impacts. These strategies may include onsite mitigation, off-site mitigation, purchase of wetland bank credits, or the use of a separate strategy approved by the USACE. Once design progresses to a point where impacts can be calculated, FHU staff will analyze the total quantities of wetland temporary and permanent impacts. As the design progresses, these impacts may be refined to minimize and avoid wetlands to the extent possible. Any Section 404 permits will be acquired from the USACE prior to construction activities occurring.

## Migratory Birds

The Migratory Bird Treaty Act (MBTA) of 1918 provides protection for birds classified as migratory birds by the U.S. Fish and Wildlife Service (USFWS). In Colorado, most birds, except for the European Starling (*Sturnus vulgaris*), House Sparrow (*Passer domesticus*), Rock Dove (*Columbia livia*) (Pigeon), and common grouse/pheasant species (Order *Galliformes*), are protected under the MBTA. The Migratory Bird Permit memorandum issued in April 2003 stipulates no prohibition against destroying inactive nests. Additionally, any disturbance to these nesting areas must follow the stipulations outlined in the MBTA. Specific protection for Bald and Golden Eagles is authorized under the Eagle Protection Act (16 United States Code 668), which provides additional protection to these species from intentional or unintentional harmful conduct. The study area contains suitable habitat that may provide opportunities for forage, roosts, and nesting to migrating birds, such as raptors and passerines.

FHU environmental scientists completed an onsite nest survey on June 20, 2023, and no active nests were observed within the study area or vicinity; a red-tailed hawk (*Buteo jamaicensis*) was observed during the June 20, 2023 field visit. In addition, several nests are mapped in the Colorado Parks and Wildlife (CPW) Raptor Nest GIS data as being within a half mile of the southern end of the project area.

Additional migratory bird and raptor nest surveys will be required if construction of the project occurs between April 1 and August 31 and should be conducted at least one week before construction activities begin. Construction activities around and near migratory bird nests should be based on CDOT's Project Special Specification 240, which follows CDOT's Standard Specifications for Road and

Bridge Construction. A qualified wildlife biologist will conduct a survey for nesting burrowing owls at any prairie dog colonies that will be disturbed if construction occurs within the typical nesting season for burrowing owls (March 15 to October 31). If raptor nests are located within or adjacent to the study area, then coordination with CPW and USFWS must occur to identify potential impacts and mitigation. Mitigation would include using the CPW Recommended Buffer Zones and Seasonal Restrictions for Nesting Raptors (CPW, 2020)

### **Special Status Species**

This section describes the special status species habitat and conditions of the study area. Information is based on site conditions during the field surveys conducted on June 20, 2023.

A review of the USFWS Information, Planning, and Conservation (IPaC) System website resulted in a list of nine federally threatened or endangered species with the potential to be impacted by activities in the study area. These species include: gray wolf (*Canis lupus*), piping plover (*Charadrius melodus*) whooping crane (*Grus americana*), greenback cutthroat trout (*Oncorhynchus clarkia stomias*), pallid sturgeon (*Scaphirhynchus albus*), monarch butterfly (*Danaus plexippus*), Ute ladies'-tresses (*Spiranthes diluvialis*) and western prairie fringed orchid (*Platanthera praeclara*) (USFWS, 2023).

Several species of state concern also have possible habitat in the project area including bald eagles (*Haliaeetus leucoccephalus*), burrowing owl (*Athene cunicularia*), Iowa darter (*Etheostoma exile*), black-tailed prairie dog (*Cynomys ludovicianus*), Townsend's big-eared bat (*Corynorhinus townsendii pallescens*) and the common garter snake (*Thamnophis sirtalis*).

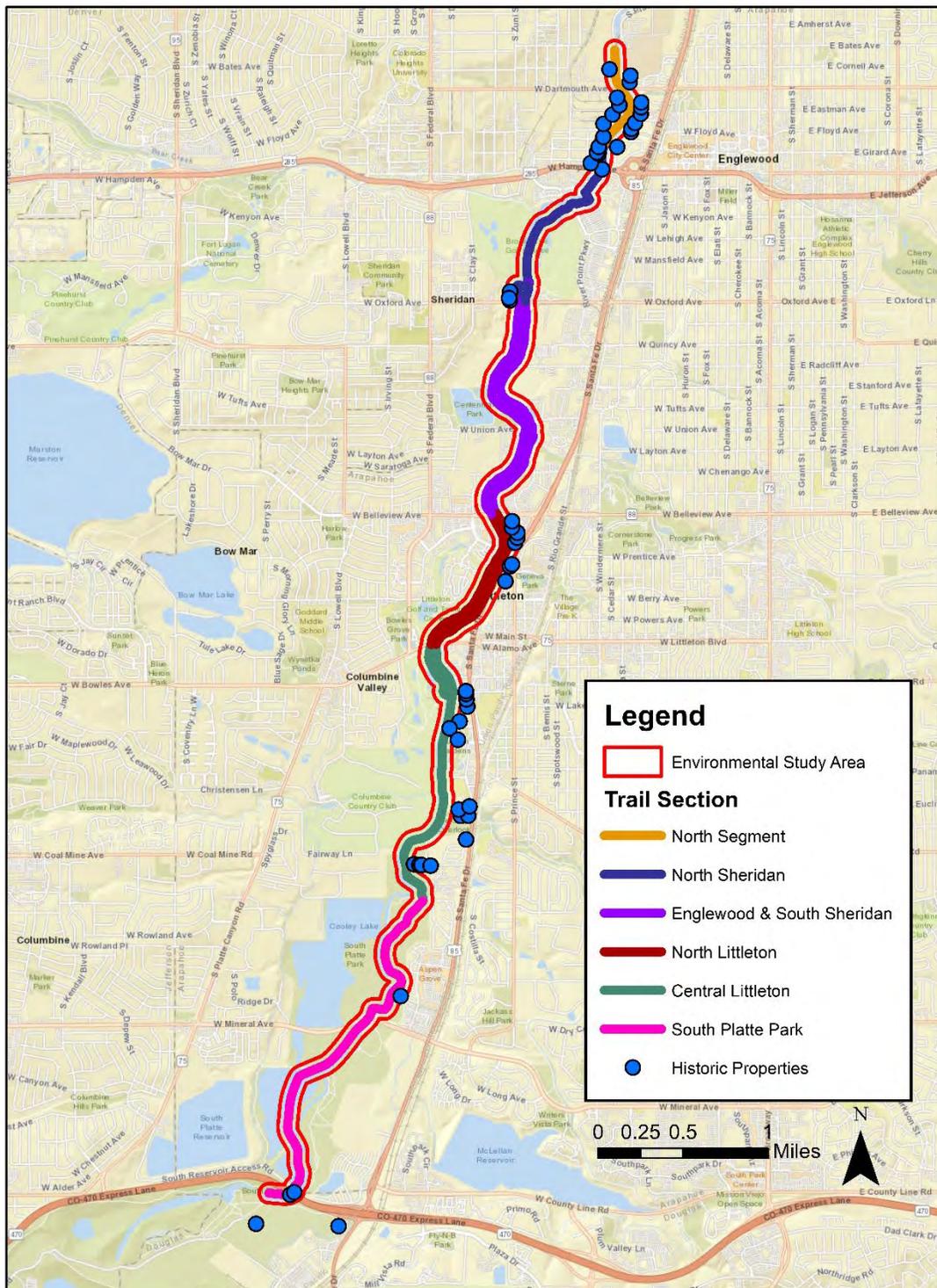
Species listed above that are most likely to be impacted include the Preble's meadow jumping mouse (PMJM), Townsend's big eared bat and the common garter snake. The PMJM currently has a confirmed population approximately 0.85 miles from the southern portion the South Platte Park section. PMJM prefer relatively undisturbed grassland communities with a nearby water source. Due to the development surrounding the trail it is unlikely that the PMJM would use other trail sections besides the South Platte Park. Garter snakes inhabit a variety of habitats but they prefer areas close to water with thick vegetation. It is likely that the garter snake will be found throughout all the trail sections. Townsen's big eared bat roost in the cavities of trees and rocks as well as under tunnels. There are several large trees and tunnels along the entire trail that could be suitable habitat for the Townsend's big eared bat.

Other species listed by IPaC and CPW are less likely to be affected. The cutthroat trout, pallid sturgeon, and whooping crane are affected by downstream deletions to the South Platte River which are not expected with this project. Gray wolves are not present in or near the study area and there is no predator management plan in place therefore this project will have no effect on the gray wolf. Pipping plovers migrate through the country but tend to utilize salt marches and lakes witch are not present in the study area making impacts to the species unlikely. Ute-ladies tresses and the western prairie fringed orchid both prefer relatively undisturbed wet meadow and grassland areas, due to the habitat quality present in the study area it is unlikely for these species to be present or impacted. No black-tailed prairie dog colonies were identified during the field survey. If they are found to be present a burrowing owl survey must be conducted prior to construction taking place, removing black tailed prairie dog colonies will remove the potential habitat for burrowing owls.

### *Historic Properties*

Under Section 106 of the National Historic Preservation Act projects with a federal nexus are required to identify and evaluate the significance of historic properties before work is commenced. Historic properties are defined as properties over 50 years old and or that have an association with significant events or people, that have technological, engineering, or architectural significance and retains physical integrity, or that can demonstrate or communicate the qualities of their significance. **Figure 2** shows the location of historical properties near the environmental study area.

**Figure 2. Historic Properties Within and Adjacent to the Environmental Study Area**



## *Hazardous Materials*

This section discusses the potential for soil and groundwater contamination to be encountered in the project area. Areas of contaminated soil and groundwater must be identified so they can be avoided, if reasonably possible. Encountering soil and groundwater contamination during construction without prior knowledge may affect a project in terms of worker safety, cost, schedule, and agency and public relations. In addition, it is important to protect the purchasing agency from liability for existing contamination that they may unknowingly acquire. Therefore, assessment and investigation of contamination concerns in the project area are an integral part of the project planning process.

The potential presence of soil and groundwater contamination will be considered during the screening of alternatives and identification of the Preferred Alternative, to help in alternative selection and will be further considered during final design and right-of-way acquisition.

Hazardous materials include substances or materials that have been determined by the Environmental Protection Agency (EPA) to be capable of posing an unreasonable risk to health, safety, or property. Hazardous materials may exist within the study area at facilities that generate, store, or dispose of these substances, or at locations of past releases of these substances. Examples of hazardous materials include asbestos, lead-based paint, heavy metals, dry cleaning solvents, and petroleum hydrocarbons (e.g., gasoline and diesel fuel), all of which could be harmful to human health and the environment.

Sites that are historically known to have released regulated materials into the ground (i.e., soil), groundwater, or surface water or facilities that likely use petroleum products and/or hazardous materials daily are typically automotive fueling stations, automotive sales/service stations, dry cleaning facilities and as maintenance facilities, are considered as properties with a high contamination potential. Often railroad right of ways contain surficial impacts from minor spills or oil leaks, and the result can be ballast that is impacted by petroleum hydrocarbons. Additionally, any development along the South Platte River has the potential to encounter landfill materials from historic in-filling along the banks of the river over time.

FHU reviewed the GIS maps managed by the Colorado Department of Labor and Employment, Oil and Public Safety and the Colorado Department of Public Health and Environment, Hazardous Materials and Waste Management Division within 300 feet of the Mary Carter Greenway trail corridor. Information reviewed included the following:

- Sites with reported hazardous material releases such as Superfund (National Priorities List (NPL), Resource Conservation and Recovery Act (RCRA), Brownfields, Voluntary Clean Up (VCUP), Uranium Mine Tailings, Environmental Covenant, and solid waste disposal facility (SWF) sites
- Facilities with active/closed leaking underground storage tanks (LUSTs)
- The trail corridor travels through several light industrial areas which have a high contamination potential.

According to the records reviewed, the trail corridor had the following sites with a potential hazardous material concern:

- 9 RCRA sites
- 7 SWF sites
- 6 VCUP sites

- I LUST site
- I Environmental Covenant

Hazardous materials are most likely to be encountered during ground-disturbing activities near sites with recognized or potential environmental conditions. LUST sites that are closed still have the potential to have residual contamination present and should be investigated more thoroughly during any future project.

### Section Summary

The project area has been split into six sections. These sections contain different environmental resources and environmental justice concerns as they are home to different populations. In order to ensure communities are not being disproportionately affected the EPA EJ screener (EPA, 2023) was consulted. Also addressed are the different potential habitat concerns that are unique to the trail sections.

<i>Trail Section</i>	<i>Environmental Justice Percentile</i>	<i>Habitat Present</i>
North Section	-90-95% diesel particulate matter, -90-95% traffic proximity, -90-95% superfund proximity, -90-95% RMP facility proximity, -90-95% hazardous waste -90-95% wastewater discharge -80-90% underground storage tanks	No unique biological concerns in this section
North Sheridan	80-90% of traffic proximity	No unique biological concerns in this section
Englewood & South Sheridan	No EJ concerns	No unique biological concerns in this section
North Littleton	No EJ concerns	No unique biological concerns in this section
Central Littleton	80-90% of traffic proximity.	No unique biological concerns in this section
South Platte Park	No EJ concerns	-Elk habitat - mountain lion habitat - raptor nests reported within half a mile of the of the trail -PMJM potential habitat in the area with confirmed population 0.85 miles south of the trail

**Appendix A – Site Photos**



Photo 1 – June 20, 2023  
South Platte River along trail with willows and noxious weeds north of Bowles Ave.



Photo 2 – June 20, 2023  
Red-tailed hawk seen along the Mary Carter Greenway just north of the Carson Nature Center



Photo 3 – June 20, 2023  
Bridge crossing South Platte River just south of US 285.



Photo 4 – June 20, 2023  
South Platte River from the Mary Carter Greenway with willows along the banks.



Photo 5 – June 20, 2023



Photo 6 – June 20, 2023

Pond with noxious weeds next to Mary Carter Greenway just north of Reynolds Landing.	Pond next to Mary Carter Greenway near the southern extent of the environmental study area.
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## References

Colorado Department of Agriculture (CDA). 2022. Noxious Weeds. Accessed July 2023. Available at: <https://www.colorado.gov/pacific/agconservation/noxiousweeds>.

Colorado Parks and Wildlife (CPW). 2020. Recommended Buffer Zones and Seasonal Restrictions for Colorado Raptors. Available at: <https://cpw.state.co.us/Documents/WildlifeSpecies/LivingWithWildlife/Raptor-Buffer-Guidelines.pdf>

CPW. 2023. State Threatened and Endangered and Species of Concern. Available at: <https://cpw.state.co.us/learn/Pages/SpeciesProfiles.aspx>

EPA. 2023. EJScreen: Environmental Justice Screening and Mapping Tool. Available at: <https://www.epa.gov/ejscreen>

USFWS. 2023. Information, Planning, and Conservation (IPaC). <https://ecos.fws.gov/ipac/>.