

## EXHIBIT A

# GRANT APPLICATION CHECK LIST

### MANDATORY:

- Signed letter of resolution from Governing Body
- Exhibit A - Application
- Exhibit B - Budget (Unprotected Excel CPW form)
- Environmental Forms (not required for Regional Trails Planning grants)
- Maps/Photographs/Graphics (5 page max, pdf, letter sized pages)
- Letters of Support (maximum of 5). No letters from clubs or groups specifically working on the project
- Project can be completed within 2.5 years from receiving grant
- Required MATCH funding is secured, including CASH match funds
- CPW District Wildlife Manager has been contacted and informed of construction projects by July 1st. Note that ALL projects will be reviewed by CPW for wildlife impacts
- (Construction only) Project area is owned by public land agency or has easement that designates the area to be open to public outdoor recreation for at least 25 years
- (Construction Only) Formal Environmental Assessment (EA) or NEPA has been completed with final approval for the project area (federal lands only).

### ADDITIONAL PROJECT HIGHLIGHTS:

- Youth Corps or youth organization will be used on the project (name of organization)
- Volunteers will be utilized on the project (name organization)

TOWN OF WINDSOR

RESOLUTION NO. 2018-73

A RESOLUTION EXPRESSING SUPPORT FOR AND AUTHORIZING THE TOWN OF WINDSOR TO SERVE AS THE APPROVED LOCAL AGENCY FOR PURPOSES OF SEEKING A COLORADO DIVISION OF PARKS AND WILDLIFE *COLORADO THE BEAUTIFUL* GRANT FOR COMPLETION OF THE GREAT WESTERN TRAIL

WHEREAS, the Town of Windsor (“Town”) is a Colorado home rule municipality with all powers and authority provided by Colorado law; and

WHEREAS, the Town’s citizens consistently place trail connectivity as a top recreational priority; and

WHEREAS, the Great Western Trail Authority (“Authority”) was created by the Towns of Windsor, Severance and Eaton for the purpose of improving and maintaining the Great Western Railroad rail corridor that connects these communities; and

WHEREAS, the Authority is governed by a volunteer board, consisting of representatives from each of its member governments; and

WHEREAS, the Authority has been approved for grant funding through the Colorado Department of Transportation “TAP Grant” pool (“CDOT TAP Grant”), with matching local funds approved through previous action of the Town and the Towns of Severance and Eaton; and

WHEREAS, the CDOT TAP Grant allows for other sources of matching funds, including funding from other grant sources; and

WHEREAS, the Authority intends to apply for a Colorado Division of Parks and Wildlife (“CPAW”) *Colorado the Beautiful* grant in the amount of \$250,000 on or before the application deadline of August 1, 2018; and

WHEREAS, CPAW requires that a local government such as the Town serve as the grant recipient (“Approved Local Agency”), accountable for receipt, disbursement and accounting for all grant funds approved; and

WHEREAS, the Authority has requested that the Town serve as the Approved Local Agency for the CPAW grant; and

WHEREAS, the Town is presently serving as the Approved Local Agency for the CDOT TAP Grant, and is equipped to administer the CPAW grant in like fashion, if awarded; and

WHEREAS, the Town Board desires to express its support for the completion of the Great Western Trail generally, its specific support for the Authority's efforts to secure CPAW grant funding, and to make itself available as the Approved Local Agency for the CPAW *Colorado the Beautiful* Grant, subject to the conditions set forth herein.

NOW, THEREFORE, BE IT RESOLVED BY THE TOWN BOARD OF THE TOWN OF WINDSOR, COLORADO, AS FOLLOWS:

1. The Town of Windsor supports the efforts of the Great Western Trail Authority to secure grant funding through the Colorado Division of Parks and Wildlife *Colorado the Beautiful* program.
2. Town Manager is authorized to join the Great Western Trail Authority in applying for grant funding through the Colorado Division of Parks and Wildlife *Colorado the Beautiful* program, funding from which shall be devoted to completion of the Great Western Trail between the Towns of Severance and Eaton.
3. Without further official action of the Town Board, the Town Manager shall not disburse any Town funds other than those received through approved CPAW grant sources.
4. As a condition of the Town's participation as described above, the Town Manager shall require the Great Western Trail Authority Board to continue to account for all sums received and disbursed for the trail improvements between the Towns of Severance and Eaton.

Upon motion duly made, seconded and carried, the foregoing Resolution was adopted this 23<sup>rd</sup> day of July, 2018.

TOWN OF WINDSOR, COLORADO

By: Kristie Melendez  
Kristie Melendez, Mayor

ATTEST:

Krystal Eucker

Krystal Eucker, Town Clerk



# EXHIBIT A

## COLORADO THE BEAUTIFUL CONSTRUCTION APPLICATION

Applicant or Organization Name: <b>Great Western Trail Authority</b>		
Mailing Address: <b>601 Locust St., Windsor, CO 80550</b>		
Applicant Lead Contact Name: <b>Thomas R. Jones</b>		Title: <b>Chairman</b>
Telephone: <b>970-686-7325</b>	Email: <b>trjdvm@aol.com</b>	Is this the primary contact for this grant: <input type="checkbox"/> YES <input type="checkbox"/> NO

### OFFICIAL USE ONLY – DUNS # (IF REQUIRED):

#### PROJECT MANAGER (this person will have day-to-day responsibility for the project)

Name: <b>Thomas R. Jones</b>		
Mailing Address: <b>601 Locust St., Windsor, CO 80550</b>		
Telephone: <b>970-686-7325</b>	Email: <a href="mailto:trjdvm@aol.com">trjdvm@aol.com</a>	

#### PRIMARY PARTNER INFORMATION (IF APPLICABLE)

Name: <b>Town of Windsor</b>		
Mailing Address: <b>301 Walnut St., Windsor, CO 80550</b>		
Partner Contact Name: <b>Dean Moyer</b>		Title: <b>Director of Finance</b>
Telephone: <b>970-674-2418</b>	Email: <a href="mailto:dmoyer@windsorgov.com">dmoyer@windsorgov.com</a>	Is this the primary contact for this grant: <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO

Project Title: <b>Great Western Trail Construction-Severance to Eaton</b>	
Grant Request: <b>\$250,000</b>	Required Match: <b>\$75,000</b>
Total Project Cost: <b>\$1.6M</b>	

**Project Description:** Please write a 3-4 paragraph description of your project and the expected accomplishments. Be sure to include Who, What, When, and Where.) **This is your scope of work.** (This section is not the place to talk about the project background, the benefits, the funding, or anything other than the actual work to be accomplished. Please address this information in question #1 of the Selection Criteria.)

**WHO?** Who will complete the work and who will oversee the project? Provide a description of your community or organization, highlighting its mission and purpose.

**The construction contract will be overseen by GWTA board members, two of whom are professional engineers. Grant funds are administered by Town of Windsor. The Great Western Trail Authority (GWTA) is a government instrumentality, formed by an IGA between the towns of Eaton, Severance, and Windsor to accept donation of the abandoned Great Western Railway for conversion to public trail under provisions of the Federal Trails Act. The 9-member GWTA board is responsible for directing the funding, planning, construction, and maintenance of the Great Western Trail. GWTA has acquired construction grant funding from FHWA-TAP grants for most of this second phase of trail construction.**

**WHAT?** Explain what you are going to do or accomplish. What is the goal or the reason for your project? Break down the project into a list of specific activities to be completed. These should be quantifiable items that correspond to the categories on your budget page. Include quantity or quality as part of your description of work to be performed. How long? How many? How many feet? How many miles? What materials will be used? Is a specific standard or guideline being used?

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This project will transform 7 miles of abandoned railway corridor into a crusher fines-surfaced, non-motorized recreational trail connecting Eaton to Severance. It will join up with the 3 miles of trail from Severance to Windsor previously completed in 2014. This new trail section will complete the 11-mile Great Western Trail, providing rural residents a safe bicycle and pedestrian facility that connects to the existing northern Front Range trails system via the Poudre River Trail. Milestones for project completion include:

1. Survey, design and construction plans by consultants (late summer 2018)
2. Environmental and Historic clearances by consultants (late summer 2018)
3. CDOT approval to proceed (late fall 2018)
4. Competitive bid process (winter 2019)
5. Construction (spring 2019)
  - a. Clear and grub to remove overgrowth
  - b. Grade and fill existing rail bed to establish 10' wide trail plus 5' shoulders each side
  - c. Install new pre-manufactured bridge over irrigation ditch
  - d. Convert historic 300' railroad trestle over lake for bike/ped use (decking & railings)
  - e. Surface trail with 10' wide x 4" deep crusher fines x 7.5 miles trail length
  - f. Reseed disturbed soil areas with grasses
  - g. Install county road crossing markings (5) and safety signage

**WHERE?** Explain in detail the location of your project. Where is the project located? What county? What National Forest/ BLM Field Office? Provide the names of the trail(s) or trail system and where the work will be performed? What agency manages or is responsible for the land the project is on?

The project is in rural Weld County, connecting the towns of Eaton and Severance along the historic Great Western Railway line that transported sugar beets from farms to processing facilities located in Eaton and Windsor. Project is located west of US Hwy 85, ¼ mile north of CR 74, running due west from Eaton to Severance, where it joins previously improved trail that continues SSW to Windsor. GWTA owns the surface right-of-way by deed and is responsible for the development and maintenance of the trail subject to the Railbanking provisions of the Trails Act. GWTA operates as an independent board, whose members are appointed by the three IGA municipalities.

**DEFINITIONS?** Please define all acronyms and specialized terms that are used in your project description.

**GWTA:** Great Western Trail Authority. A 9-member volunteer board, appointed by 3 IGA member towns to develop and manage the trail ROW.

**ROW:** Right of Way. The nominal 80' wide corridor that previously belonged to the Great Western Railway that has been deeded to GWTA for use as non-motorized public trail.

**IGA:** Intergovernmental Agreement. A contract between the 3 towns to jointly accept the donation of abandoned railway for trail use, and to create an independent board, the GWTA, to manage the asset on their behalf

**TAP:** Transportation Alternatives Program - Federal Highway Administration program for trails. TAP grants in Colorado are administered by CDOT.

**CDOT:** Colorado Department of Transportation, the administrator of the TAP grant funding that approves plans, directs contract bid processes and approves reimbursements from grant funds to the local agency for project costs incurred.

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## LAND OWNERSHIP

1. Provide the name/s of the property owners: **Great Western Trail Authority**

2. The trail corridor is controlled by:  Fee Simple  Lease  Easement  License  Right-of-Way  
 Other:

## USER INFORMATION (Please check all that apply)

<input checked="" type="checkbox"/> Hiking	<input type="checkbox"/> Motorcycling	<input type="checkbox"/> Equestrian
<input type="checkbox"/> Walking	<input type="checkbox"/> Four-Wheeling	<input type="checkbox"/> ADA Accessible
<input checked="" type="checkbox"/> Running	<input type="checkbox"/> All-Terrain Vehicle	<input type="checkbox"/> Other
<input type="checkbox"/> Skateboarding	<input type="checkbox"/> Snowmobiling	<input type="checkbox"/> Other
<input type="checkbox"/> In-Line Skating	<input checked="" type="checkbox"/> Snowshoeing	<input type="checkbox"/> Other
<input checked="" type="checkbox"/> Biking	<input checked="" type="checkbox"/> X-Country Skiing	<input type="checkbox"/> Other

## TRAIL SURFACE

<input type="checkbox"/> Asphalt	<input type="checkbox"/> Concrete	<input type="checkbox"/> Other
<input type="checkbox"/> Natural	<input checked="" type="checkbox"/> Crusher Fines	<input type="checkbox"/> Other

## PROJECT LOCATION (For multiple project sites attach a separate list.)

Nearest Town or City: **Severance and Eaton, CO**

County: Weld

Latitude & Longitude Coordinates: 40.53114 N/104.78026 W

State Senate District #: **13**

State Representative District #: **65**

Acreage of new trailhead		Miles of trail grooming	
Miles of new trail construction	<b>7.0</b>	Miles of trail being planned	<b>7.0</b>
Miles of trail maintenance		Miles of trail reroute	
Miles of trail reconstruction		Miles of inter-connecting trail	<b>3.0</b>
Miles of trail to be signed	<b>7.0</b>	Other	
Miles of trail restoration		Other	

Applicant Authorized Signature: \_\_\_\_\_ Date: \_\_\_\_\_  
 (From Applicant Organization)

Land Agency Authorized Signature: \_\_\_\_\_ Date: \_\_\_\_\_  
 (From project location land agency, if different from applicant)



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All applicants must respond to the following selection criteria questions in **nine pages or less in 12 point font with 1” page margins**. Answers can be longer than one page, as long as the total number of pages is less than or equal to nine.

This application will be scored on a 100 point basis. The maximum number of points that can be awarded for each question is shown in parentheses. Projects that make it beyond the initial review will be scored by outside reviewers, State Trails, GOCO, and DNR staff. Projects will be ranked according to reviewer and staff scores.

Failure to provide a response to any question (unless otherwise noted) will reduce your project's score. Please read and understand all application questions prior to answering. Reference all attachments.

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### **1. COMMUNITY NEED: (15 points)**

Introduce the community this project will serve. Provide population and income data. Discuss the recreational interests of your community and how this project ties in to those? Provide estimates of trail usage in your community. Discuss the ways in which the community currently is or is not compensating for the lack of the proposed project components. Why does the community need this trail segment and why is it important to them? Discuss the significance of this trail segment to its users.

**This project will extend the initial 3-mile completed section of the Great Western Trail (GWT) between Windsor and Severance eastward another 7 miles to connect Severance with Eaton. The population of the 3 communities is approximately 40,000. Median income in Windsor is \$85,000. All 3 communities value recreational activities. Eaton recently opened a \$24M rec center and Windsor just added a \$16M expansion to their existing rec center. Poudre Trail trips near Windsor totaled 110,000 in 2017. A counter recently installed between Windsor and Severance indicates there are 1500 trips on that 3-mile segment/month. We believe a conservative estimate of trips/year on the improved 7-mile segments from Severance to Eaton would be 30,000. Residents of Severance currently have access to the improved Great Western Trail segment from Severance to Windsor. Eaton residents are using 2 miles of the unimproved Great Western Trail, but have no connectivity to other regional trails. This trail will provide connectivity for residents of the eastern plains to trails closer to the foothills. The trail will allow users to witness agricultural activities (planting, cultivating, irrigating, harvesting), a feature most other trails in the state lack. The Great Western Trail Authority has received a great deal of encouragement from other towns and cities in Northern Colorado to complete this 7-mile segment because they believe using it will be a unique experience. The Great Western Trail will allow bicyclists and pedestrians a safer travel route between these 3 towns by avoiding the dangerous county roads. The wide ROW could, in the future, accommodate an equine trail.**

- 2. SCOPE (15 points)** Describe the proposed project including the length/width of trail construction, any major components necessary to complete the trail such as under/overpasses, bridges, trail heads, etc. – describe what exactly will be built. Discuss the ownership status of the trail corridor and any easements or land acquisitions necessary to complete the proposed trail. Address each trail component separately, specifically mentioning its characteristics. If the project is intended to enhance or replace an existing trail and/or trail amenities, describe their existing state, why they are no longer acceptable, and how they arrived at the condition they're



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in. Discuss the significance of the trail segment to users. List each user group and estimate their percentage of overall trail use, e.g., motorized users – 20% mountain bikers – 70%, hikers – 10%) How did you arrive at those estimates? Include any site photos.

**The trail will be 7 miles long. The ROW for most of that length is 80' wide (60' at its narrowest, 120' at its widest). The trail surface itself will be 10' wide with 5' shoulders on each side. The major component to be improved is a 300' long trestle that will require decking and railings to be installed. Some portions of the trail will have to be fenced where steep embankments are located. The entire trail corridor is owned by the Great Western Trail Authority to whom it was donated by Omnitrax under the congressional Rails-to-Trails Act of 1983. For 6.5 of the 7 miles, farmland comprises the adjacent properties on both sides of the trail. The final 0.5 mile on the Eaton end has farmland to the north and residential property to the south. Since the railroad ceased operations 35 years ago, much of the ROW is overgrown with vegetation. This will have to be removed, but the current grade of the corridor will require very little earthwork to accommodate the trail. As mentioned earlier, the significance of the trail to the users is the connection to the towns and the farming operations taking place on the adjacent properties. Motorized use of this trail is prohibited. We estimate that 80% of the usage will be bicycles and the other 20% pedestrians. This is because of the rural nature of the 7 miles where very few subdivisions have been developed so far.**

- 3. TIMELINE (15 points)** List the permits, licenses, and approvals required to complete this project. For each one, discuss where you are in the process of securing it and when you anticipate securing it. For easements or land acquisitions, provide details on where you are in negotiations with the landowner. Discuss any wildlife concerns that may impact the implementation of this project. How will they be addressed? Have CPW wildlife specialists provided input or consultation on this project? Reviewers will evaluate the responses using CPW's Wildlife Assessment and the applicant's Environmental Forms.

**A topographical survey of the entire corridor has been completed, as well as the environmental/historic/cultural research required by the TAP grants. Final trail design and construction specifications, which CDOT will have to approve, is expected to be completed by October 2018. Historic and environmental clearances are expected by January 2019. We are hoping to go to bid in the spring of 2019 with construction commencing by June of 2019. Per consultation with CPW wildlife specialists on 7/23/18, additional surveys for impacted migratory birds and raptor nesting sites near Roulard Lake may need to be completed before construction can begin.**

- 4. ACCESS (10 points)** Describe the larger trail network this project is a part of. How does it contribute to local, regional and/or statewide trail opportunities? Will the proposed trail(s) increase access to existing recreational, open space, and/or environmental education opportunities for youth and families? Will the project increase park, trail, or open space access for marginalized communities and/or serve communities with large prevalence of health conditions (i.e. obesity)? Which studies or community level data were used to make this determination?

**The Great Western Trail is designated Corridor #4 on the North Front Range MPO's (NFRMPO) Regional Bicycle Plan (see attached). This plan shows the connectivity of the GWT to other regional trails. It will extend access the completed segment from Windsor to Severance is adjacent to the Severance Middle School and the soon-to-be-completed Severance High School. It is also adjacent to the Severance town park. Many large subdivisions are building out next to the trail in Severance, a rapidly growing community**

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that currently has no public recreation facilities. Eaton does have a new Recreation Center, which is conveniently located adjacent to the GWT. This project will connect Eaton and Severance via 7 new miles of non-motorized recreational trail, allowing residents from both communities to enjoy safe bicycling and walking in a unique agricultural environment with environmental education opportunities offered by farming operations along the rural segments of the trail. The trail will be ADA accessible when completed.

5. **PLANNING (10 points)** Describe any comprehensive planning efforts that this project has undertaken or has been a part of. If this project is part of an approved master plan, what priority is it given in that plan? ***Public comment and involvement is mandatory for all projects.*** Describe the public planning process that identified this trail as a priority. Summarize the feedback received from the public and describe the involvement of user groups and/or communities that are within the project's region. Have any potential user group conflicts been identified? If so, how will they be addressed/managed? Has this project been deemed a priority by any other agencies or given any significant designations? Has there been public opposition to the proposed project? If so, describe the opposition and what has been done to address it.

The Great Western Trail has been included in the NFRMPO's Regional Bicycle Plan. In 2006, the towns of Eaton, Severance, and Windsor made the GWT part of their community plans when they agreed to an IGA to accept the donation of the railroad ROW. The GWTA was created by the 3 towns to construct and maintain the trail. Feedback from bicyclists and hikers in the 3 communities as well as from other cities and towns in the region has been positive. No user group conflicts have been noted. Initially, a number of adjacent property owners opposed the project because they were under the impression that when the railroad abandoned the ROW the land would revert back to their ownership. Once the Rail-to-Trails legislation was explained, they accepted the fact that the corridor belonged to the GWTA. Public meetings have been held, both before the project got underway in 2005, and again in 2015 to explain our plans. A number of one-on-one meetings have taken place with adjacent property owners in the past year. Several of these owners, over the years, have encroached on our ROW and we are taking steps to deal with these encroachments.

6. **COLLABORATION AND MATCHING FUNDS (10 points)** Discuss partnerships established for this project and their contributions. Discuss the sources of matching funds. How much match is secured beyond the required 30%? How much of it is yet to be raised and what are your plans for raising those additional funds? Submit letters of commitment/support from landowners and/or funders as a separate attachment. Beyond these letters you may submit up to 5 letters of non-cash support.

The GWTA has been awarded \$965,000 in TAP funds to complete this project. The matching funds (\$241,250) have come from the 3 member communities, giving us total funds available of \$1,206,250. Should we be awarded this grant, we would use our already-secured CDOT funding as the 30% match. The preliminary estimate for design & construction from our project consultant Interwest Consulting Group is \$1,641,565. (including a 30% Contingency). With \$250,000 from this grant, we would need to secure another \$185,315 if early estimates are accurate. We have established the Great Western Trail Foundation, a 501(c) 3 non-profit, to accept donations. We also feel there are cost-saving measures that can be undertaken to reduce the \$1.6M cost.

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- 7. URGENCY AND NEED FOR FUNDS (5 points)** Briefly describe the project's urgency. Why are Colorado the Beautiful funds necessary this grant cycle? What opportunities are lost if the grant isn't awarded?

**Loss of this funding will mean the scope of the construction will likely have to be reduced. There will be additional costs incurred to complete the trail in a subsequent phase because of re-bidding expenses, duplicate mobilization costs, updated plan reviews and clearances. While we could complete a portion of the trail with funds available now, the most cost-efficient approach is to finish the trail with one construction mobilization.**

- 8. MAINTENANCE (10 points)** Describe how the project will be developed, maintained, and managed for long-term sustainability. Has an Operations and Maintenance Plan been developed for the project areas? Prior to considering new trail construction, have current trail reroute options been considered for current on-the-ground unsustainable trails and trail sections in the project area? Estimate the annual costs to maintain the project. How did you derive those numbers; how do you intend to fund operations and maintenance; and who is responsible?

**The 7 miles of trail will have a 10' wide x 4" deep crusher fines surface. A 2' to 5' shoulder on either side of the trail will be reseeded with grasses to facilitate mowing. Selective herbicides will be required to eliminate noxious and nuisance weeds and develop sustainable grassland coverage across the remainder of the trail right-of-way. Weed control and mowing will be our largest regular annual expenses. We have hired a part-time trail manager responsible for trail maintenance and the supervision of maintenance contractors. This position may evolve into a full-time position as required once the trail is completed. The 3 IGA partner towns have each agreed to provide annual funding for the trail manager position, as well as contribute in-kind services such as mowing and weed control on the trail within their communities. Weld County will also be requested to contribute services for the upkeep of the trail when completed through unincorporated areas. We estimate an annual expenditure of \$100,000 for salaries and maintenance of the entire 11 miles of trail. This expense will be borne by the IGA member towns. A "Friends of the GWT" volunteer group will be developed by the Great Western Trail Foundation, our 501(c)3 sister organization, to assist in trail maintenance and charitable fundraising. The creation of a special taxing district is being investigated to provide sustainable ongoing maintenance funds.**

- 9. CONTINGENCY/ABILITY (10 points)** What other funding sources have been dedicated or are anticipated to be dedicated to this project? Will applicant and/or partner funds be lost if funds are not awarded? If you are not awarded funding, what measures will be taken to complete the project? Describe your ability to complete the specific grant transaction(s) that will be necessary to accomplish this project. Please provide examples (if any) for grant projects of similar magnitude that demonstrate your ability to manage the requested level of grant funding; including the project title, grantor, award amount and year the project was funded. Was reporting and close-out requirements completed? How well was it managed from your perspective? Will you be applying for additional funding through CPW State Trails Program in the future?

**As mentioned above, TAP grants of \$965,000 are already committed to the project, with the 3 member towns additionally providing \$241,250 in matching funds. These funds are secured and will be expended regardless of whether we are awarded this CPW grant. If**

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construction costs when bid exceed available funds, we intend to reduce the scope (length) of the project to get as much of the project completed as possible in 2019.

In 2012 we were awarded both a Colorado State Trails/GOCO Non-Motorized Trails grant and a Safe Routes to School grant totaling \$161,625 to complete the 3-mile Windsor to Severance segment of the Great Western Trail. The Safe Routes to School grant included federal funds that required the same level of planning, oversight and clearances by CDOT that the TAP funding requires for the current project.

**Project: GWT Severance-Windsor Trail Upgrade**

**Grantor: GOCO**

**Amount: \$100,000**

**Year: 2012**

**Project: Great Western Trail**

**Grantor: CDOT (Safe Routes to School)**

**Amount: \$61,625**

**Year: 2012**

Reporting and close out requirements were completed in 2014. These grants were successfully managed by GWTA under CDOT supervision. We do intend to apply for additional State Trails Program grants in the future.

# Non-Federal Environmental Form

## **ENVIRONMENTAL CHECK LIST (for projects outside of NEPA requirements)** **(Construction Grants Only)**

Applicants are responsible to complete this form with local agency staff or an environmental consultant to address any environmental impacts associated with the project, including: securing all necessary permits, licenses, clearances, and environmental analysis documentation necessary to comply with local, state, or federal law. Please fill out the table below and associated narratives.

<b>ENVIRONMENTAL CONSIDERATIONS</b> Indicate potential for adverse impacts	<b>NOT APPLICABLE</b> Resource does not exist	<b>NEGLIGIBLE IMPACTS</b> Exists but no or negligible impacts	<b>MINOR IMPACTS</b>	<b>IMPACTS EXCEED MINOR</b>	<b>MORE DATA NEEDED TO DETERMINE DEGREE OF IMPACT</b>
1. Plants/fish species of special concern and habitat; state/federal listed or proposed for listing*					
2. Unique or important aquatic habitat; e.g. fish passage					
3. Water quality/quantity – surface and ground water considerations					
4. Stream flow characteristics					
5. River corridors/lakes/ponds/ seasonal water ways**					
6. Wetlands/floodplains					
7. Storm water runoff					
8. Sedimentation					
9. Disturbances to neighboring properties					
10. Soil/erosion					
11. Introduction or promotion of non-native species					
12. Environmental disturbances during construction					

\*If the proposed project affects threatened or endangered species or critical habitat listed at the federal or state level, concurrence with a CPW wildlife manager or biologist is required prior to the submission of this application

\*\*If the proposed project lies within 200 feet of a stream, river, lake, pond, seasonal stream or reservoir, concurrence with a CPW aquatic biologist is required prior to the submission of this application

**MITIGATION: Please describe how any impacts exceeding negligible will be mitigated, some considerations below:**

- Alternative design or trail route system
- Seasonal Closures

# Non-Federal Environmental Form

- Screening of users from wildlife area, protection of critical habitat, channeling use through less sensitive habitat areas
- Re-vegetation of disturbed areas and control of invasive species
- Management of users and related activities with signs, fencing, and education programs
- Consideration of runoff when selecting project materials, such as uncured concrete that would encourage seepage
- Comprehensive storm water runoff plan

**BENEFIT:** Please describe if the project will have a positive impact on wildlife and/or sensitive species; some consideration below:

- Habitat improvement such as restoration of native habitat, wetlands restoration, erosion reduction, sediment reduction, river corridor clean-up, or plantings with a diversity of species and plant types for habitat restoration, and the reduction or elimination of non-native plant species
- Education of users through environmental education programs, opportunities for “watchable wildlife,” and wildlife impact monitoring

**ENVIRONMENTAL COMPLIANCE:** The applicant is responsible for adhering to all applicable environmental compliance regulations including: Migratory Bird Treaty Act; concurrence with US Fish and Wildlife Service if any federally listed species of concern exist in project area; Clean Water Act section 404; US Army Corps of Engineers 404 permits; raptor buffer guidelines and incorporation of CPW recommended wildlife best management practices; CO Senate Bill 40 (33-5-101-107, CRS 1973 as amended); Colorado Historical, Prehistoric and Archeological Resources Act.

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**Printed name of applicant:**

*An authorized person must sign here, such as the applicant’s executive director, county commission chairperson, or city council chairperson. Must be same person as Application Checklist.*

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**Signature of applicant**

---

**Date**

---

**Printed name, title of authority:**

*Agency natural resource specialist or hired consultant that completed this checklist must sign here. The applicant and title of authority must be different.*

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**Signature authority:**

---

**Date**

<b>COLORADO DEPARTMENT OF TRANSPORTATION INITIAL SITE ASSESSMENT (ISA)</b>	Region:	4	Project No.:	11782903
	Route ID:	TAP M377- 006	Project Code (SA#):	20613

**Project Description**

Project Name: Great Western Trail Improvement Project  
 Milepost Begin: NA Milepost End: NA County: Weld County  
 Location: Corridor from Eaton, through Severance, to Windsor, Colorado  
 Main Project Elements: The project consists of trail improvements to a seven-mile segment of the Great Western Railroad corridor. The corridor is ten feet wide and would consist of a crusher fines surface over the railroad grade. The project will consist of grading, improvements to drainage, construction of one pedestrian bridge crossing over an irrigation canal, and converting a 300-foot railroad trestle bridge that crosses an irrigation reservoir to a trail bridge. Replacement and/or installation of culverts will be evaluated based on historic drainage patterns.

**Project Features (Check if applies)**

<input type="checkbox"/> Structure Acquisition	<input checked="checked" type="checkbox"/> Structure Modification	<input type="checkbox"/> Structure Demolition
<input type="checkbox"/> New Right of Way	<input type="checkbox"/> New Easements	<input type="checkbox"/> Utility Relocation
<input checked="checked" type="checkbox"/> Excavation/Drilling	Disturbance Depth (ft., if known): 0.5' & 9'	<input type="checkbox"/> Dewatering
GW Anticipated: No	Depth to GW (ft., if known): 12'	GW Flow Direction (if known) NA

**Records Review & Interview(s)**

The following records/sources were used in this assessment ('No' is implied if unchecked)

ASTM Standard Env. Record Sources    OPS    CDPHE    CDOT Internal DB (Date)

ASTM Standard Search Radii or    Modified Search Radii

Previous Environmental Reports/CDOT Files

Other Files/Databases (Assessor, Fire Dept., Building Dept., Planning, etc.)

Topographic Maps:    Current – date: 2013    Historic – years: 1971, 1960, 1910, 1908

Aerial Photographs:    Current – date: 2015    Historic – years: 2013, 2011, 2006, 2004, 1999, 1993, 1984, 1975, 1971, 1963, 1953, 1937

Sanborn Maps – years:

Local Street Directories – years: 2016, 2011, 2005, 1999-2000, 1996, 1989-90

Historical land use(s) within the project area (if known): Railroad right-of-way adjacent to agricultural and rural residential.

Interviews (Name/Title/Date/Comments): NA

**Site Reconnaissance & Description**

Visual Inspection Conducted   Inspection Date: 8/10/17, 8/11/17, 11/1/17

If not, document the reason: A biological and historic resources team conducted site visits of the project area on August 10th, August 11th and November 1<sup>st</sup>, 2017 and visually observed the site.

Project Area and Land Use(s) Description: Great Western Trail corridor consisting of crusher fines surface of the historical railroad grade.

Industrial    Lt. Industrial    Commercial    Residential    Agricultural    Undeveloped

Other: Trail and abandoned railroad bridge

Adjacent Land Use(s) Description: The seven-mile corridor is adjacent to mostly agricultural lands and the associated residential homes, garages, and barns. Approximately one mile of the

Attach additional pages as needed

eastern portion of the corridor is adjacent to residential neighborhoods in the town of Eaton. Oil and gas related facilities are adjacent to the corridor in some areas.

Industrial     
  Lt. Industrial     
  Commercial     
  Residential     
  Agricultural     
  Undeveloped  
 Other:

**Potential Environmental Concerns on the immediate project area or directly adjacent to it**

Potential Environmental Concern	Project Area	Adjacent Area	Potential Environmental Concern	Project Area	Adjacent Area
Evidence of underground tanks (pipes, vents, fill caps, etc.)	No	No	Protected/fenced/placarded area(s)	No	Yes
Aboveground storage tank(s)	No	Yes	Liquid waste (pits, ponds, etc.)	No	No
Monitoring/water well(s)	No	Yes	Oil sheen (soil/water)	No	No
Electrical/transformer Equipment	No	Yes	Oil/gas well(s)	No	Yes
Cistern(s), sump(s), drain(s)	No	No	Mine tailings/waste	No	No
Barrel(s), drum(s), container(s)	No	No	Painted/preserved material(s)	No	No
Stockpile, surface trash, debris	No	No	Odor	No	No
Exposed/buried landfill	No	No	Chemical Storage	No	No
Batteries	No	No	Suspect asbestos containing	No	No
Surface staining	No	No	Suspected methamphetamine	No	No
Stressed vegetation	No	No			

**Findings/Conclusions:**

Are hazardous or other waste sites on or adjacent to the project area, which may affect the project?    No

Explain:

No facilities with a high potential to impact the study area were found. Up to 25 oil and gas production wells were located within 1/8 mile of the study area. Additionally, the Eaton Plant, a natural gas transmission plant, and an underground storage tank (UST) and a leaking underground storage tank (LUST) were reported adjacent to the south of the study area approximately 1.5 miles west of Eaton. Aside from bridge construction, depth of disturbance from construction activities is surficial, or up to six inches in depth. No facilities were reported near the bridge locations where construction at greater depths will occur.

During the site visit above ground storage tanks (ASTs), oil and gas wells, and fenced areas related to oil and gas facilities were observed in areas adjacent to the study area. Irrigation water wells and pole mounted transformers were also observed in areas adjacent to the study area. Due to the shallow depth of disturbance from construction activities, the potential for these facilities to impact the study area is low.

**Recommendations:**

Materials Management Plan   
  Force Account   
  Modified CDOT Specification(s)   
  Additional Assessment/ Investigation\*

Explain: The following text should be included with the project General Notes:

- Workers on this project must follow Colorado Department of Transportation (CDOT) Specification 250 Environmental, Health and Safety Management.
- Although encountering contaminated soil or groundwater is not expected, workers shall be alert during excavation for any visual or olfactory signs of contamination. If suspected contaminated soil and/or groundwater is encountered, work will stop immediately and the procedures outlined in the CDOT Specification 250 and subsection 107.25.8 shall be followed.
- In the unlikely event that suspected asbestos containing material (ACM) is encountered, including with buried utilities, workers must follow CDOT Specification 250.07 – Asbestos-Containing Material Management and CDOT Regulated Asbestos-Contaminated Soil Management Standard Operating Procedure. Additionally, depending on the type of ACM, this material must also be abated in accordance with either Section 5.5 of the Solid Waste Regulations, or Regulation



No. 8 of the Air Quality Control Commission Regulations. Workers on this project must follow CDOT Specification 250 – Environmental, Health and Safety Management.


**\*Additional work must be approved by CDOT**

**Attachments:**

- Environmental Database Map      GeoSearch
- Modified CDOT Specification(s)      Revision of Section 250 – Environmental Health and Safety Management
- General Plan Note(s)
- Maps & Figures      Site Location Map
- Agency File Data      GeoSearch

**Completed by (Name and Title):**

Completed by (Name, Title, Company): Daniel Hosler, Geologist

Signature:  Date: 11-14-2017 Revised (if necessary):

CDOT Environmental Project Manager Approval: \_\_\_\_\_ Date: \_\_\_\_\_

NON-FEDERAL ENVIRONMENTAL FORM  
ASSOCIATED NARRATIVES  
Great Western Trail Authority

**Mitigation:** Minimal environmental impacts are expected from this project, as it being constructed on top of an existing railroad bed, within a railroad corridor that has been used since the 1910's. There will be some dirt work involved to reduce slope angle of the shoulders of raised sections of rail bed. But there are no adjacent waterways or specialized habitats, only farms and a few residences.

The one potentially sensitive area is where the trail will cross Roulard Lake over a converted 300' railroad trestle bridge. Wetlands and large trees surround the lake and provide potential nesting sites for raptors. Hawks have been observed in the area, but an in-depth survey for nesting sites and species identification will be delayed until leaf fall in November 2018. Should surveys identify nesting locations for protection within the immediate vicinity of the trail, construction dates can be specified in bid documentation to require the construction to avoid primary nesting seasons. This could push the construction window to August-September. Normal use of the completed trail is not expected to impact established wildlife, as initial trail use volume will be low, but seasonal closures may be considered to mitigate disruption to breeding and nesting raptors if present. Post-construction, educational signage will be installed at the Roulard Trestle for Historic Mitigation required by State Historic Preservation Office. History about the trestle, the Great Western Railway, and the sugar beet industry it served will be posted along with a brief description of the biome of the lake & wetlands area. Environmental information can be expanded as needed depending on the findings of the raptor surveys. Hunting on the trail ROW is prohibited and will be prominently signed. Fishing from the Roulard Trestle bridge will also be prohibited and posted. Since hunting for geese, ducks and doves is very popular in this region, we expect education and enforcement to be a challenge. We will work with CPW Wildlife Officers and with the Weld County Sherriff to establish policies and regulations that protect trail users and neighbors from dangerous hunting practices.

**Benefit:** Currently, the abandoned railroad ROW is overgrown with weeds and volunteer trees/shrubs. Trail construction and the subsequent operation of the trail through this corridor will allow the cleanup of noxious weeds and invasive plants, followed by the gradual re-establishment of the pre-agricultural grassland environment. The trail corridor runs between otherwise adjacent commercial farming operations, and will create an 80' wide "buffer zone" for wildlife and native plants. For trail users, it provide a strip of prairie grassland juxtaposed against neighboring agricultural land uses. We believe with appropriate interpretive signage, trail users can be educated about the history and importance of farming, as well as learning appreciation for the small sections of public open space that remain in northern Colorado.

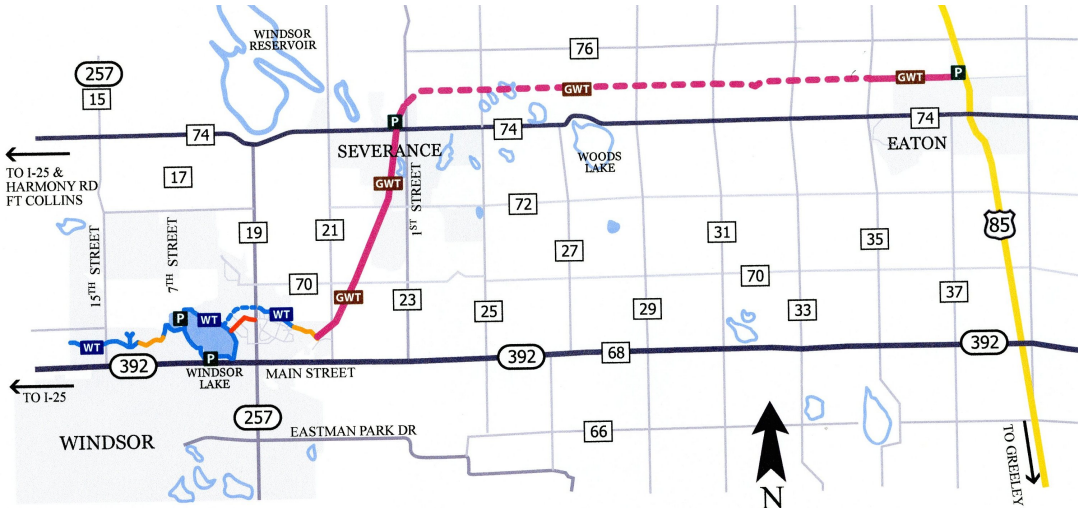
**Environmental Compliance:** Because federal money is being used, the project will follow the guidelines outlined by the National Environmental Policy Act (NEPA). For this project, a Categorical Exclusion (Cat Ex) will be completed to document environmental conditions, specifically through completion of a Colorado Department of Transportation (CDOT) Form #128.

Pinyon Environmental, Inc. has been contracted to complete environmental evaluations to support the Cat Ex, including completion of a Biological Resources Technical Memorandum, a copy of which is available to CPW on request. The Memorandum includes a finding of No Effect to federally listed species/habitats within the study area. No Effect to state-listed species; however, habitat for the northern leopard frog exists around Roulard Lake and was noted. Due to project's minimal disturbance to vegetation and open water habitats, likely no impacts and no mitigation recommended. This report states "No raptor nests were observed within, or nearby, the study area. There are trees in and around the study area that may be used as nesting or roosting sites, and there is a potential for raptors to occur in or near the study area during migration and nesting. Due to the potential for Migratory Bird Treaty Act (MBTA) constraints, it is recommended that the contractor follows MBTA nest survey guidelines during the nesting season, which are outlined in Revision of Section 240–Protection of Migratory Birds. This specification will also be provided to the engineer separately for inclusion in the project Special Provisions."

**Exhibit B**  
**Budget Form - Project Name: Great Western Trail-Eaton to**

SOURCE OF FUNDS	Date Secured				CPW Trails Grant Request [A]	Total Project Match [B]	Total Funding (\$) [C]	
<b>CASH</b>								
CDOT-TAP Grant	1/16		550,000			550,000	550,000	
CDOT-TAP Grant	2/18		415,000			415,000	415,000	
Town and GWTA Contributions	1/18		241,250			241,250	241,250	
CPW Trails	TBD		250,000		250,000		250,000	
<b>IN-KIND</b>								
							0	
							0	
<b>TOTAL SOURCES OF FUNDS</b>			<b>1,456,250</b>	<b>0</b>	<b>250,000</b>	<b>1,206,250</b>	<b>1,456,250</b>	
<b>USE OF FUNDS - CASH</b>								
Quantity/ Cost per Unit	Qty	Cost	Total	CPW Funds	Total Project Match (\$)	Total Funding (\$)	Balance (should be 0)	
<b>Category 1 - Contracted Services</b>								
Design & Engineering	1	228,000	228,000		228,000	228,000	0	
Construction Survey	1	21,000	21,000		21,000	21,000	0	
	1		0			0	0	
	1		0			0	0	
<b>Category 2 - Surface Treatment</b>								
Mobilization	1	42,000	42,000		42,000	42,000	0	
Excavation & Fill	1	120,940	120,940		120,940	120,940	0	
Subgrade Preparation	1	41,659	41,659		41,659	41,659	0	
Clear & Grub	1	20,000	20,000		20,000	20,000	0	
Erosion Control	1	40,400	40,400		40,400	40,400	0	
Crusher Fines	1	440,825	440,825	250,000	190,825	440,825	0	
Recycled Asphalt	1	47,670	47,670		47,670	47,670	0	
<b>Category 3 - Structures</b>								
Bridges	2	40,000	80,000		80,000	80,000	0	
	1		0			0	0	
<b>Additional Categories</b>								
Fence Relocation	1	17,670	17,670		17,670	17,670	0	
Culverts, Posts, Signage	1	19,155	19,155		19,155	19,155	0	
Seeding & Mulching	1	57,529	57,529		57,529	57,529	0	
Traffic Control	1	13,225	13,225		13,225	13,225	0	
Contingency (22%)	1	266,177	266,177		266,177	266,177	0	
			0			0	0	
			0			0	0	
<b>USE OF FUNDS - CASH SUBTOTAL</b>				<b>250,000</b>	<b>1,206,250</b>	<b>1,456,250</b>		
<b>IN-KIND</b>								
Quantity/ Cost per Unit	Qty	Cost	Total			Total Funding (\$)	Balance (should be 0)	
<b>Category 1 - Contracted Services</b>								
			0			0	0	
<b>Category 2 - Salary/Wages</b>								
			0			0	0	
<b>Category 3 - Materials/Tools</b>								
			0			0	0	
<b>Additional Categories</b>								
			0			0	0	
<b>IN-KIND SUBTOTAL</b>				<b>0</b>	<b>0</b>	<b>0</b>		
<b>TOTAL PROJECT COST</b>				<b>250,000</b>	<b>1,206,250</b>	<b>1,456,250</b>		
<b>30% REQUIRED MATCH</b>					<b>75,000</b>			

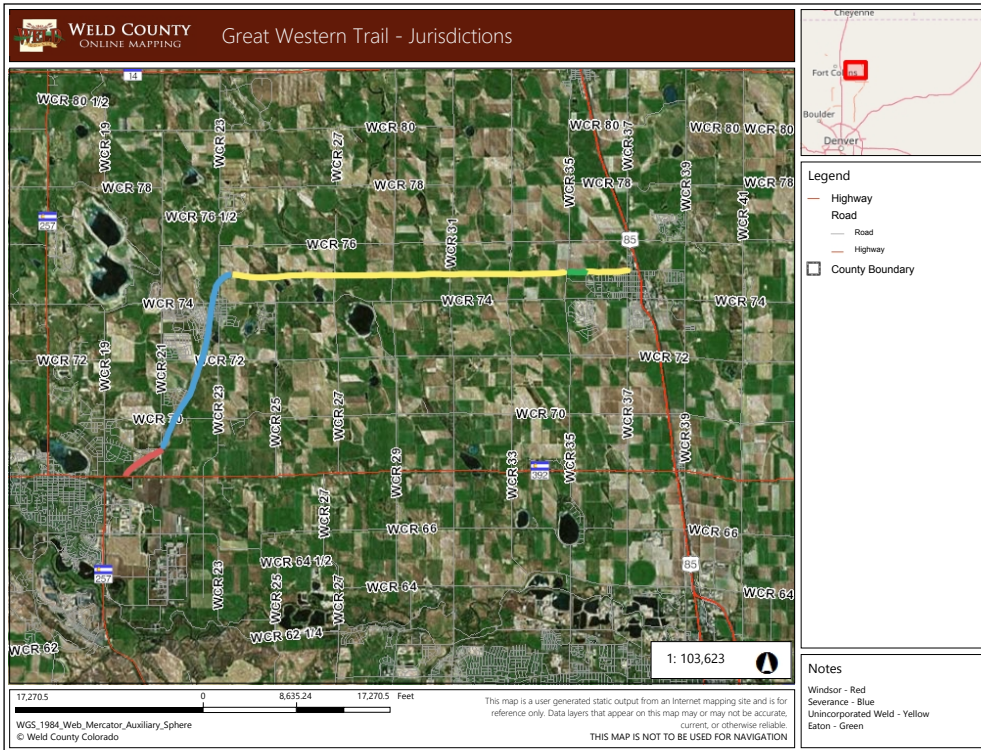
# MAPS



## LEGEND

- Great Western Trail (unpaved)
- Great Western Trail (future)
- Town of Windsor trail (paved)
- Town of Windsor trail (unpaved)
- Town of Windsor trail (future)
- On-street Access
- U. S. Route
- State Highway
- Weld County Road
- Parking Area

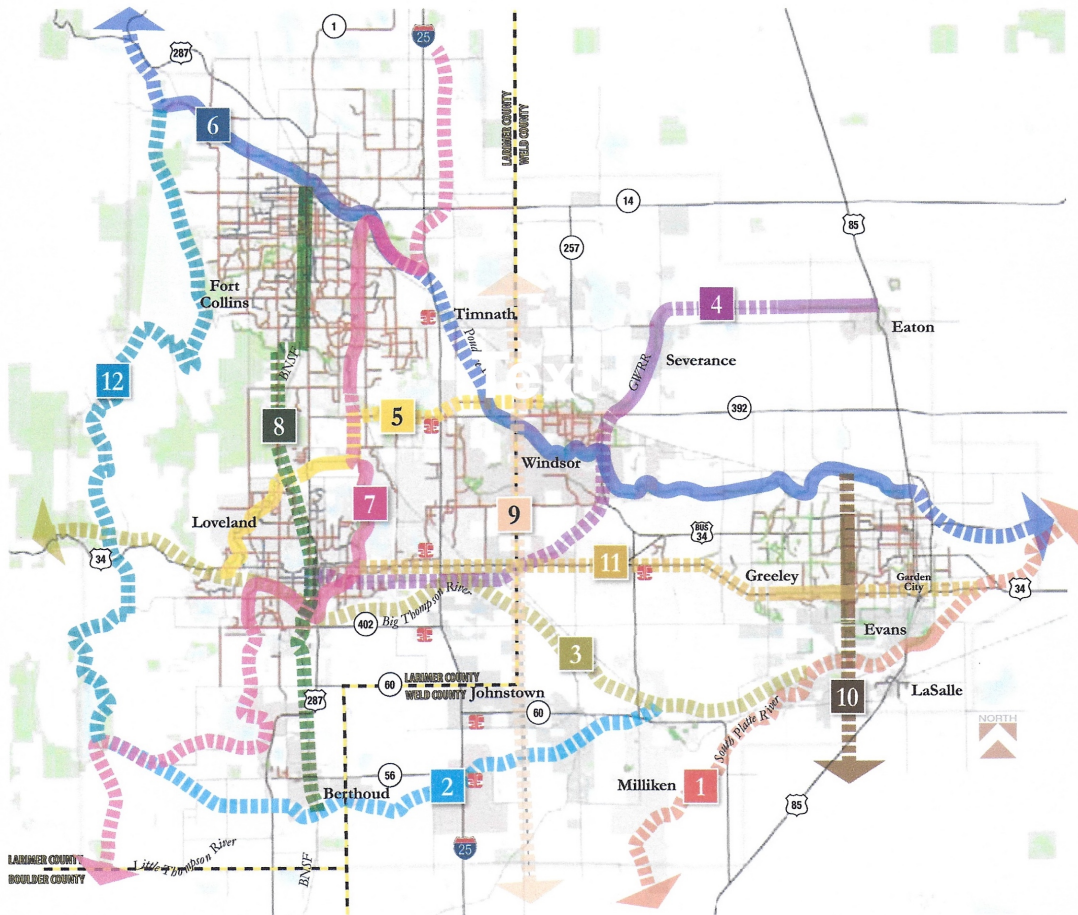
**GREAT WESTERN TRAIL**  
 WINDSOR • SEVERANCE • EATON  
 WELD COUNTY, COLORADO  
[info@gwtrail.com](mailto:info@gwtrail.com)



# MAPS



## NFR MPO Regional Bicycle Plan

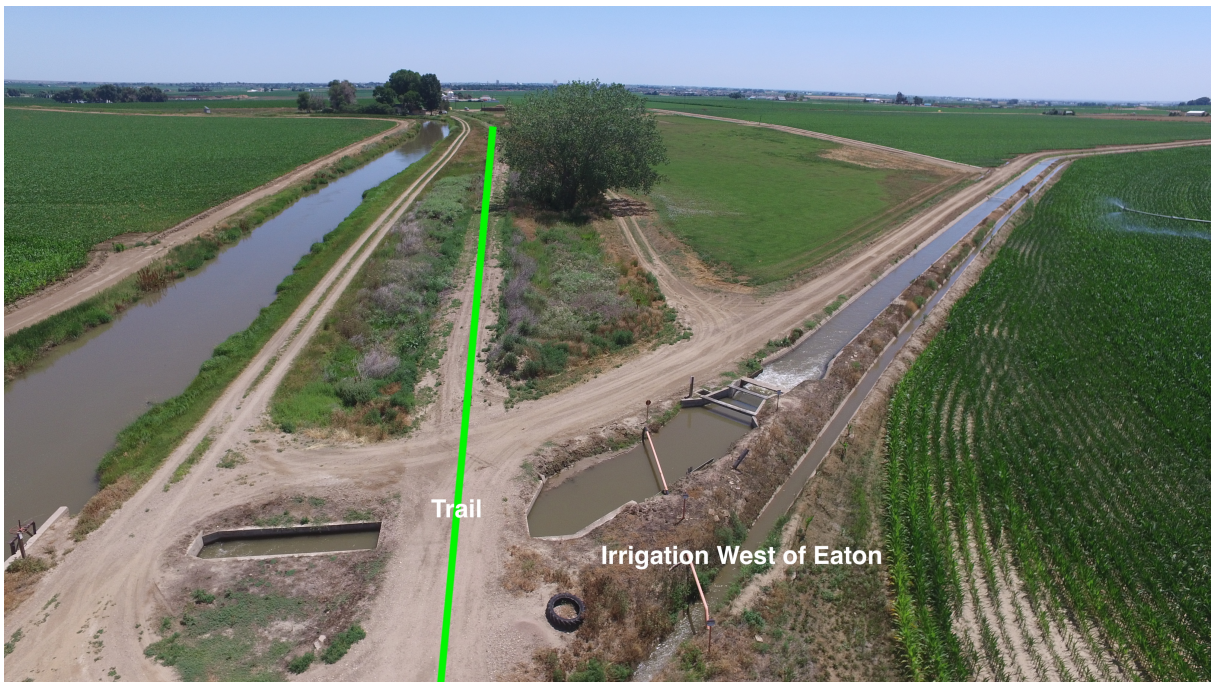
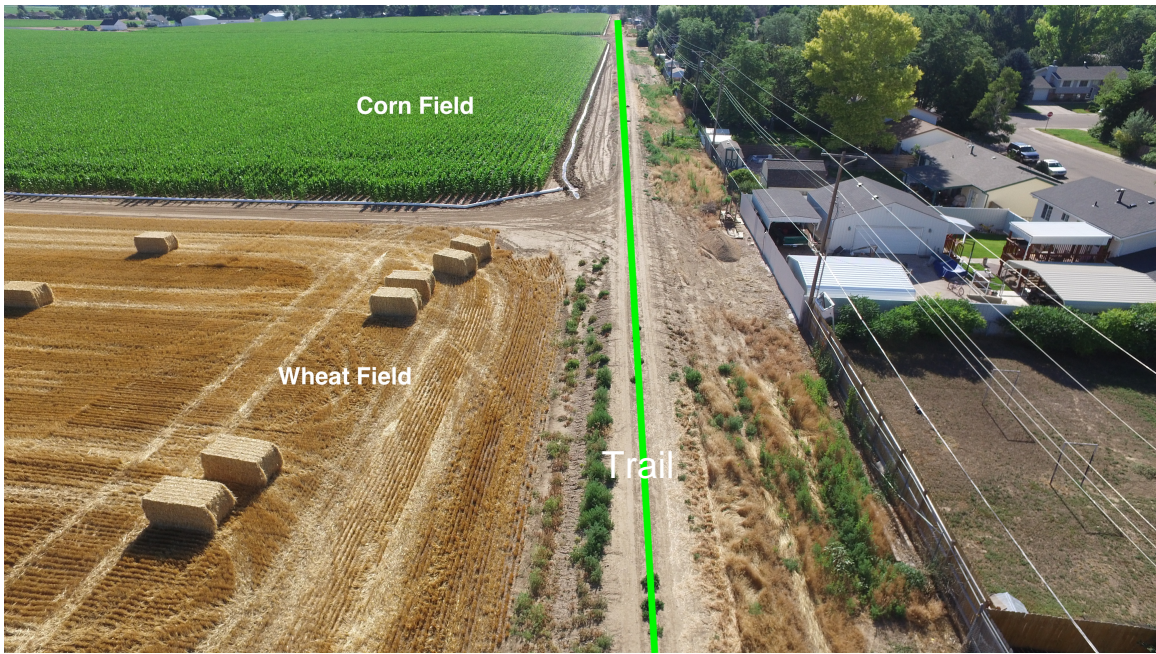


### #4-Great Western Trail



MARCH 7, 2013







Roulard Trestle

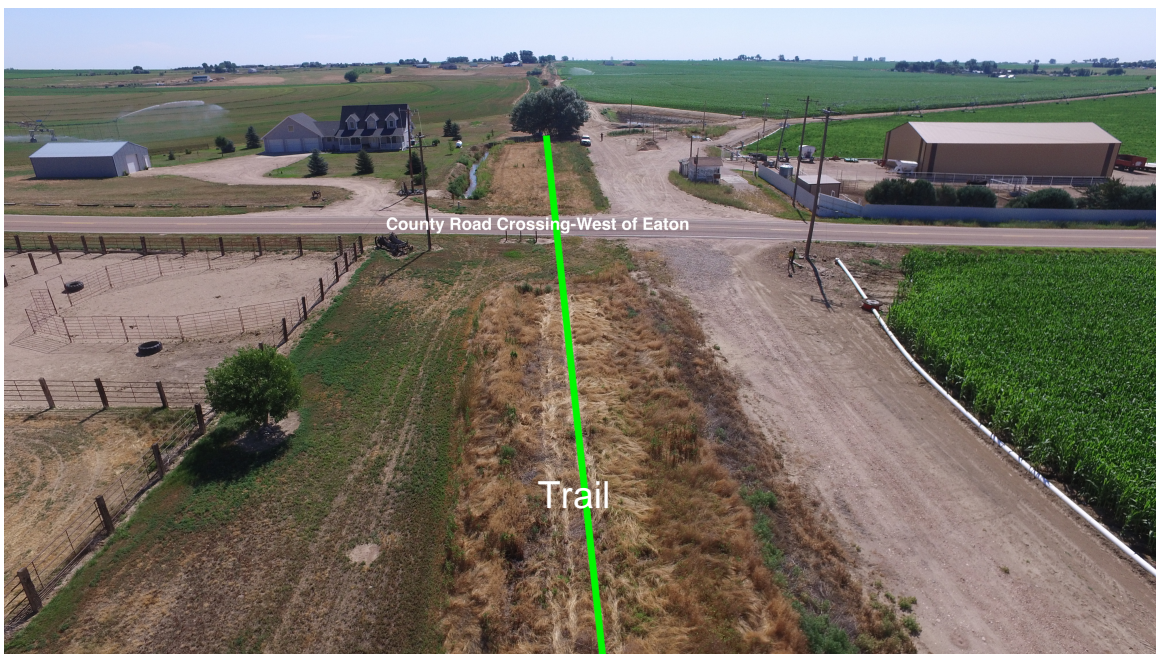


Eaton Recreation Center





Aerial View-Portion of Trail Corridor-West of Eaton



County Road Crossing-West of Eaton

Trail



**EATON AREA PARK & RECREATION DISTRICT**

**EATON AREA COMMUNITY CENTER**

**1675 3rd Street • Eaton, CO 80615**

**Phone: 970-454-1070**

July 23, 2018

Grant Committee:

I would like to take this opportunity to strongly encourage you to consider the grant application from the Great Western Trail Association. Northern Colorado is full of genuine individuals and families living in wonderful small communities. Connecting these small communities through trails is an endeavor that can bring nothing but positives to this area we all call home.

As the District Director of the newly formed Eaton Area Park & Recreation District, my role truly falls under the category of improving quality of life for our shareholders. My support of this grant application shows that we are seeking not just the improvement of our facilities and programs, but that assisting our neighbors and collaborating in community improvements remains a priority. I could not be prouder of our current facilities, but our Recreation District and community lack the necessary trails and open space to really create well rounded access for all. The Great Western Trail would be a tremendous addition to so many here in northern Colorado.

The Town of Ault to our north was successful in late 2017 in their grant efforts towards connecting the communities of Eaton and Ault. As that project progresses forward, we now look for not just community to community connection, but regional. Fortunately, leadership from all sides of the Great Western Trail project remains steadfast in their efforts to connect. The Colorado the Beautiful Grant is another opportunity to take a large step forward in what has become more than just a trail, it's now a fundamental improvement for the ever-progressing region we all call home.

Thank you for your consideration of this grant. The Great Western Trail Association and the Eaton Area Park & Recreation District are and will continue to be wonderful partners and we look forward to the future of our relationship. If you have questions or would like additional clarification, please do not hesitate to contact me:  
[bryankentfield@eaprd.com](mailto:bryankentfield@eaprd.com).

Sincerely,

Bryan Kentfield  
District Director  
Eaton Area Park & Recreation District



July 16, 2018

Dear Colorado the Beautiful Grant Committee:

The Great Western Trail Authority (GWTA) is an outstanding organization that has worked closely with the Eaton School District, the Town of Eaton, and the Eaton Recreation District as they have created the Eaton portion of the Great Western Trail. Our students and families have enjoyed using the first portion of this trail that connects the town to the new recreation center. The cross-country teams have used it for practice and competition. The district boundaries reach into the city limits of Severance. The next phase of the project between Eaton and Severance would allow a safe, scenic place for the community and our students to walk and bike to schools and the recreation center.

The opportunities that this connection would provide for our community and schools are boundless. If the new recreation center is an indication of how the public will respond to the expansion of the trail system, the usage will exceed our expectations. The recreation center has doubled its projected membership and usage in its first year of existence. *I strongly urge you to consider the grant application from the Great Western Trail Authority for their next phase of the trail between Eaton and Severance.*

I appreciate the Great Western Trail Authority for working to make this dream a reality. With your support, the GWTA will become a key part of the recreation programs in Eaton and Severance. Thank you for considering this project.

Sincerely,

Bridgette Muse,  
Superintendent  
Eaton School District RE2



DAN SEEGMILLER, SUPERINTENDENT  
STEPHANIE WATSON, ASST. SUPERINTENDENT

1020 MAIN STREET, WINDSOR, CO 80550 | PHONE 970-686-8000 | FAX 970-686-8001

July 16, 2018

To Whom It May Concern:

The Weld RE-4 Windsor/Severance School District continues its support of the Great Western Trail and its current grant proposal for extending and improving this trail in Northern Colorado. This request will help complete the trail between Eaton and Severance. With a growing population in Northern Colorado, the needs have increased for access and usage of this trail. Currently the three miles, of the 11.7 mile right-of-way, has been improved from Windsor to Severance. Many Severance Middle School students use the trail to get to and from school and the school has hosted a number of Great Western Trail events. In addition, the district will be opening Severance High School, which sits adjacent to the trail, fall 2019. This will increase use of the trail from the surrounding subdivisions.

The Weld RE-4 school community continually places importance on education and healthy lifestyles. Our local community shows support for each other through collaborative and cooperative efforts in order to be efficient and effective for our citizens. We embrace community involvement as well as healthy lifestyles in order to help support quality education. To accomplish these key pieces, we work closely with the towns of Windsor and Severance in such a manner as through shared facilities for our overall community.

We are most appreciative of past support. We will continue to be wise stewards of resources as shown through our past projects. Ultimately not only our community, but other Coloradans who come to use the trail will also benefit. Thank you for your consideration on this request to fund this proposal.

Sincerely,

A handwritten signature in blue ink that reads "Dan P. Seegmiller". The signature is fluid and cursive, with the first name "Dan" being the most prominent.

Dan Seegmiller  
Superintendent  
Weld RE-4