

RECREATIONAL RESOURCES TECHNICAL MEMORANDUM



April 2014



**EB I-70 Peak Period
Shoulder Lane**
CATEGORICAL EXCLUSION



RECREATIONAL RESOURCES TECHNICAL MEMORANDUM

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Acronyms and Abbreviations

AASHTO	American Association of State Highway and Transportation Officials
CATEX	Categorical Exclusion
CCMRD	Clear Creek Metropolitan Recreation District
CDOT	Colorado Department of Transportation
CSS	Context Sensitive Solutions
DOT	Department of Transportation
EO	Executive Order
FHWA	Federal Highway Administration
GIS	Geographic Information System
MP	Mile Post
MUTCD	Manual on Uniform Traffic Control Devices Standards
NEPA	National Environmental Policy Act
OWJ	Official with Jurisdiction
PEIS	I-70 Mountain Corridor Programmatic Environment Impact Statement
ROD	Record of Decision

Section 1. Purpose of the Memorandum

1.1 Introduction

The Federal Highway Administration (FHWA), in cooperation with the Colorado Department of Transportation (CDOT), is preparing a Categorical Exclusion (CATEX) for proposed changes to the eastbound lanes of I-70 between approximately milepost (MP) 230 and MP 243, in Clear Creek County, Colorado. The proposed changes would improve operations and travel time reliability in the eastbound direction of I-70 in the project area. Additionally, the improvements would be consistent with the I-70 Mountain Corridor Programmatic Environmental Impact Statement (PEIS) Record of Decision (ROD), I-70 Mountain Corridor Context Sensitive Solutions (CSS) process, and other commitments of the PEIS. The Proposed Action fits within the definition of “expanded use of existing transportation infrastructure in and adjacent to the corridor” as an element of the Preferred Alternative Minimum Program.

This technical memorandum discusses the regulatory setting and describes the affected environment and the impacts of the Proposed Action on recreational resources within the identified study area. The memorandum also documents mitigation measures, including applicable measures identified in the I-70 Mountain Corridor PEIS, which would reduce any impacts during construction and operation. The I-70 PEIS identified comprehensive improvements for the corridor. The Proposed Action would immediately address mobility and operations in the eastbound direction between Empire Junction and east Idaho Springs, but would not address all of the transportation needs in this area. The Proposed Action would not preclude other improvements needed and approved by the I-70 PEIS ROD.

Section 2. How Does the Analysis Relate to the Tier 1 PEIS?

The Tier 1 PEIS and associated *I-70 Mountain Corridor PEIS Recreational Resources Technical Report* (CDOT, 2011a) provided an overview of recreational resource issues from a Corridor perspective. The recreational resources analysis conducted for the Peak Period Shoulder Lane is developed to evaluate the specific improvements identified between MP 230 and MP 243, using the most current data and guidance currently available.

The *I-70 Mountain Corridor Final PEIS* committed to conducting specific additional analysis and coordination regarding impacts to recreational resources during Tier 2 projects. The following commitments from the PEIS are applicable to this Tier 2 project:

- CDOT will conduct further analysis of direct and indirect impacts on recreational resources during future project-specific Tier 2 processes. Additional analysis of direct impacts on recreational resources during Tier 2 processes will determine the degree and extent of impact.
- The lead agencies will continue to coordinate with jurisdictions regarding direct and indirect impacts to recreational resources, and specifically with Clear Creek County, Jefferson County, and the United States Forest Service regarding the Clear Creek County Greenway Plan (2005), and United States Forest Service management activities.

- The mountain pine beetle infestation continues to change conditions surrounding recreational resources, and the United States Forest Service confirmed that these conditions are most appropriately addressed during Tier 2 processes.

The Tier 1 PEIS recognized the local communities' desire to maintain and improve trail connectivity along the I-70 corridor and maintain the many creek access points. As part of the Proposed Action, CDOT has considered approaches to incorporate and maintain current and future bike routes in the I-70 highway right-of-way, improve path connectivity, and continue to provide river access points in a manner that is consistent with CDOT and FHWA guidance. The Tier 1 PEIS suggested the following approaches be considered (which may not all be applicable to the Proposed Action):

- Refer to principles applied to the Glenwood Canyon bike path and river access (potentially applicable as a model for mitigation measures)
- Consider policies to help identify state and federal transportation funding for pedestrian enhancement and connectivity
- Consider whether moving trails elsewhere is a more economical option to modifying the design of proposed transportation components
- Continue to coordinate with local jurisdictions, including the USFS regarding their motor vehicle facilities

Section 3. Process Used to Analyze Recreational Resources

3.1 Methodology

The study team prepared the recreational resources technical memorandum in accordance with CDOT's Bike and Pedestrian Procedural Directive 1602.1, which requires the incorporation of bicycle and pedestrian considerations throughout CDOT's Planning, Programming, Design, Construction and Maintenance operations, as well as Educational and Enforcement efforts.

In order to determine impacts to private and public parks, recreational resources, and open space facilities, both impacts to existing and planned facilities, and the extent to which the Proposed Action would accommodate planned facilities were assessed. Direct and indirect impacts to recreational resources and activities were determined through geographic information system (GIS) mapping technology, access plans, field reconnaissance, and visual assessments. Effects to existing and proposed recreational resources and activities from the Proposed Action were determined in coordination with local jurisdictions and through public input.

3.2 Study Area

To determine impacts to recreational resources as a result of the Proposed Action, the study area was defined as an 800-foot wide area (400 feet north and south of I-70) from MP 230 to MP 243. Analysis also extended beyond this buffer in instances where access to recreation facilities removed from the study area would be impacted by project actions.

3.3 Data Sources

The location of existing and planned recreational resources and activities was determined through coordination with local jurisdictions, analysis of GIS data, field reconnaissance, and review of the current comprehensive land use, parks, and public services and facilities plans, (see Table 1).

Table 1. Land Use Plans and Policies Evaluated

Municipality/Agency	Adopted Plans and Policies
City of Idaho Springs	3 Mile Area Plan (2008a)
	Idaho Springs Comprehensive Plan (2008b)
	Article 21 (Zoning) of the City Municipal Code (2005)
Clear Creek County	Clear Creek County Master Plan 2030 (2004)
	Greenway Plan (2005a)
	Open Space Plan (2005b)
	Floyd Hill Gateway Sub-Regional Master Plan (2009)
	Intercounty Non-Motorized Routes Master Plan (1990)
Colorado Department of Transportation	Zoning Code (2011)
Colorado Department of Transportation	2012-2017 Transportation Improvement Program
Denver Regional Council of Governments	2035 Metro Vision Regional Transportation Plan (DRCOG, 2011)

3.4 Regulations

The U.S. Secretary of Transportation outlined the following in a policy statement dated March 11, 2010:

The DOT policy is to incorporate safe and convenient walking and bicycling facilities into transportation projects. Every transportation agency, including DOT, has the responsibility to improve conditions and opportunities for walking and bicycling and to integrate walking and bicycling into their transportation systems. Because of the numerous individual and community benefits that walking and bicycling provide—including health, safety, environmental, transportation, and quality of life—transportation agencies are encouraged to go beyond minimum standards to provide safe and convenient facilities for these modes.

FHWA not only encourages the provision of bicycle facilities, it is also prohibited from funding projects that would sever or have a significant adverse impact on the safety of nonmotorized transportation. Title 23 of the United States Code includes the following (§109[m]):

Protection of Nonmotorized Transportation Traffic—The Secretary shall not approve any project or take any regulatory action under this title that will result in the severance of an existing major route or have significant adverse impact on the safety for nonmotorized transportation traffic and light motorcycles, unless such project or regulatory action provides for a reasonable alternate route or such a route exists.

CDOT's guidance, through the Bike and Pedestrian Procedural Directive 1602.1, dated February 4, 2010, requires the incorporation of bicycle and pedestrian considerations throughout CDOT's Planning, Programming, Design, Construction and Maintenance operations, as well as Educational and Enforcement efforts. Bicycle and pedestrian facilities are included in the overall design process for all state highway projects beginning after February 4, 2010. Context sensitive solutions (CSS) are used to determine the best way to incorporate bicycle and pedestrian facilities in the project design that are consistent with existing local and regional transportation plans. Bicycle and pedestrian facilities are considered and incorporated in projects, where reasonable and feasible, given budget and schedule constraints. Potential safety improvements shall be developed in accordance with current American Association of State Highway and Transportation Officials (AASHTO) and Manual on Uniform Traffic Control Devices (MUTCD) standards.

Section 6(f) of the Land and Water Conservation Fund Act (36 Code of Federal Regulations 59) protects recreational lands planned, acquired, or developed with Land and Water Conservation Funds. Nations Park Service and Colorado State Parks supplied information for the inventory of Section 6(f) resources. Data provided by these agencies revealed no recreation properties within the study area funded with Land and Water Conservation Funds and, consequently, Section 6(f) is not applicable to this evaluation.

Section 4. Description of the Proposed Action

The purpose of the I-70 PPSL project is to provide short-term eastbound operational improvements to relieve traffic congestion during periods when traffic volumes are highest. This segment is the most congested stretch of the entire I-70 Mountain Corridor. During both the summer and winter peak season, traffic volumes are highest on weekends when recreational travelers comprise more than 90 percent of traffic. In 2010 drivers experienced speeds of less than 20 miles per hour for 35 percent of the time on Sundays, which have the highest volume. Some motorists divert to the frontage road along I-70, which affects its ability to function as a local access county road.

The Proposed Action would add a peak period shoulder lane between the US 40/I-70 interchange and east Idaho Springs. This managed lane would be used during peak periods, defined as Saturdays, Sundays, and holidays, improving travel times and operations. The project extends from MP 230 to MP 243, with improvements proposed as follows:

- MP 230 to MP 232: signage improvements only. Signage would notify motorists of the status of the managed lane, entrance and exit points, and cost.
- MP 232 to MP 242: roadway improvements, including up to 3.5 feet of widening in select areas to accommodate the managed lane, up to 14 feet of widening at the SH 103 on-ramp, and 4 feet to 8 feet of widening at all other on-ramps in the corridor; replacement of the existing SH 103 bridge; bridge replacement and interchange improvements at Exit 241; improvements to Water Wheel Park; signage; rock fall mitigation in two locations; and construction of 11 retaining walls.
- MP 242 to MP 243: signage improvements only.

The managed lane, which would be tolled, would operate up to, but not exceed, 20 percent of the annual days or 7.5 percent of the time, and connect to the three-lane section provided by the

Twin Tunnels project, east of Idaho Springs, thereby capitalizing on that investment.

The improvements will be consistent with the *I-70 Mountain Corridor Programmatic Environmental Impact Statement (PEIS) Record of Decision (ROD)*, I-70 Mountain Corridor Context Sensitive Solutions process, and other commitments of the PEIS. The Proposed Action fits within the definition of “expanded use of existing transportation infrastructure in and adjacent to the corridor” as an element of the Preferred Alternative Minimum Program.

See Figure 1 for an overview of the proposed improvements.

Section 5. What Are the Current and Future Recreational Resources in the Study Area?

As reported in the PEIS, recreational travel along I-70 is the primary contributor to peak period highway traffic, particularly during winter and summer weekends (CDOT, March 2011 a). Recreational resources identified in the study area include paved and dirt trails, campsites, parks, ballfields, a skate park, ziplines, and Clear Creek itself, which has access points throughout the study area, providing opportunities for fishing and rafting.

Management directives and planning for recreational facilities within the study area are detailed in the *Clear Creek Greenway Plan (2005)* and are also identified in the *System-Wide Master Plan (Draft) (CCMRD, 2011)*, the *Clear Creek County Master Plan (CCC, 2004)*, and the Idaho Springs Comprehensive Plan (CIS, 2008). These additional plans all endorse the proposals found within the *Clear Creek Greenway Plan* and defer to particular, recreational development and management details outlined in the *Clear Creek Greenway Plan*.

Some of the recreational resources in the study area are subject to Section 4(f) regulations. Appendix A of this technical memorandum contains an exhaustive list of all recreational resources including those subject to Section 4(f) regulations, while Appendix B of this technical memorandum contains a list of non-Section 4(f) recreational properties.

5.1 Current Conditions

It was assumed that impacts to recreational facilities would be similar for those resources located near one another because of similar Proposed Action improvements; therefore, recreational resources within the study area were grouped according to geographic location, via mileposts, as follows:

- MP 232 to MP 239 (see Table 2 and Figure 2)
- MP 239 to MP 240 (see Table 3 and Figure 3)
- MP 240 and MP 242 (see Table 4 and Figure 4)

In addition to the grouping above, there are also recreational resources beyond the study area that would be affected by the Proposed Action, primarily because of short-term access alterations. These are described in Table 5. For more specific location information, see Appendix B of this technical memorandum.

Figure 1. Proposed Improvements

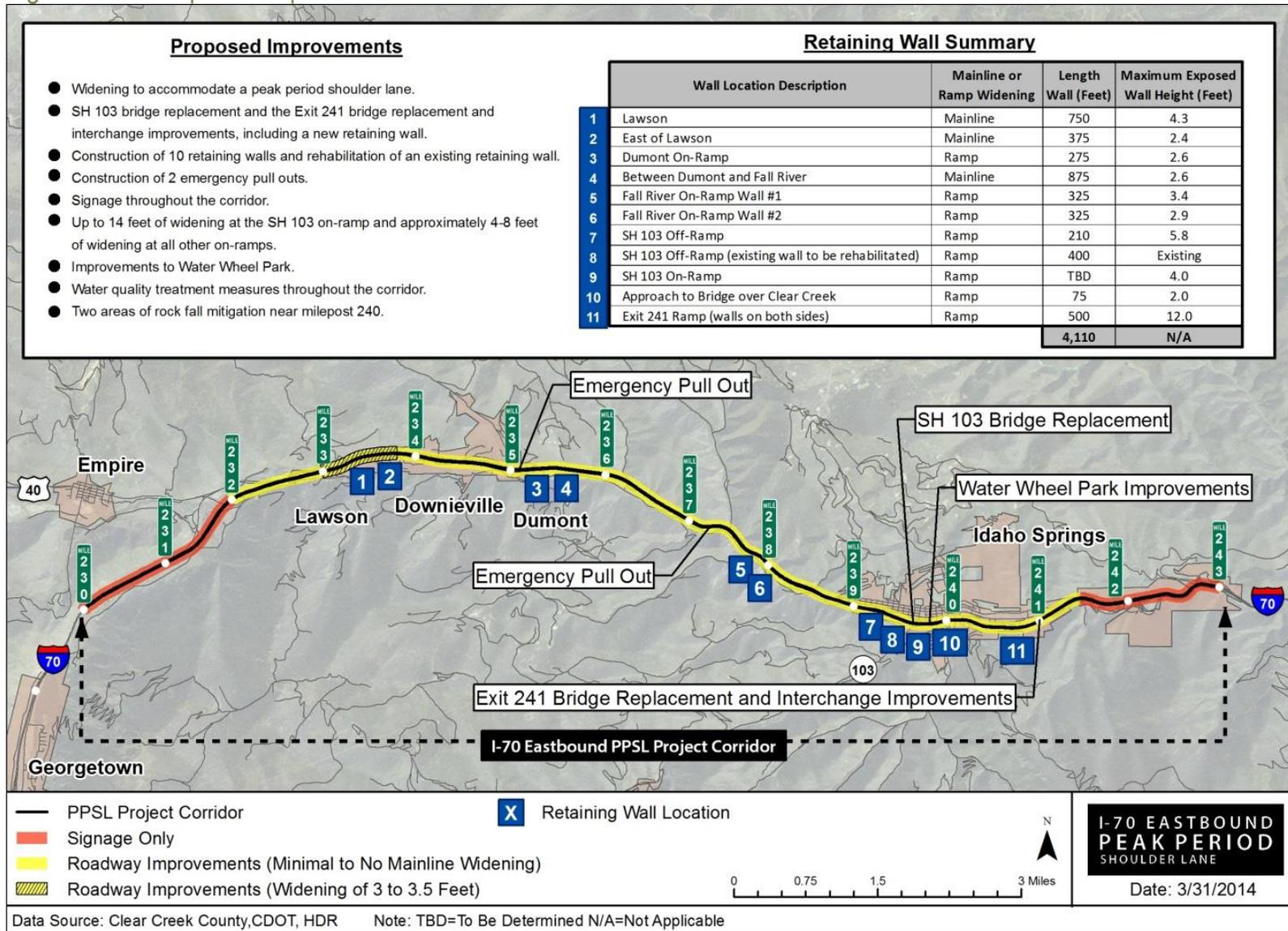


Table 2. Recreational Resources from MP 232 to MP 239

Recreational Resource	Location	Type
CREEK ACCESS AREAS		
Empire Junction Creek Access	MP 232.2 (off of US 40)	Creek Access—fishing
Mile Hi Rafting Creek Access	MP 232.5	Creek Access—fishing
Downieville Truck Stop Creek Access	MP 234.3	Creek Access—fishing
Dumont Bridge Creek Access	MP 235.1	Creek Access—fishing
Stanley Bridge Creek Access	MP 238.8	Creek Access—fishing
Weigh Station Creek Access	MP 234.2	Creek Access—boating
Upper Dumont Creek Access	MP 235	Creek Access—boating
CCC Fairgrounds Creek Access	MP 235.5	Creek Access—boating
Outer Limits Creek Access	MP 238.9	Creek Access—boating
Spring Gulch Creek Access	MP 235.8	Creek Access—fishing
Philadelphia Mill Site Creek Access	MP 236.3	Creek Access—fishing
Lawson Whitewater Park Creek Access	MP 232.9	Creek Access—boating
Lawson Tube Access Creek Access	MP 233 and 233.2	Creek Access—tubing
PARKS		
Clear Creek/Lawson Hole Whitewater Park	Alvarado Rd., Lawson	Whitewater Park
Spaghetti Ranch	Empire	Park
OTHER		
Clear Creek County Sportsmen's Club	3300 Stanley Rd., Dumont	Fairgrounds & Gun Range
Zipline	2525 Stanley Rd., east of Dumont (MP 236.4 to 236.6)	Zipline
Rocky Mountain Village	2650 Alvarado, Georgetown	Camp & Golf
Mill Valley School	25 Dumont Ln., Dumont	School
TRAILS		
Big Five Trailhead	Idaho Springs	Trailhead
Philadelphia Mill Site	MP 236.3	
ATV and Mile-Hi Rafting	MP 232	Rafting outfitter/tours
Wide Open Adventure	MP 234.2	Liquid Descent Rafting
Liquid Descent Rafting	MP 237	Liquid Descent Rafting
Colorado Bikeway/DLD Segment	Off Street Non-Motorized trail	Biking, hiking, horseback riding trail
Colorado Bikeway/Stanley Segment	On Street Shared Roadway (Paved) trail	Biking trail
Colorado Bikeway/Big Five Segment	Off Street Paved Non-Motorized trail	Biking, off-road, hiking trail

Table 2. Recreational Resources from MP 232 to MP 239

Recreational Resource	Location	Type
Stanley Rd/Colorado Bikeway	On Street Shared Roadway (Paved) trail	Biking trail
West Dumont Rd	On Street Shared Roadway	Biking, hiking trail
CR 309/Colorado Bikeway/DLD Segment	On Street Shared Roadway (Paved)	Biking trail
Colorado Bikeway/Idaho Springs Segment	On Street Shared Roadway (Paved)	Biking, hiking trail
Silver Lakes/Colorado Bikeway/DLD Segment	On Street Shared Roadway	Biking, hiking trail
CR 308/Colorado Bikeway/DLD Segment	On Street Shared Roadway (Paved)	Biking, hiking trail
Alvarado Road/Colorado Bikeway/Lawson to Easterseal Segment	Shared Roadway/Planned Paved Shoulders	Biking, hiking, motorized vehicle trail
Virginia Canyon Rd. (279)	On Street Shared Roadway (Paved)	Biking trail
Hukill to Virginia Canyon	Proposed Off Street Non-Motorized	Biking, off-road, horseback riding, hiking trail
Hukill Gulch	Off Street Non-Motorized	Biking, hiking trail
Trail Creek Rd. (136)	On Street Shared Roadway	Biking trail
Fall River Bikeway	On Street Shared Roadway (Paved)	Biking trail
Fall River Rd. (275)	On Street Shared Roadway (Paved)	Biking trail
Turkey Gulch Rd.	On Street Shared Roadway	Biking trail
North Spring Gulch Rd (271)	On Street Shared Roadway	Biking trail
Mill Creek Rd. (261)	On Street Shared Roadway (Paved)	Biking trail
Red Elephant Trail	On Street Shared Roadway	Biking, off-road, horseback riding, hiking, motorized vehicle trail
Red Elephant Hill	On Street Shared Roadway	Biking, off-road, horseback riding, hiking, motorized vehicle trail
Red Elephant Spur	On Street Shared Roadway	Biking, off-road, horseback riding, hiking, motorized vehicle trail
Red Elephant 4	On Street Shared Roadway	Biking, hiking trail
Silver City Rd.	On Street Shared Roadway	Biking, off-road, horseback riding, hiking, cross-country, snowshoe, snowmobile, motorized vehicle trail
Spring Creek Trail	On Street Shared Roadway	Biking, off-road, horseback riding, hiking, cross-country, snowshoe, snowmobile,

Table 2. Recreational Resources from MP 232 to MP 239

Recreational Resource	Location	Type
Silver Creek to Blue Ridge Rd	Off Street Non-Motorized	motorized vehicle trail Biking, hiking trail
Blue Ridge	On Street Shared Roadway	Biking, off-road, horseback riding, hiking, motorized vehicle trail
Blue Ridge Rd.	On Street Shared Roadway	Biking, hiking, motorized vehicle trail
Hidden Valley Rd.	On Street Shared Roadway	Biking, motorized vehicle trail
Pack Trail	MP 232 (970 feet north of I-70)	Hiking trail

Figure 2. Recreational Resources MP 232 to MP 239

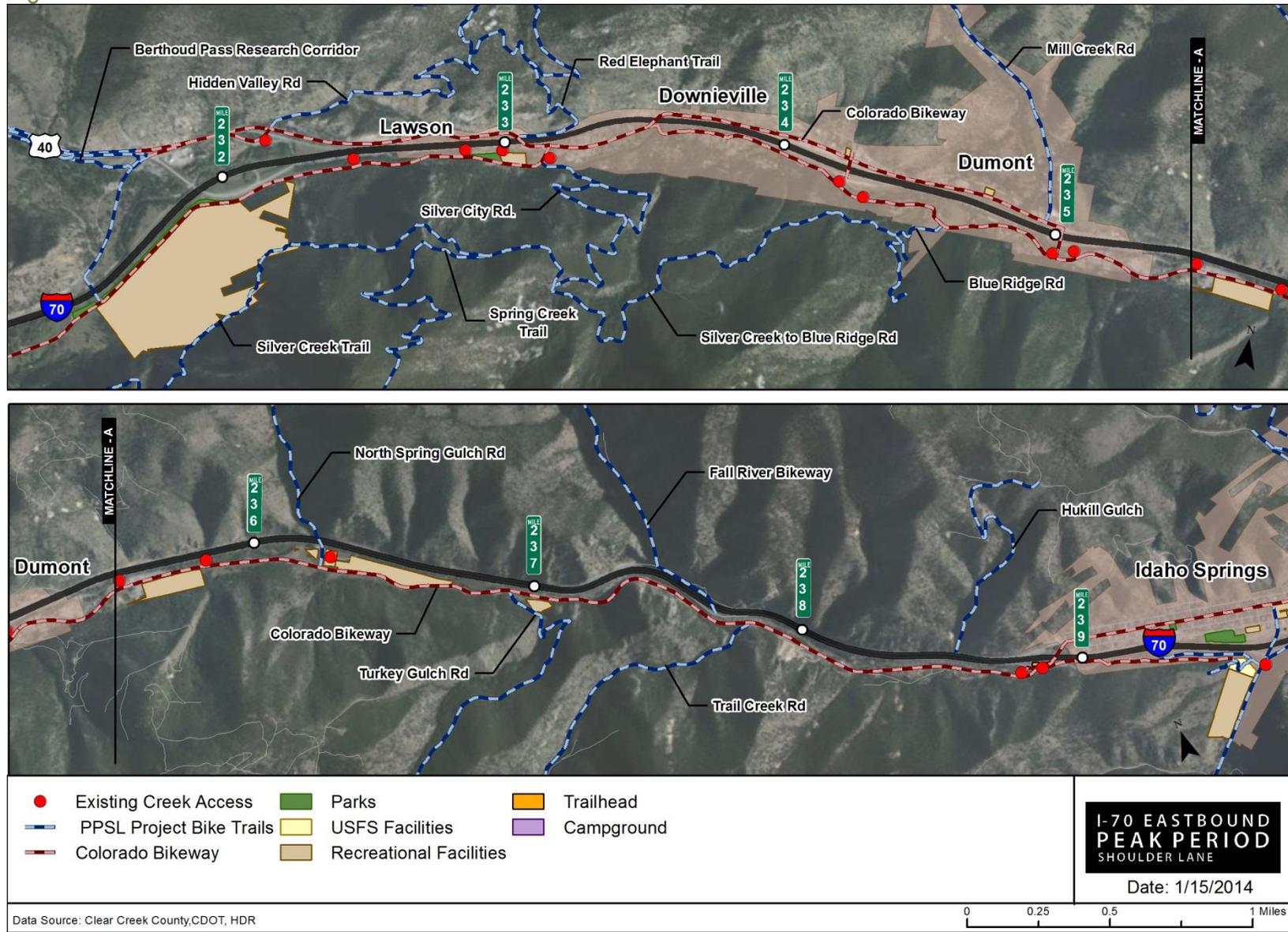


Table 3. Recreational Resources from MP 239 to MP 240

Recreational Resource	Location	Type
Charlie Tayler Water Wheel creek access	MP 239.9	Creek Access-fishing
Chicago creek access	MP 239.7 (I-70 eastbound, SH 103 on ramp)	Creek Access-boating
Anderson Park	Idaho Springs	Park
Citizens Park	1545, Miner St., Idaho Springs	Park
Charlie Tayler Water Wheel Park	1675, Water St., Idaho Springs	Park
Macy/Ruth Mill Park	655, Colorado Blvd., Idaho Springs	Park
Clear Creek Ranger Station	I-70 Exit 240, Idaho Springs	Ranger Station
Clear Creek Metropolitan Recreation District	1130 Idaho Street, Idaho Springs	Recreation Center
Playing Field	932 Miner Street, Idaho Springs	Playing field
Carlson Elementary School	215 13th Ave., Idaho Springs	School with playground
Idaho Springs Public Library	219 Miner St., Idaho Springs	Library
Clear Creek Middle School	320 Chicago Creek Rd/SH 103, Idaho Springs	School
Rocky Mountain Whitewater Rafting	MP 239.7 (just north of SH 103 ramp)	Outfitter/tours
Colorado Bikeway/Big Five Segment	Off Street Paved Non-Motorized	Biking, off-road, hiking trail
Colorado Bikeway/Idaho Springs Segment	On Street Shared Roadway (Paved)	Biking, hiking trail
Virginia Canyon Rd (279)	On Street Shared Roadway (Paved)	Biking, horseback riding, hiking trail
Mt Evans Scenic Byway	On Street Shared Roadway (Paved)	Biking trail
Idaho Springs Trail	Off Street Non-Motorized (Dirt Road)	Biking, off-road, hiking trail
Water Wheel to Forest Service	Off Street Paved Non-Motorized	Biking, off-road, hiking trail
USFS Prospector Trail	Off Street Non-Motorized	Hiking trail
Pine Slope Rd	On Street Shared Roadway (Dirt Road)	Biking, motorized vehicle trail

Figure 3. Recreational Resources MP 239 to MP 240

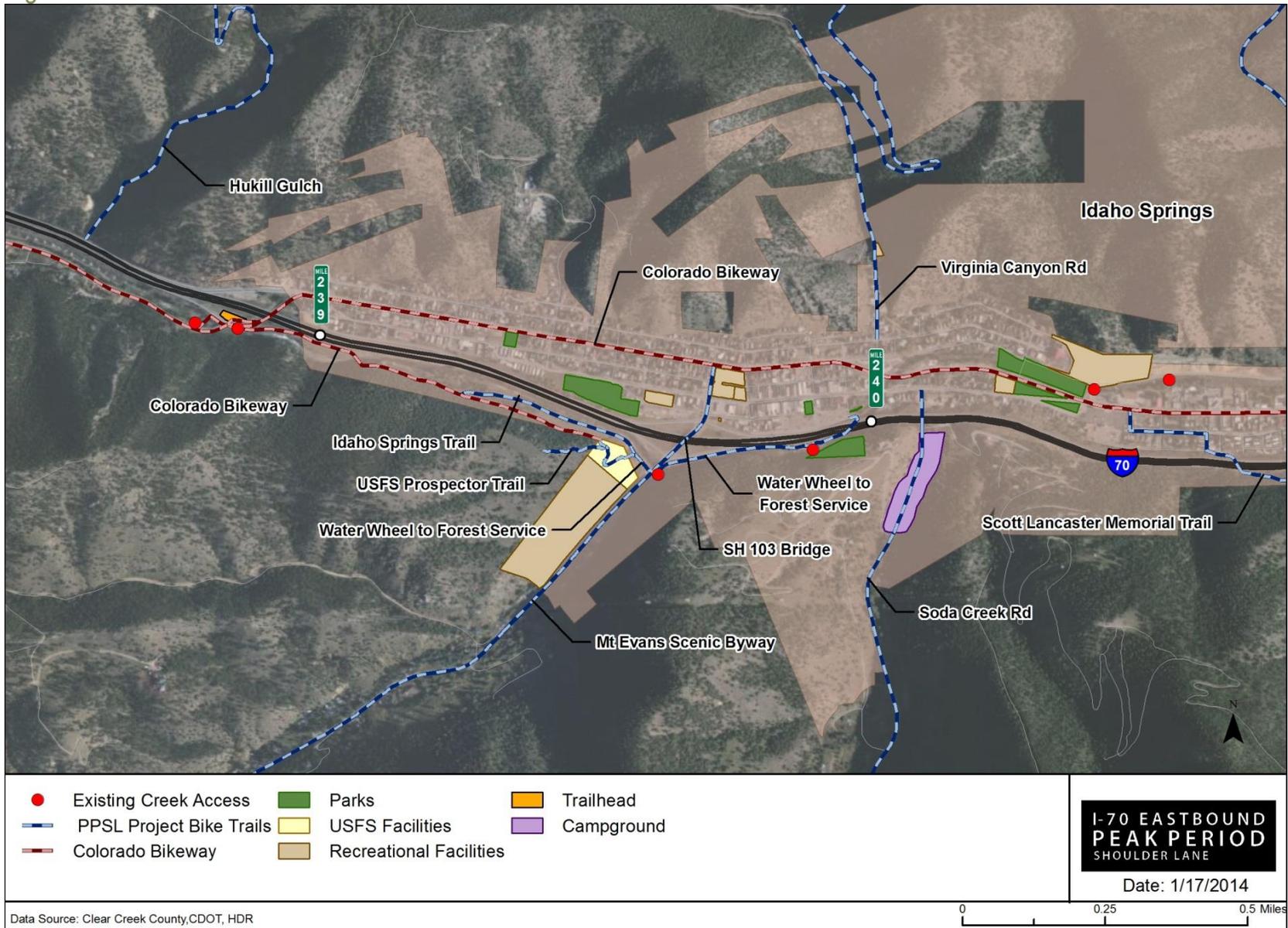


Table 4. Recreational Resources from MP 240 to MP 242

Recreational Resource	Location	Type
Riley Cooper Park Creek Access	MP 240.5	Creek Access -fishing
Riley Cooper Park Boating Access	MP 240.4	Boating
Clear Creek Rafting Creek Access	MP 241.9	Boating
Creek Access(Unknown)	MP 241.6	Creek Access -fishing
Idaho Springs Skateboard Park	3340 Riverside Dr., Idaho Springs	Skateboard park
Shelly/Quinn Fields	101 E. Idaho Springs Rd., Idaho Springs	Ball field
Courtney/Riley/Cooper Park	2350 Colorado Blvd., Idaho Springs	Park
Heritage Park	2312 Miner St., Idaho Springs	Multi-purpose park
Indian Hot Springs Campground	302 Soda Creek Rd., Idaho Springs	Campground
Idaho Springs Visitor Center	2060 Miner Street, Idaho Springs	Visitor Center
Argo Gold Mine & Mill Museum	2350 Riverside Drive, Idaho Springs	Mine and Museum
A & A Historical Trails Outfitters	MP 240.0	Outfitter/tours
Raft Masters	MP 240.8 (in Idaho Springs)	Rafting Outfitter/tours
Rocky Mountain Quad Squad	MP 240.9 (in Idaho Springs)	Rafting Outfitter/tours
Clear Creek Rafting	MP 241.9	Rafting Outfitter/tours
Colorado Bikeway/Idaho Springs Segment	On Street Shared Roadway (Paved)	Biking, hiking trail
Scott Lancaster Memorial Trail	Off Street Paved Non-Motorized	Biking, off-road, hiking trail
Scott Lancaster Memorial Bikeway Westbound	On Street Shared Roadway	Biking trail
Scott Lancaster Memorial Bikeway Eastbound	On Street Shared Roadway	Biking trail
Connection to Scott Lancaster Memorial Trail	On Street Shared Roadway (Paved)	Biking, hiking trail
Gilson Gulch Loop	Off Street Non-Motorized	Biking trail
Virginia Canyon Rd. (279)	On Street Shared Roadway (Paved)	Biking, horseback riding, hiking trail
Soda Creek Rd. (140)	On Street Shared Roadway (Paved)	Biking trail
Montane Drive	On Street Shared Roadway (Paved)	Biking trail
Pine Slope Rd.	On Street Shared Roadway (Paved)	Biking trail

Figure 4. Recreational Resources MP 240 to MP 242

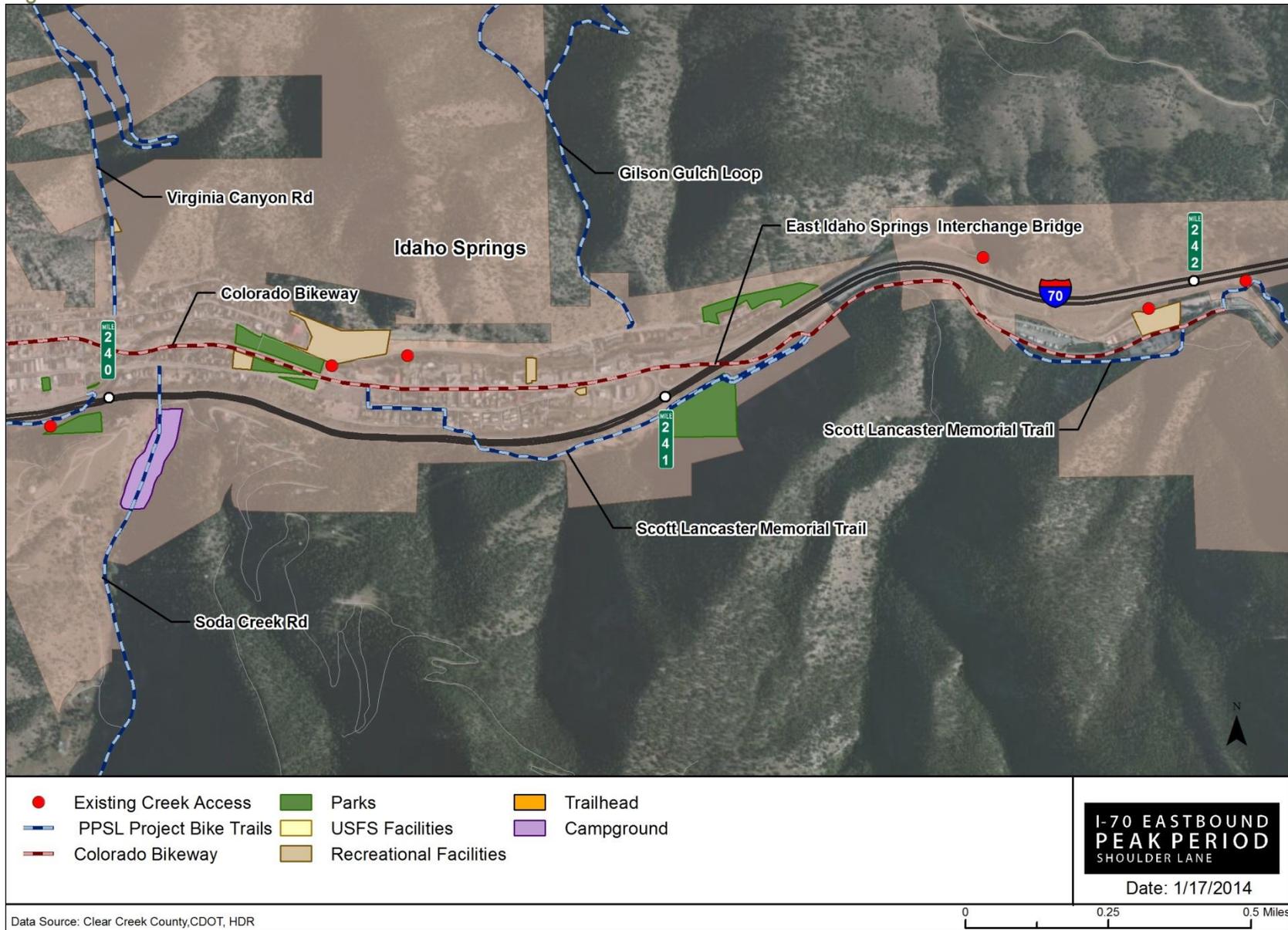


Table 5. Recreational Resources Outside the Study Area (Where Access Through the Study Area is Required)

Recreational Resource	Location	Type
Theobald Park	30 S. Park Ave., Empire	Park
Minton Park and Ballfield	S. Main St., Empire	Ballfield, park
Spaghetti Ranch	Empire	
Georgetown Lake Park	2600, Alvarado Rd., Georgetown	Park
Georgetown Greenway Park	Georgetown	City park
Meadows Park	Georgetown	Park
Triangle Park	Clear Creek Drive, Georgetown	City park
Cottonwood RV & Mobile Home Park	1485 Chicago Creek Rd., Idaho Springs	Campground
KOA Denver West/Central City	605 Lake Gulch Rd., Idaho Springs	Campground
Columbine Campground	CR 3, Central City	Campground
West Chicago Creek Campground	W Chicago Creek Rd.	Campground
Scott Lancaster Bridge	Idaho Springs	Bridge
Rocky Mountain Village	2650 Alvarado Rd., Georgetown	Camp & Golf
Silver Creek Trailhead	Georgetown	Trailhead
All American Adventures	MP 243.0	Outfitter/tours
Spillway to Georgetown Lake	MP 229.2	Fishing
Clear Creek Rafting	MP 242.1	Fishing
Hidden Valley Creek Access	MP 243.1	Fishing
Lower Box Creek Access	MP 242.5	Boating
Mount Evans Scenic Byway	On Street Shared Roadway (Paved)	Biking trail
Mt. Evans Rd.	On Street Shared Roadway (Paved)	Biking, hiking, cross-country, snowshoe, seasonal trail
Fall River Road (275)	On Street Shared Roadway (Paved)	Biking trail

Recreational Facilities/Sites Adjacent to I-70. Existing recreational facilities from west to east in the study area adjacent to I-70 include the Rocky Mountain Village camp and Frisbee gold course and the Spaghetti Ranch Park, both located immediately south of I-70 near MP 232. There are numerous creek access points, including a put-in for Mile Hi Rafting, as well as Clear Creek/Lawson Hole Whitewater Park located immediately south of I-70 near MP 233. Wide Open Adventure is located adjacent to I-70 on the north side near MP 234. The weigh station and the Downieville Truck Stop are both located near MP 234 on the south side of I-70. Two creek access points—the Upper Dumont and the Dumont Bridge access points, are located adjacent to I-70 on the south side at MP 235. The Clear Creek Fairgrounds, Clear Creek County Sportsmen’s Club and gun range, and creek access points are all located south of Stanley Road (south of I-70) near MP 236. The Philadelphia Mill Site and a zipline are located further east on the north side of Stanley Road. Liquid Descent Rafting is also located on the south side of Stanley Road, near MP 237. There are numerous recreational facilities near the I-70/SH 103 interchange immediately adjacent to I-70. These include the playing field and Rocky Mountain Whitewater Rafting on the north side, and the Clear Creek Ranger Station, Charlie Talyer Water Wheel Park and creek access points on the south side. The Shelly/Quinn fields are located

adjacent to I-70 on the south side at MP 241. These resources are shown on Sheets 1 through 13 in Appendix B of this technical memorandum.

Paved and Natural Surface Trails That Cross I-70. Within Clear Creek County, the Clear Creek Greenway exists and is signed from the Jefferson County line to Summit County line. Parts of the Greenway run through the study area and, in some areas, are on-street. The Scott Lancaster Memorial Trail (SLMT), which connects between Idaho Springs and the junction of I-70 and U.S., functions as part of this greenway (see Appendix D of this technical memorandum). The Colorado Bikeway runs parallel to I-70 both to the north and south, throughout the study area.

Trails within and adjacent to the study area are, from west to east, include the Berthoud Pass Research Corridor, which crosses I-70 just west of MP 232. The Red Elephant Spur joins the Colorado Bikeway just east of MP 233 north of I-70. The Mill Creek Road/Bikeway 261 joins the Colorado Bikeway north of I-70 near MP 235. The North Spring Gulch Road/Bikeway 271 crosses I-70 just east of MP 236 and joins the Colorado Bikeway south of the Philadelphia Mill Site. The Turkey Gulch Road joins the Colorado Bikeway (Stanley Road) just west of MP 237 south of I-70. Fall River Road/Bikeway 275 ends at I-70 just west of MP 238 and Trail Creek Road/Bikeway 136 joins the Colorado Bikeway at approximately the same location south of I-70. Hukill Gulch Trail ends at I-70 on the north side at MP 238.5. The Big Five Trailhead is located just south of I-70 near Stanley Bridge just west of MP 239. The Idaho Springs Trail runs from SH 103 and joins the Colorado Bikeway just west of the SH 103/ I-70 interchange. The Mt. Evans Scenic Byway follows SH 103 and joins the Colorado Bikeway north of the I-70/SH 103 interchange. The Colorado Bikeway crosses I-70 at the Exit 241 bridge and the Scott Lancaster Memorial Trail (SLMT) runs south of I-70 near MP 241 and MP 242. These resources are shown on Sheets 1 through 13 in Appendix B of this technical memorandum.

A trailhead for the SLMT is located within the study area at the Shelly Quinn ball fields (see Appendix B, Sheet 12).

The Clear Creek County Greenway Plan has been in development for 10 years and is still being refined. Portions of the Greenway exist, as described above. Other portions are planned and will be developed over the next 10+ years. This resource is a major attraction for Clear Creek County residents and is a growing resource for residents of the Denver metropolitan area because of easy accessibility.

Creek Access Adjacent to I-70. Clear Creek is a prominent recreational feature in the study area and is used for fishing, boating, and rafting. Numerous rafting outfitters are located along the I-70 corridor and offer tours. There are numerous formal and informal creek access points within the study area, as shown on Sheets 1 through 13 in Appendix B of this technical memorandum and listed in Table 2 through Table 4. Of these access points, 15 are located within the CDOT right-of-way. There are 7 fishing access points, 5 boating access points, 3 tubing access points, and 3 rafting outfitters located within the study area from MP 232 to MP 239 (see Table 2). There is 1 fishing access point and 1 boating access point located within the study area from MP 239 to MP 240 (see Table 3). There are 2 fishing access points, 3 boating access points, and 3 rafting outfitters located within the study area from MP 240 to MP 242 (see Table 4). The highest volume of rafting trips occurs from mid-May through early September, and each rafting outfitter runs between 3 to 9 trips per day.

I-70 Corridor Recreational Resources (outside the study area). In addition to the resources located within the study area, I-70 provides access to hundreds of other sites outside the study area

including trails, campsites, rivers and lakes, ski areas, and other public recreational facilities including ball fields, parks, and undeveloped backcountry. These resources support a variety of recreational opportunities, as outlined in the *I-70 Mountain Corridor PEIS Recreation Resources Technical Report* (CDOT, March 2011a).

5.2 Anticipated Future Conditions of Recreational Resources in the Study Area

The *Clear Creek County Master Plan 2030 (2004)* identifies goals and policies that guide development of land use, transportation, housing, economic growth, environmental resources, and recreation in Idaho Springs. The *Clear Creek County Greenway Plan*, adopted in 2005, outlines planned recreational resources and a trail network along Clear Creek. Funding is currently in place for design of greenway improvements from Empire to Idaho Springs.

Planned recreational resources are summarized in Table 6 and included in Appendix B of this technical memorandum. These resources and planned improvements to existing recreational resources are discussed in greater detail below.

Table 6. Anticipated Future Conditions of Recreational Resources in the Study Area

Property Name	Location	Information/Amenities
Proposed Park (Former Sewage Treatment Site)	Idaho Springs	Proposed park including restrooms
Proposed Greenway Creekside Trail	Idaho Springs/Clear Creek County	Planned trail along Clear Creek as part of the Clear Creek Greenway
Proposed Business Loop	Between MP 239 and MP 240	Planned biking, off-road trail (off-street) as part of the Greenway Trail
Proposed Pedestrian Bridge	Between MP 240 and MP 242	Part of the Greenway Trail

As outlined in the *Clear Creek Greenway Plan*, the Scott Lancaster Memorial Trail (SLMT) is envisioned as a wholly off-street biking trail from east of Idaho Springs to the Kermitts Trailhead at I-70 and US 6. Potential future changes to SLMT including the addition of formal parking, signage and additional amenities at trailheads. Within the study area, the Greenway Creekside Trail is a planned trail along Clear Creek between the Scott Lancaster Bridge and Idaho Springs (see Appendix B of this technical memorandum).

Planned improvements to recreational facilities in Idaho Springs, as provided in the *System-Wide Master Plan* (draft), include rehabilitation of the Skateboard Park and new lighting at the Clear Creek Metropolitan Recreation District (CCMRD) ball field complex.

Planned improvements at the Philadelphia Mill Site (Part of Fishing is Fun Project) include trail access to the creek for streamside fishing, parking, shelter, restrooms, and handicap accessible fishing platforms.

5.3 Is the future of recreational resources considered to be at-risk?

As discussed in Sections 5.1 and 5.2 of this technical memorandum, Clear Creek County and the

City of Idaho Springs have plans to maintain, develop, and improve recreational resources in the study area, including trails and recreational creek access. As population and employment growth continues, the primary concern related to recreational resources along I-70 is visitation levels that approach the capacity of the resource. More detail about this issue can be found in the *I-70 PEIS Recreational Resources Technical Report* (CDOT, 2011a).

5.4 What agencies were involved in this analysis and what are their issues?

Beginning with the PEIS process and continuing throughout development of the Proposed Action, CDOT has coordinated with staff from Clear Creek County, Idaho Springs, the United States Forest Service, and the Colorado Parks and Wildlife to determine agency management priorities and to assess concerns about impacts to recreational resources within the study area. A primary concern has been preserving and enhancing access to Clear Creek, and implementing the *Clear Creek Greenway Plan*, which is has remained a priority since its adoption in 2005. Because recreational resources outlined in the *Clear Creek Greenway Plan* are located within CDOT right-of-way, ongoing coordination between CDOT and local agencies is vital to implementing many aspects of the plan.

Section 6. Environmental Consequences

6.1 How Does the No Action Alternative Affect Recreational Resources?

The study area is the most congested stretch of the entire I-70 Mountain Corridor. Currently, I-70 cannot accommodate traffic during peak times (Sundays) without congestion. Under the no action alternative, these conditions would continue to worsen, which would hinder access to recreational resources in and around the study area.

6.2 How Does the Proposed Action Affect Recreational Resources?

6.2.1 What Direct Effects Are Anticipated?

The following five recreational resources would be directly impacted by the Proposed Action:

Water Wheel Park: Highway widening east of SH 103 would encroach into Water Wheel Park. Impacts of this encroachment are positive; however, because the Proposed Action includes redevelopment of the park and includes amenities such as a pedestrian plaza, benches, access to Clear Creek, and interpretive displays. In addition the proposed park would be lower than the highway and screened by a relatively high retaining wall, thereby lessening the impact from highway noise and views. The views of the water wheel would not be impacted.

Scott Lancaster Memorial Trail: Construction in the area of the Exit 241 bridge replacement and interchange improvements would require a temporary detour of the Scott Lancaster Trail. This detour, which would result in minimal out-of-direction travel, is anticipated to last 6 months. This temporary impact meets the definition of temporary occupancy under Section 4(f).

Colorado Bikeway: The reconstruction of Exit 241 bridge replacement and interchange improvements would require the temporary closure of the existing bridge, which carries the Colorado Bikeway over I-70. Out-of-direction travel for bicyclists and pedestrians is not anticipated to exceed 0.20 mile. This closure and detour is anticipated to last 6 to 9 months.

Water Wheel Park to Forest Service Ranger Station Multi-Use Trail: The redevelopment of Water Wheel Park would result in this segment of the trail closing during construction. This closure and detour for pedestrians over the SH 103 bridge is anticipated to last eight to ten weeks. Redevelopment of the park would lower the trail and along part its length install a wall between the trail and the highway, thereby improving the visual and noise conditions. This temporary impact meets the definition of temporary occupancy under Section 4(f).

Mt Evans Scenic Byway: This scenic byway and on-road bicycle route begins in Idaho Springs, follows SH 103 south to Echo Lake, and then continues to the summit of Mt Evans. The replacement of the SH 103 bridge will add a widened visual element along this byway. In addition, traffic will be detoured during construction, resulting in 4.5 miles of out of direction travel during the eight to ten week road closure. This detour and closure would also affect users of a parking lot on SH 103 just east of the School District building. The parking lot is used on weekends by cyclists, who park there to cycle up Mt. Evans Scenic Byway.

Pedestrian and bicycle circulation and facilities would be improved in the following locations:

- The existing SH 103 bridge over I-70 is 38 feet wide and has 4-foot wide sidewalks on both sides. The new bridge would likely be 59 feet wide and have 3 lanes with the center lane being called out as an auxiliary lane. Most pedestrian use is on the west side. The new bridge would have a 10 foot wide walk on the west side only that allows pedestrians to cross the bridge and access the Greenway Trail and other destinations along SH 103.
- The Exit 241 Bridge Replacement and Interchange Improvements. The existing bridge is 38 feet wide and has a 4-foot wide sidewalk on the west side. The new bridge would likely be widened to 43 feet and have a 10-foot sidewalk on the west side.
- The Clear Creek County Greenway between Water Wheel Park and SH 103 would be improved because proposed modifications to the SH 103 on-ramp accessing eastbound I-70 would include lowering the trail, and as it approaches Water Wheel Park, the addition of a wall associated with the park improvements would further separate the trail and I-70. These improvements would improve the visual and noise environment of this trail segment.

Some of the recreational resources subject to direct temporary effects are protected by Section 4(f). Table 7 lists the 13 publicly owned, open-to-the-public-park and recreation resources outside of CDOT right-of-way that were determined to be Section 4(f) properties. The Town of Idaho Springs has determined that the Charlie Taylor Water Wheel Park is not a significant park as defined by 23 CFR 774.11 (c) (see Appendix F of this technical memorandum for correspondence from the Town of Idaho Springs).

Table 7. Summary of Non-Historic Section 4(f) Properties and Potential Impact

Resource Type	Resource	Potential Impact	Section 4(f) Use
Trail	Colorado Bikeway Big Five Segment	No impact but connects into trails that might have detours near State Highway (SH) 103	No
Trail	Water Wheel to Forest Service Segment of the Colorado Bikeway near SH 103	Detours during construction to maintain trail continuity and access	Section 4(f) Temporary Occupancy Exception
Trail	Idaho Springs Trail near SH 103	Detours during construction to maintain trail continuity and access	Section 4(f) Temporary Occupancy Exception
Trail	Scott Lancaster Memorial Trail crossing under I-70 near 27 th Place	Possible delays for crossing under I-70 during construction; construction personnel will be available to ensure safe crossing.	Section 4(f) Temporary Occupancy Exception
Trail	East Idaho Springs Road (314)—a segment of the Scott Lancaster Memorial Trail	No impact—beyond project limits where only signage would be added	No
Trail	Hukill Gulch	No impact—trail north of WB I-70	No
Future Trail	Greenway Creekside Segments	No impact. Future trail connections can be accommodated	No
Recreation Area	Philadelphia Mill Open Space, including the Fishing is Fun stairway	Potential delays for accessing site during construction improvements at North Spring Gulch Road under I-70; construction personnel will be available to ensure safe access to site.	Section 4(f) Temporary Occupancy Exception
Clear Creek River Access Point ¹	Lawson Whitewater Park and Tube Access (MP 233)	No impact	No
Clear Creek River Access Point	Weigh Station (east of MP 234)	No impact	No
Clear Creek River Access Point	West Riley Cooper Park	No impact—outside study area	No
Clear Creek River Access Point	East Riley Cooper Park	No impact—outside study area	No
Fishing is Fun Site 3 ²		No impact—outside study area	No

¹ Existing and future river access points not in CDOT right-of-way, open to the public, and designated within Clear Creek County as public access points were determined to be Section 4(f) properties

² Sites 1, 5-9 are outside the project limits or area of impact. Site 2 is within CDOT ROW.

There will be no transportation use to any of the Section 4(f) properties resulting from right-of-way acquisition or permanent direct impacts. An analysis of constructive use to these properties was conducted. There are indirect (visual, noise, traffic related) impacts to the properties. Noise impacts are very minor because the Proposed Action assumes minimal widening, and there will be an additional lane of traffic only during peak periods when the noise levels are lower because of congestion. Visual impacts are also minor as documented in the *Visual Resources Technical Memorandum* (HDR, 2014). The only access effects in the vicinity of the Section 4(f) properties are temporary, during the period of construction. There is no ecological intrusion or impact of concern. Many of these properties are accessed from the local roadway system. Effects to the local roadway system consist primarily of reduced traffic, which will positively affect the Section 4(f) properties. These impacts do not result in a constructive use of these properties.

Four properties will be temporarily impacted as detailed in Table 7, namely:

1. Water Wheel to Forest Service segment of the Colorado Bikeway (which ties into the USFS Prospector Trail and the Big Five segment of the Colorado Bikeway)
2. Idaho Springs Trail
3. Scott Lancaster Memorial Trail
4. Philadelphia Mill Open Space including the Fishing is Fun stairway

The temporary impacts were analyzed to determine whether the temporary occupancy (impacts) of these properties results in a Section 4(f) use under 23 CFR 774.11(d). A description of the properties and results of the temporary occupancy analysis follows.

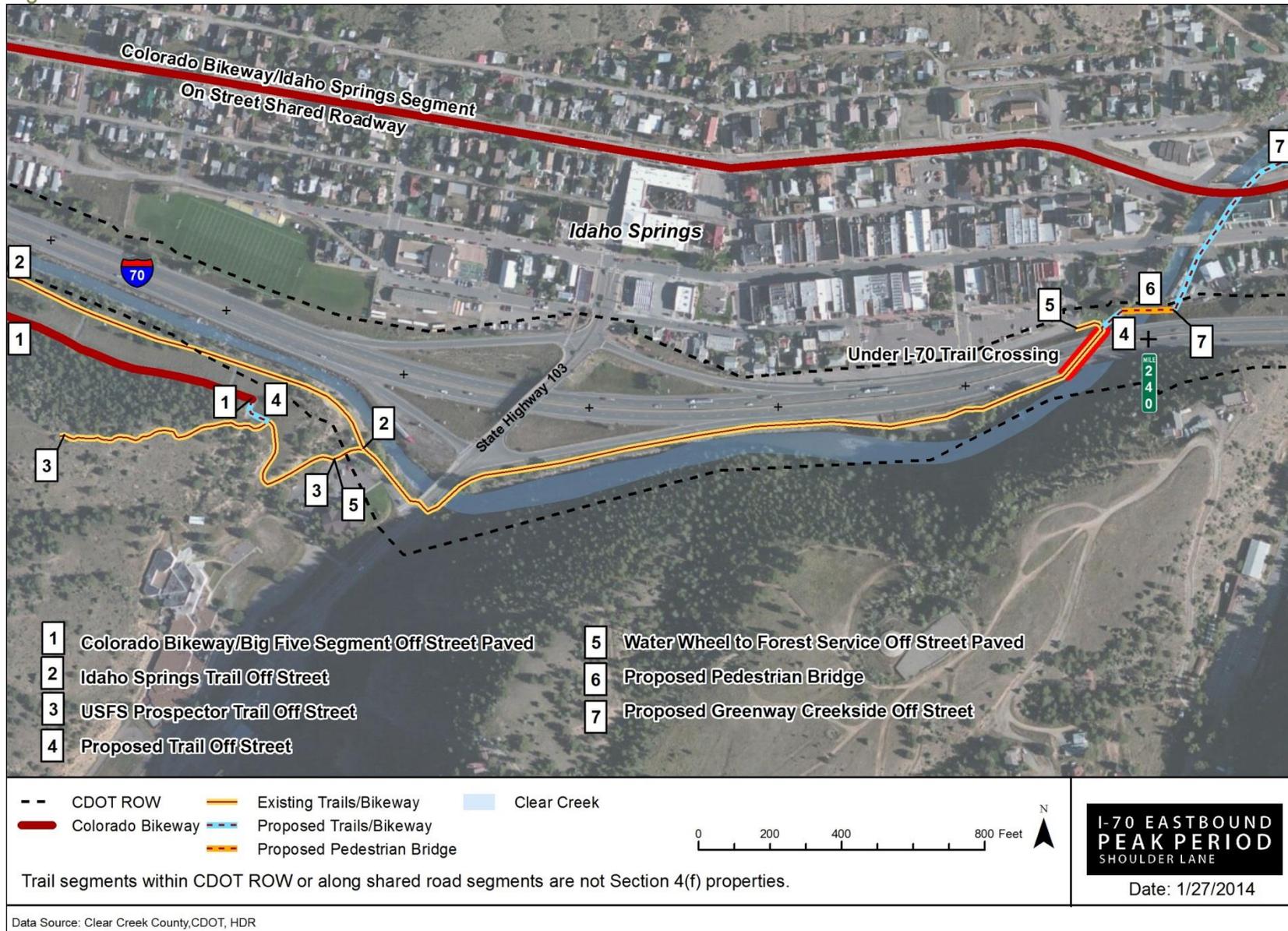
Trails. Two of the Section 4(f) trails will be temporarily affected during construction at State Highway (SH) 103: the Water Wheel to Forest Service segment of the Colorado Bikeway, which runs concurrent with the United States Forest Service (USFS) Prospector Trail, and the Idaho Springs Trail (see Figure 5). These trails merge at the USFS visitor's center on the west side of SH 103. The single trail (Water Wheel to Forest Service segment) runs east from the USFS property across SH 103 across Clear Creek, and then runs parallel with I-70 in the vicinity of Water Wheel Park.

In the area of SH 103 and Water Wheel Park (determined to not be a Section 4(f) property³), construction will be phased. The phased construction will allow for detours for bicyclists and pedestrians using the area trails, including both Section 4(f) and non-Section 4(f) trails⁴. Construction east of SH 103 and improvements associated with Water Wheel Park and the Water Wheel to Forest Service Segment located within CDOT right-of-way will be completed sometime within the period from approximately September 2014 to May 2015. During this time, the Water Wheel to Forest Service Trail east of SH 103 will be detoured to the north side of the interstate along local streets through Idaho Springs, and crossing over the SH 103 bridge to access the Idaho Springs Trail and USFS Prospector Trail west of SH 103.

³ The City of Idaho Springs, the official with jurisdiction, made a determination that Water Wheel Park was not a significant park or recreation area in the context of the Section 4(f) regulations. The letter is available in Appendix B.

⁴ CDOT policy is to provide detours for all bike and pedestrian accommodations affected by CDOT construction activities regardless of Section 4(f) status; this would include trails within CDOT right-of-way.

Figure 5. Trails near SH 103



As this construction phase ends and construction at the SH 103 bridge commences, the Water Wheel to Service Trail will again be open as it crosses under I-70, through the Water Wheel Park and parallel to I-70. The trail may be routed farther south of the existing at-grade crossing and bikes and pedestrians might experience temporary delays depending on construction activities at the bridge. The bike and trail access across the bridge will be closed eight to ten weeks. The approximate timeframes for construction are April 2015 to July 2015 to avoid peak visitor use.

A third trail, the Scott Lancaster Memorial Trail, may be temporarily affected where it crosses under I-70 near 27th Place (see Figure 6). The portion within CDOT right-of-way is not a Section 4(f) property; however, the trail outside of right-of-way could be temporarily affected by work within the right-of-way. The Scott Lancaster Memorial Trail will remain open during construction. However, this segment of I-70 is being widened, which results in some work over the trail during construction. During these periods there may be delays for bicyclists and pedestrians. A detour at this location is difficult because there is not another crossing over or under I-70. Instead it is proposed that construction personnel will be available to accompany the trail users through the construction area safely. There may be limited delays for users waiting for a safe crossing.

Recreation Area. The Philadelphia Mill Open Space (which is considered a Section 4(f) property) is accessed from North Spring Gulch Road (see Figure 7). Clear Creek County has also secured funding as part of the “Fishing is Fun” grant to install a fishing access to Clear Creek—referred to as the “Fishing is Fun” stairway site. The access for these recreation sites could be temporarily restricted during PPSL construction activities, because construction occurring over the road might require use of the road below the interstate for equipment, or the road would need to be closed to ensure safety for equipment working over the road. Parking for the site is currently west of North Spring Gulch Road but will be shifted into the Philadelphia Mill site as part of County improvements at the site (see Figure 8). Improvements at the Philadelphia Mill site, including installation of the “Fishing is Fun” stairway, are planned to be completed by May 2014, just ahead of construction of the PPSL project. There will be no impacts to parking. Construction personnel will be available to accompany visitors to the access site safely if construction activities, such as building formwork over the box culverts, restrict safe access.

6.2.2 Section 4(f) Exception 23 CFR 774.13(d)

Under the Section 4(f) regulations, temporary occupancies of Section 4(f) properties are not considered uses of those properties. Temporary occupancies of land are so minimal that they do not constitute a use within the meaning of Section 4(f). For the temporary occupancy exemption to apply, the following conditions related to the impact must be satisfied:

- Duration must be temporary, i.e., less than the time needed for construction of the project, and there should be no change in ownership of the land;
- Scope of the work must be minor, i.e., both the nature and the magnitude of the changes to the Section 4(f) property are minimal;
- There are no anticipated permanent adverse physical impacts, nor will there be interference with the protected activities, features, or attributes of the property, on either a temporary or permanent basis;
- The land being use must be fully restored, i.e., the property must be returned to a condition which is at least as good as that which existed prior to the project; and
- There must be documented agreement of the official(s) with jurisdiction over the Section 4(f) resource regarding the above conditions.

Figure 6. Scott Lancaster Memorial Trail at 27th Place

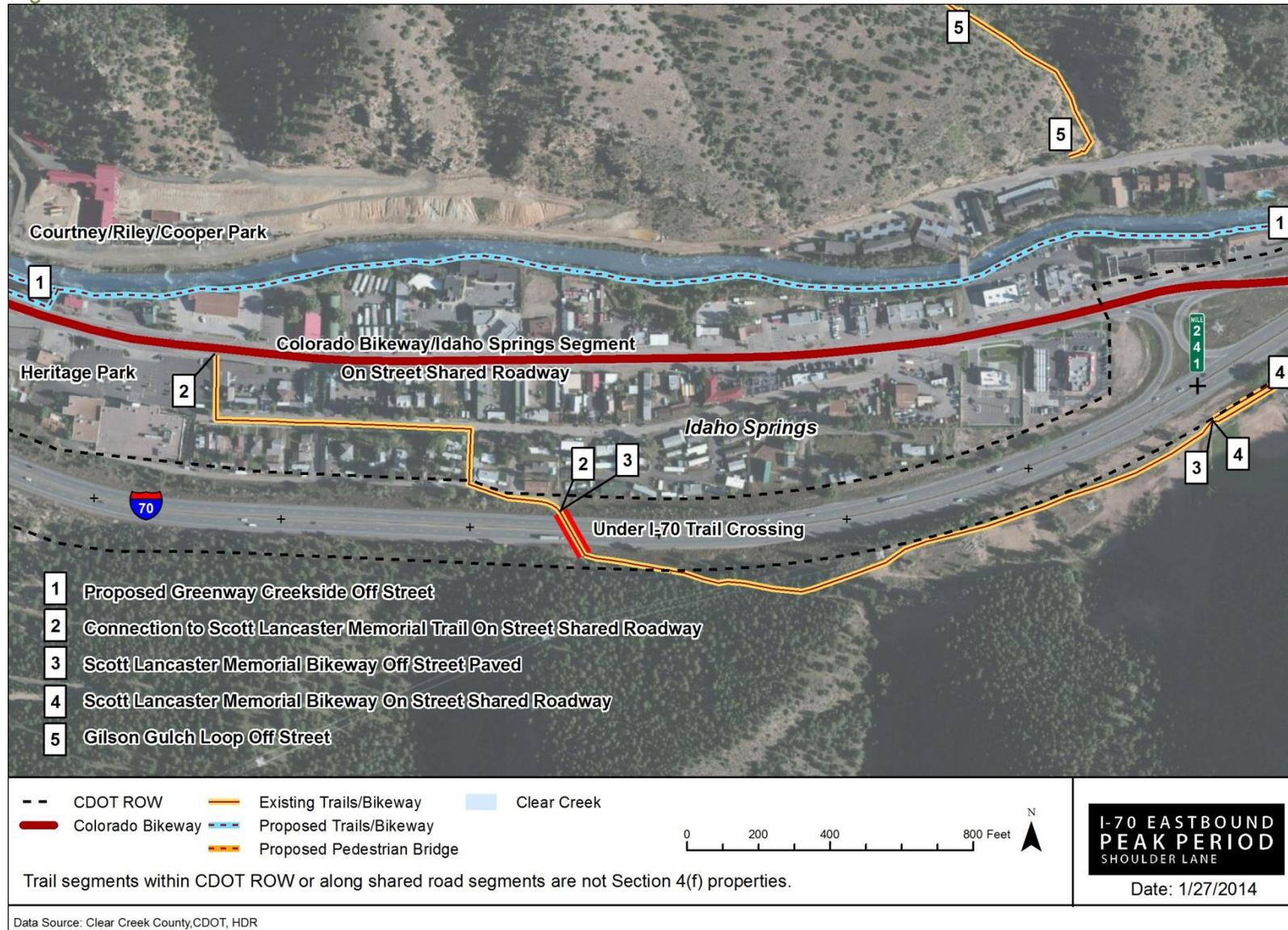
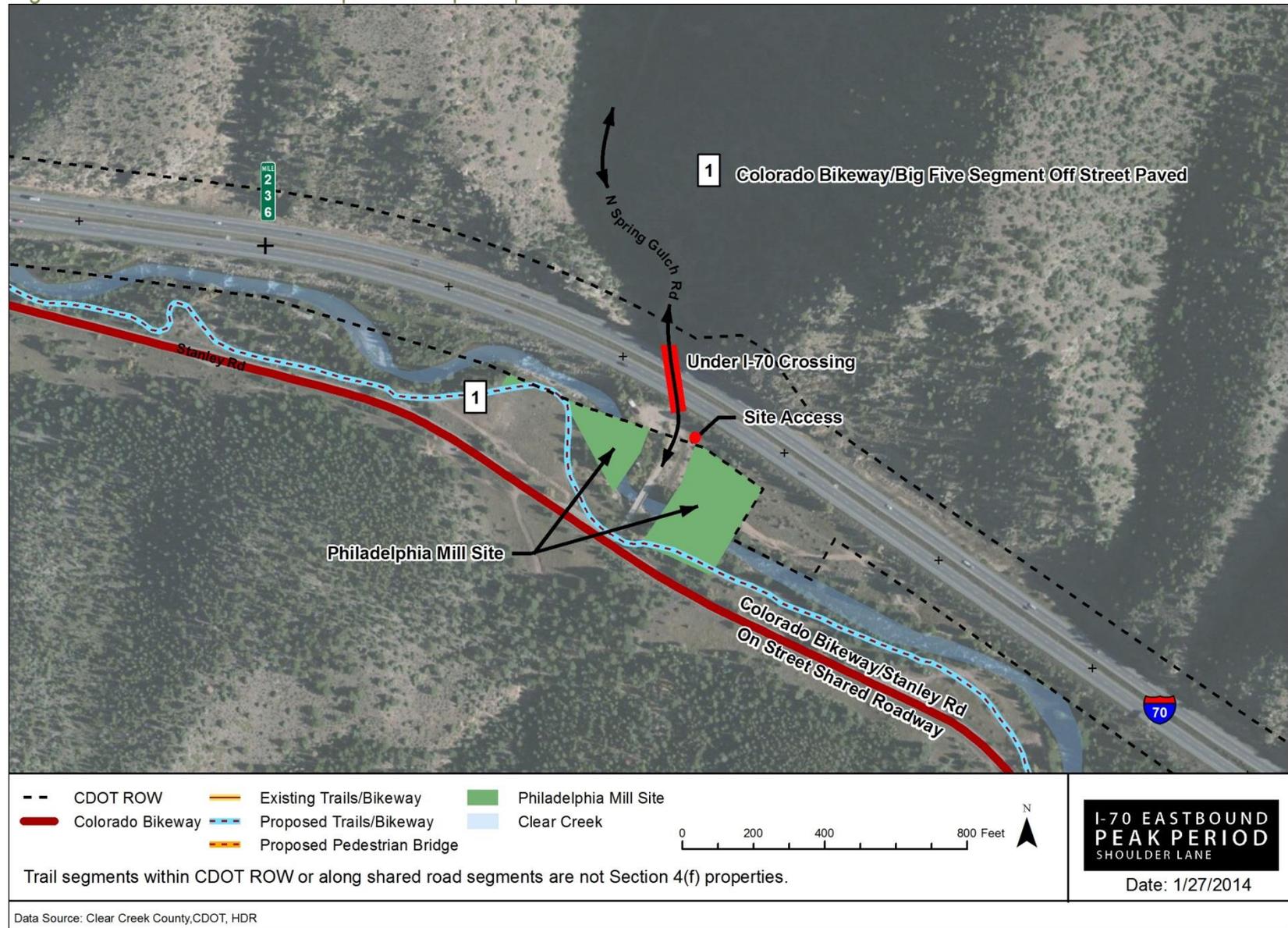


Figure 7. Access to Philadelphia Mill Open Space



There are Section 4(f) properties that will be temporarily impacted during construction. These impacts are temporary in nature and would not constitute a Section 4(f) use. More detail to support the exception for these four resources follows.

Trails. The Water Wheel to Forest Service Trail will be routed through Idaho Springs north of I-70 and across SH 103 during the first phase of construction including the Water Wheel Park improvements. Users of the Water Wheel to Forest Service Trail, USFS Prospector Trail, and Idaho Springs Trail will be able to access these Section 4(f) trails during the first phase of construction in this area. During the second phase of construction, the users will still have access to these trails via an at-grade crossing of SH 103 south of the bridge closure. During widening activities of I-70 over the Scott Lancaster Memorial Trail, access will be restricted for short periods until construction personnel can accompany trail users safely through the construction area under I-70. Restricted access and detours associated with the PPSL improvements will be temporary and less than the time needed for constructing all of the improvements. The work near these trails is minor and involves detours or restricted access and minor delays to ensure safe passage for trail users during construction. The trails will not be permanently removed or surface conditions temporarily or permanently adversely affected. The trail connection to the segment of Water Wheel to Forest Service Trail, which is protected by Section 4(f), will be fully restored following construction of the SH 103 bridge, and the condition of the connection will be at least as good as that which existed prior to the project. Agreement with the officials with jurisdiction is found in Appendix F of this technical memorandum. There will be no change in the ownership of any of the trails.

Recreation Area. The access to the Philadelphia Mill Open Space is from North Spring Gulch Road which is in CDOT right-of-way. This road will not be closed during construction of the project, but there may be restricted access or delays for road users while improvements are being made to the box culvert under I-70. These delays could restrict access for individuals using the Philadelphia Mill site and future fishing access stairway site, which are protected under Section 4(f). There would be no permanent adverse physical impacts to the Philadelphia Mill and future "Fishing is Fun" stairway site, nor would the access to these recreation areas be permanently adversely affected. There could be temporary delays in accessing the sites. However, the protected features or attributes of the Philadelphia Mill property and Fishing is Fun stairway site and the legal access to these properties would not be permanently impacted. The access will be maintained in the condition that existed prior to the project. There would be no change in land ownership associated with any of the PPSL improvements affecting the Philadelphia Mill site or its current access. Additionally, the temporary disruption would occur after August 2014. The improvements at the Philadelphia Mill property, including construction of the "Fishing is Fun" stairway, are expected to be completed by May 2014 per discussions with Clear Creek County. As a result, there would be no conflict between the PPSL improvements and the construction for the Philadelphia Mill property improvements.

CDOT has met with Idaho Springs and Clear Creek County officials to discuss the potential temporary impacts with the above described Section 4(f) properties. Both the Town of Idaho Springs and Clear Creek County have concurred that the impacts to the recreation resources under their jurisdiction (Town of Idaho Springs: Water Wheel to Forest Service segment of the Colorado Bikeway, Idaho Springs Trail, and the Scott Lancaster Memorial Trail and Clear Creek County: Philadelphia Mill Open Space) do not constitute a Section 4(f) use as outlined in 23 CFR 774.13(d). Correspondence from Idaho Springs and Clear Creek County are included in Appendix F of this technical memorandum.

No other recreational resources would be directly impacted by the Proposed Action.

6.2.3 What Indirect Effects Are Anticipated?

An indirect effect to the local recreational economy may occur due to improved peak period conditions. Because traffic congestion is predicted to improve, thus enhancing mobility and access on weekends, there may be increased visitation to local recreational destinations. Clear Creek County is anticipating this economic boost to their local economy.

During a meeting with rafting companies on January 9, 2014, the rafting community shared their concerns with CDOT regarding project construction and activities. The primary concern by the rafting community is the SH 103 bridge replacement, which would result in access impacts and out of direction travel to access the SH 103/Chicago Creek put in area immediately adjacent to the existing bridge. The rafting community expressed that this would not be a substantial impact as long as construction is completed outside of their peak season, which is from mid-June to mid-August.

There is the potential for short-term access disruptions, out of direction travel, and increases in noise, dust, and visual impacts during construction, affecting all recreational facilities and activities in the study area. These impacts would be short-term.

6.2.4 What Effects Occur During Construction?

There is the potential for short-term access disruptions, out of direction travel, and increases in noise, dust, and visual impacts during construction, affecting all recreational facilities and activities in the study area. These impacts would be short-term, as noted below.

Recreational Resources Located Between MP 232 and MP 239. Recreational resources in this area are typically accessed from frontage roads, which in turn are accessed via multiple exits along I - 70. Temporary closures of I-70 on-ramps and off-ramps would generate out-of-direction travel as motorists would be required to travel to the next highway exit and travel back along the frontage road. Out-of-direction travel is not anticipated to exceed 5 miles. Closures of on-ramps and off-ramps would occur at different times to minimize out of direction travel and are anticipated to last 9 months.

During the period of construction, increases in noise, dust, and visual impacts are likely.

Recreational Resources Located Between MP 239 and MP 240. Recreational resources located in this area are typically accessed via SH 103. Recreationists would experience temporary access changes resulting from the closure of the SH 103 bridge. Out-of-direction is not anticipated to exceed 4.5 miles. These access changes are anticipated to last eight to ten weeks.

During the period of construction, increases in noise, dust and visual impacts are likely.

Recreational Resources Located Between MP 240 and MP 242. Recreational resources located in the eastern portion of the study area that are typically accessed via the Exit 241 interchange would experience temporary access changes resulting from the closure of the Exit 241 bridge. Out-of-direction is not anticipated to exceed 3.0 miles. These access changes are anticipated to last 6 months.

During the period of construction, increases in nose, dust and visual impacts are likely.

Recreational Resources Located Outside the Study Area. Recreational resources located south of the study area that are accessed via SH 103 would experience temporary access changes resulting from the closure of the SH 103 bridge. Out-of-direction travel is not anticipated to exceed 4.5 miles. These access changes are anticipated to last 8 weeks to 10 weeks.

Section 7. What Mitigation Is Needed?

Opportunities to not only avoid and minimize impacts to recreational resources, but to enhance these resources, have been emphasized throughout development of the Proposed Action. Mitigation approaches for recreational resources from the Tier 1 PEIS that are relevant to this project include:

- Adversely affected functions of parks or trails will be replaced or enhanced.
- Design measures to minimize the area of impact will be implemented to the extent practicable.
- Pedestrian and bicycle access will be maintained during construction to the extent practicable.
- Lane closures will be avoided during peak travel weekends and special events to the extent practicable.
- Roadway and work zone conditions will be communicated to travelers using websites, pre-recorded messages, and other similar mechanisms.

7.1 Mitigation

Table 8 details the mitigation measures for recreation resource impacts.

Table 8. Mitigation Measures

Activity	Location	Impact	Mitigation
Replacement of SH 103 Bridge	I-70 and SH 103	Closure of the SH 103 bridge temporarily impacts north-south connectivity across the highway for residents and those accessing businesses and recreation opportunities.	Provide a detour for residents and those accessing businesses and recreation opportunities. Phase construction so that SH 103 and the multi-use path to Water Wheel Park are not closed concurrently as these provide detour routes.
Replacement of SH 103 Bridge and temporary roadway closures.	I-70 and SH 103	The SH 103 bridge replacement would result in rafting access impacts and out of direction travel to access the Chicago Creek put in.	Time impactful activities to occur before mid-June or after mid-August (outside of peak rafting season.)
The Exit 241 Bridge Replacement and Interchange Improvements	MP 241	Access impacts and out of direction travel during construction.	Provide a detour for residents and those accessing businesses. Provide a detour adjacent to the construction site for bicyclists and pedestrians.
Reconstruction of the retaining wall	Adjacent to Clear Creek, west of	Rehabilitation of the existing wall would impact whitewater rafters as there would be construction	Rehabilitate the bin wall during low flow and outside the whitewater rafting peak season, which extends from mid-

Table 8. Mitigation Measures

Activity	Location	Impact	Mitigation
	SH 103	personnel in Clear Creek and heavy equipment operating above the creek.	June to mid-August Construction activities that present a safety risk to rafters will be stopped temporarily until the rafters have passed through the construction area. CDOT will coordinate with rafting companies regarding protocols for on-river communication between spotters and rafters during construction.
Construction on or adjacent to I-70	Throughout the PPSL study area	Access impacts to residents and businesses resulting from roadway closures.	Implement a traffic management plan to alert recreationists to detour routes in the event of roadway closures. This will include alerting cycling groups so they can alert their members of access changes and road or lane closures.
Construction on or adjacent to I-70	Throughout the PPSL study area	Access impacts to residents and businesses resulting from roadway closures.	Stage construction so that only one exit is closed at a time to minimize out of direction travel.
Encroachment into Water Wheel Park	East of SH 103	~ 3,000 square feet of a developed park, which is not a Section 4(f) resource, would be eliminated.	Redevelop Water Wheel Park, to include, at a minimum, 3,000 square feet of user amenities.
Redevelopment of Water Wheel Park.	East of SH 103	Temporary closure of the multi-use path.	Provide a detour using the SH 103 bridge. Phase construction so that SH 103 and the multi-use path are not closed concurrently as these provide detour routes.
Reconstruction of Exit 241 bridge	Colorado Bikeway at Exit 241	Interchange improvements would require temporary closure of existing bridge and result in no more than 0.20 mile out of direction travel for bicyclists and pedestrians.	Provide a detour using the Clear Creek County Greenway and the highway undercrossing at 27 th Avenue.
Replacement of SH 103 bridge	SH 103 bridge	8-10 week detour resulting in up to 4.5 miles of out of direction travel for rafter using the put in at SH 103 and motorists traveling the scenic byway.	Provide a detour using the nearest east and west exits from the highway and local roads.
Replacement of SH 103 bridge	SH 103 bridge	8-10 week detour for cyclists and pedestrians using the SH 103 bridge.	Provide a detour using the Clear Creek County Greenway and the highway undercrossing at 17 th Avenue.

Section 8. References

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**Appendix A.
List of Publicly Owned Recreational Resources**

I-70 PPSL POTENTIAL SECTION 4(f) PROPERTIES
(as of January 20, 2014)
LIST OF RESOURCES

Number on Map	4(f)	Section 4(f) Property	Address	Town	Type	Existing/ Future	In CDOT ROW	Publicly Owned	Open to the public	Potentially NRHP Eligible	Potential Impact	Why No impacts?	Transportation Use	Notes
Recreation														
	Yes	Recreation Center	1130 Idaho Street	Idaho Springs	Recreation	Existing	No	Yes	Yes	N/A	No	In city/outside impact area	No	
	Yes	Idaho Springs Tennis Court	Same as Heritage Park	Idaho Springs	Recreation	Existing	No	Yes	Yes	N/A	No	In city/outside impact area	No	
	Yes	Idaho Spring Multi-Purpose Court	2090 Miner Street	Idaho Springs	Recreation	Existing	No	Yes	Yes	N/A	No	In city/outside impact area	No	
Parks														
	Yes	Shelly/Quinn Fields	101 E. Idaho Springs Road	Idaho Springs	Park	Existing	No	Yes	Yes	N/A	No	Project impacts will not occur outside existing ROW in this location.	No	Ballfields are located adjacent to CDOT ROW on south side of I-70. Trail leading to ballfields is outside CDOT ROW.
	Yes	Idaho Spring Skateboard Park	3340 Riverside Drive	Idaho Springs	Park	Existing	No	Yes	Yes	N/A	No	North side of I-70, east of exit 241	No	Skate park is located adjacent to CDOT ROW on North side of I-70
	Yes	Heritage Park	2312 Miner Street	Idaho Springs	Park	Existing	No	Yes	Yes	N/A	No	In city/outside impact area	No	
	Yes	Courtney Riley Cooper Park	2350 Colorado Blvd.	Idaho Springs	Park	Existing	No	Yes	Yes	N/A	No	In city/outside impact area	No	
	Yes	Montgomery Park	2351 Colorado Blvd.	Idaho Springs	Park	Existing	No	Yes	Yes	N/A	No	In city/outside impact area	No	
	No	Charlie Tayler Water Wheel Park	1675 Water Street	Idaho Springs	Park	Existing	Yes	Yes	Yes	N/A	Yes	Not a significant park per city of Idaho Springs	No	Trail/landscaping area is located within CDOT ROW; water wheel is located off CDOT ROW on south side of Clear Creek
	Yes	Citizens Park	1545 Miner Street	Idaho Springs	Park	Existing	No	Yes	Yes	N/A	No	In city/outside impact area	No	
	Yes	Harry A. Anderson Park	17th Ave.	Idaho Springs	Park	Existing	No	Yes	Yes	N/A	No	In city/outside impact area	No	
	Yes	Hillside Park	Near Placer Street	Idaho Springs			No	Yes	Yes	N/A	No	In city/outside impact area	No	North of Miner Street and Riverside Drive; looks like landscaping?
	Yes	Macy Ruth Mill Park	655 Colorado Blvd.	Idaho Springs	Park	Existing	No	Yes	Yes	N/A	No	In city/outside impact area	No	
	Yes	Clear Creek Whitewater Park (Lawson Whitewater Park)	Alvarado Road	Lawson	Park	Existing	No	Yes	Yes	N/A	No	Other side of creek from impact area	No	Work completed by CDOT and Open Space from OSC 2009; showed FHWA funding on the sign.
	Yes	Spaghetti Ranch	Alvarado Road	Empire	Park/Open Space?	Existing	No	Yes	Yes	N/A	No	Project impacts will Not occur : outside existing ROW in this location.	No	Along I-70; access/parking along Alvarado Road so no impact to access; owned by CCMRD.
Trails and Bikeway Segments from CCC Master Trail Database (GIS)														
		Alvarado Road Colorado Bikeway Lawson to Easter Seal Segment				Existing				N/A				See attached page
		CR 308 Colorado Bikeway/DLD Segment				Existing				N/A				See attached page
		Stanley Road Colorado Bikeway				Existing				N/A				See attached page
	Yes	Colorado Bikeway Big Five Segment				Existing				N/A				See attached page
	Yes	Idaho Springs Trail				Existing				N/A				See attached page
	No	Water Wheel to Forest Service				Existing				N/A				See attached page
	Yes	Scott Lancaster Memorial Trail				Existing				N/A				See attached page
	Yes	East Idaho Spring Road (314)—a segment of the Scott Lancaster Memorial Trail				Existing				N/A				See attached page
	Yes	USFS Prospector Trail				Existing				N/A				See attached page
	Yes	Spring Creek Trail				Existing				N/A				See attached page
	Yes	Silver Creek Trail				Existing				N/A				See attached page
		Fall River Bikeway				Existing				N/A				See attached page
		Mt. Evan Scenic Byway				Existing				N/A				See attached page
		Idaho Springs Business Loop				Existing				N/A				See attached page
	Yes	Whitewater Park				Existing				N/A				See attached page
		West Dumont Road				Existing				N/A				See attached page
		Mill Creek Road				Existing				N/A				See attached page
	No	North Spring Gulch Road				Existing				N/A				See attached page

I-70 PPSL POTENTIAL SECTION 4(f) PROPERTIES
(as of January 20, 2014)
LIST OF RESOURCES

Number on Map	4(f)	Section 4(f) Property	Address	Town	Type	Existing/ Future	In CDOT ROW	Publicly Owned	Open to the public	Potentially NRHP Eligible	Potential Impact	Why No impacts?	Transportation Use	Notes
		Turkey Gulch Road				Existing				N/A				See attached page
		Trail Creek Road				Existing				N/A				See attached page
		Virginia Canyon Road				Existing				N/A				See attached page
		Soda Creek Road				Existing				N/A				See attached page
	Yes	Hukill Gulch				Existing				N/A				See attached page
	Yes	Gilson Gulch Loop				Existing				N/A				See attached page
		Central City Parkway				Existing				N/A				See attached page
	Yes	Greenway Creekside	Through project area		Trail	Proposed	Yes/No			N/A				See attached page
	Yes	Hidden Valley	By twin tunnels		Trail	Proposed	Yes/No			N/A				See attached page
	Yes	Snow shoe trail @ Silver Creek	Along Silver Creek Trail		Trail	Existing	No	Yes	Yes	N/A	No	Outside project impact area, south of I-70		See attached page
	Yes	Snow shoe trails North of I-70 at Silver Creek	North of I-70		Trail	Existing	No	Yes	Yes	N/A	No	Outside project impact area, south of I-70		See attached page
Fishing Access from Clear Creek County Recreation Opp Site														
See figure and attached page for information on river access points.														
Fishing is Fun Stairway Sites														
	N/A	Site 1			Recreation	Future	N/A	Yes	Yes	N/A	No	Outside PPSL limits	No	Site 1—appears to be outside of PPSL limits
	No	Site 2			Recreation	Future	Yes	Yes	Yes	N/A	No	South of creek	No	Site 2—within CDOT ROW so not 4(f), south of creek so no impact.
	Yes	Site 3			Recreation	Future	No	Yes	Yes	N/A	temporary access restriction due I-70 construction;	Temporary occupancy	No	Site 3—part of the Philadelphia Mill site.
	No	Site 4			Recreation	Future	yes	Yes	Yes	N/A	No	South of creek	No	Site 4—within CDOT ROW so not 4(f); south of creek so shouldn't be a recreation issue
	Yes	Site 5			Recreation	Future	No	Yes	Yes	N/A	No	North of creek	No	Site 5—outside of CDOT ROW so would be 4(f), North of creek in Idaho Springs so No impact
	N/A	Site 6			Recreation	Future	N/A	Yes	Yes	N/A	No	Outside PPSL limits	No	Site 6-9—appears to be outside PPSL project limits.
Rock Climbing														
	Yes	Rock Climbing 1	Between MP 237 and MP 238			existing	No	Yes	Yes		No	Other side of creek/outside project area		BLM Land
	Yes	Rock Climbing 2	MP 233; Lawson hole	Lawson			No	Yes	Yes		No	other side of creek/outside project area		
Designated Open Space Areas - Open Space Commission Resolution indicates all open space is for recreation														
	Yes	Philadelphia Mill Site	County property south of I-70 at North Spring Gulch Road.		Recreation/ open space	Existing	access is in CDOT ROW	Yes	Yes		No	No improvements are planned for culvert that gives access for N. Spring Gulch Road. to pass under I-70; therefore, access to parcel should be maintained.	Temporary occupancy	Planned for future park.
	Yes	Blue Hill	Between animal shelter and Silver Lake Drive		open space/trail	Existing	trail is ROW	Yes	Yes		No	Other side of creek/outside project area	No	There is an unnamed Non motorized trail that is in CDOT ROW accessing space; purchased with GOCO funds so management plan will be developed. The management plan specifies multiple reasons for protection, including recreation. There is a trail in the parcel. Per resolution 12-30 open space is for public recreation purposes.
	No	Baines Mining claims	Near fall rive road and north of 170		open space/wildlife habitat		No	Yes	Yes?		No	No ROW acquisition; north of I-70	No	Being transferred to OSC per 2008 report. North side of I-70 appears to be owned by CCC per assessor's records in 2013; doesn't appear on OSC list. Per resolution 12-30 open space is for public recreation.

I-70 PPSL POTENTIAL SECTION 4(f) PROPERTIES
(as of January 20, 2014)
LIST OF RESOURCES

Number on Map	4(f)	Section 4(f) Property	Address	Town	Type	Existing/ Future	In CDOT ROW	Publicly Owned	Open to the public	Potentially NRHP Eligible	Potential Impact	Why No impacts?	Transportation Use	Notes
	Yes	Mountain Sheep Habitat along I-70	Between Idaho Spring and Georgetown		wildlife habitat	Existing	No	Yes	Yes in some locations		No	Located North of I-70 and out of project impact area.	No	Land transferred from BLM per open space plan. The 2030 master plan notes that a management plan will be worked out with DPW; overall bighorn sheep plan but nothing specific to these parcels. Mention working with local governments; draft plan provide by CCC OSC.
	Yes	Lawson Hole	Just east of whitewater park	Lawson	Recreation/ open space	Existing	No	Yes	Yes		No	Other side of creek/outside impact area	No	Rock climbing area
	No	CCC owned land 1	At MP 231		??	Existing	No	Yes	Yes?		No	Just signs in this area	No	Open space commission report notes transfer of lands to be used for open space/recreation; does not show up in OS lands in GIS and no comprehensive list of properties. Assume not Section 4(f) because not in OS GIS.
	No	CCC owned land 2	Near cemetery		??	Existing	No	Yes	Yes?		No	Just signs in this area	No	Open space commission report notes transfer of lands to be used for open space/recreation; does not show up in OS lands in GIS and no comprehensive list of properties. Assume not Section 4(f) because no in OS GIS.
	No	CCC owned land 3	Near MP 232 adjacent to CDOT ROW and Alvarado Road	Empire	??	Existing	No	Yes	Yes?		No	Project within CDOT ROW	No	Open space commission report notes transfer of lands to be used for open space/recreation; does not show up in OS lands in GIS and no comprehensive list of properties. Assume not Section 4(f) because not in OS GIS.
	No	CCC owned land 4	Between MP 232 and MP 233		??	Existing	No	Yes	Yes?		No	South of Alvarado RD	No	Open space commission report notes transfer of lands to be used for open space/recreation; does not show up in OS lands in GIS and no comprehensive list of properties. Assume not Section 4(f) because not in OS GIS.
	No	CCC owned land 5			??	Existing	No	Yes	Yes		No		No	Open space commission report notes transfer of lands to be used for open space/recreation; does not show up in OS lands in GIS and no comprehensive list of properties. Assume not Section 4(f) because not in OS GIS.
Historic Properties														
See attached page for list of properties														
Other Properties														
	No	Gene Kiefer Memorial Fairgrounds				Existing		Yes	Yes - fee		No			Not 4(f) per question 20 of the policy paper.
	No	Clear Creek County Sportsman Club			Shooting Range	Existing	No	Yes	Yes - fee		No	Outside impact area		Not 4(f) per question 20 of the policy paper.
	No	Zip line at Spring Gulch			Recreation	Existing								Not Section 4(f) per question 27.
	No	Liquid Descent—U of C			Rafting	Existing		Yes						Commercial purpose—not Section 4(f) based on question 4 of the policy paper.
	No	AVA Idaho Spring—USFS			Rafting	Existing								Commercial purpose—not Section 4(f) based on question 4 of the policy paper.

I-70 PPSL POTENTIAL SECTION 4(f) PROPERTIES

(as of January 20 , 2014)

TRAILS EXPANDED

Trail segment #	Trail name	Existing	Future	In CDOT ROW	Impact	Why No Impacts	Notes
1	Alvarado Road Colorado Bikeway Lawson to Easter Seal Segment	X		At intersection of CR 308 and Alvarado road	No	Other side of creek/outside project impact	Follows Alvarado Road to CR 308; combination of on street shared and planned paved shoulders
2	CR 308 Colorado Bikeway / DLD Segment	X		For a small portion of CR 308; continuing in I-70 ROW until MP 235 at CR 308 crossing under I-70	No	Other side of creek/ outside project impact	On street shared roadway with CR 308 to MP 235
3	Stanley Road Colorado Bikeway	X		Just west of MP 237 through fish access to MP 238; back in ROW just after maudmen row to end of trail segment	No	Other side of creek/ outside project impact	On street shared roadway along Stanley road to bike/ped bridge on west of Idaho Springs
4	Colorado Bikeway Big Five Segment	X		In ROW from bridge to just west of MP 239	Temporary construction impacts		Off street paved non motorized to SH 103; ties in with the trail at USFS; impact would be temporary crossing of Clear Creek just outside of CDOT ROW
5	Idaho Springs Trail	X		In ROW from e junction of Big Five trail to the west for a short distance	Temporary construction impacts		Off street non motorized sub segment along Big Five Segment; impact would be temporary
6	Water Wheel to Forest Service	X		Entirely within ROW	Yes, but not a 4(f) resource because all in CDOT ROW		Off street non motorized begins from USFS continues to water wheel and under I-70 to almost Anderson Park; Not 4(f) per 15C, assuming that there is not a designated specific location for this trail in the documentation between CDOT/CCC
7	Scott Lancaster Memorial Trail	X		In ROW under I-70 and borders very closely to ROW until Shelly Quinn Fields; uphill from ROW	Yes	Potential temporary impacts for tie in of CO Blvd. over I-70 and I-70 on ramp; Temporary impact where crosses under I-70 between MP 240 and MP 241	Off street non motorized from Edwards Street to Shelly Quinn Fields continuing along East Idaho Springs Road (314) as on street shared roadway; picks up as off street non paved near Whitewater Road (MP 242) but also on street shared roadway. If impacted where it crosses under I-70, impacts would be temporary
8	East Idaho Spring Road (314) - a segment of the Scott Lancaster Memorial Trail	X		In ROW north of departure from roadway at city property	No	Mostly south of Clear Creek but crossing of Clear Creek; beyond east project limits	Off street paved non motorized and unimproved pedestrian nature trail
	USFS Prospector Trail	X		No	No	Other side of creek/outside project impact	Off street non motorized
	Unnamed trail @ Silver Lakes Drive/Blue Hill	X		Past Capital Road until into Blue Hill Open Space	No	Other side of creek/outside project area	Off street
	Fall River Bikeway	X		Yes length roadway	No	No work WB I-70; nothing happening with Fall River Road?	On street
	Mt. Evan Scenic Byway	X		Yes crosses over I-70	Yes but not 4(f) resource because in CDOT ROW	Temporary impacts depending on work along 103	On street
	Idaho Spring Business Loop	X		Yes as crosses under I-70 into ID Springs	No	No in ID springs, may be temporary impacts near I-70	On street
	Whitewater Park	X		No	No	Other side of Clear Creek	Off street
	West Dumont Road	X		from MP 235 west for short distance	No	Other side of creek/outside project area	On street shared roadway from Blue Hill open space along Dumont Road to Stanley Road
	Mill Creek Road	X		at intersection with CR 308 bikeway	No	Along CR 308 where no impact	On street
	North Spring Gulch Road	X		under I-70	No	There will be no work to the culvert where the trail/roadway crosses under I-70.	Along existing county road; adjacent to Philadelphia Mill Open Space
	Turkey Gulch Road	X		No	No	South of Stanley Road	On street shared roadway
	Trail Creek Road	X		No	No	South of Stanley Road	On street shared roadway
	Virginia Canyon Road	X		No	No		North of I-70 along Virginia Canyon Road in Idaho Springs
	Soda Creek Road	X		Yes over I-70	Yes but not 4(f) resource because in CDOT ROW	Possible temporary impacts where road crosses over I-70	Shared on street paved
	Hukill Gulch	X		North of I-70	No	Trail north of westbound I-70 so trail is unaffected	Located west of Idaho Spring on Hukill Gulch; non motorized

I-70 PPSL POTENTIAL SECTION 4(f) PROPERTIES

(as of January 20 , 2014)

TRAILS EXPANDED

Trail segment #	Trail name	Existing	Future	In CDOT ROW	Impact	Why No Impacts	Notes
	Gilson Gulch Loop	X		North of I-70	No	North of I-70/ north of riverside drive	Off street no motorized
	Central City Parkway	X		Yes at intersection w I-70	No	Part of Twin Tunnels project	Shared on street paved
	Spring Creek Trail	X			No	Outside project impact	Outside project area in FS area
	Silver Creek Trail	X			No	Outside project impact	Outside project area in FS area; proposed OHV (off-highway vehicle) road (per OSC 2008 report).
	Hidden Valley		xx	Potentially	No	Outside project impact	Outside of project area east of milepost 242; most likely have a crossing into CDOT ROW
	Greenway Creekside (throughout project area)		xx	Where Clear Creek crosses under I-70	No	In area that would be potentially temporarily impacted but trail can be accommodated in future	Follows clear creek under I-70
	2		xx	Just west of where Alvarado Road ties into CR 308	No	Trail can be accommodated in future	Proposed creek crossing; land is private adjacent to CDOT ROW [(no Section (4f))]
	3		xx	Split of CR 308 bikeway and Silver Lakes Road	No	Trail can be accommodated in future; no work proposed for CR 308?	Off street trail crossings (s) of Clear Creek and tie into shared Silver Creek Lakes Drive
	4		xx	Mountain Street crossing to Blue Hill Open Space	No	Trail crossing of the creek can be accommodated in future	Crossing will be in publicly owned parcel lot
	5		xx	No	No	Trail crossing of the creek can be accommodated in future	Trail crossing into clear Creek Co Land Company land adjacent to CDOT ROW
	6		xx	West of MP 237 trail connection into CDOT ROW from Stanley Road	No	In an area that would be potentially temporarily impacted but trail crossing of the creek can be accommodated in future	North side of Clear Creek; connection into CDOT ROW
	7		xx	Fall River Road	No	In an area that would be potentially temporarily impacted but trail crossing of the creek can be accommodated in future	North side of Clear Creek; connection under I-70
	8		xx	MP 240 crossing of Clear Creek in CDOT ROW	No	In an area that would be potentially temporarily impacted but trail crossing of the creek can be accommodated in future	North side of Clear Creek; connection on north side of I-70
	9		xx	East of 241 trail in and out CDOT ROW up to where Clear Creek crosses under I-70	No	In an area that would be potentially temporarily impacted but trail crossing of the creek can be accommodated in future	Follows Clear Creek where crosses under I-70
	10		xx	West of MP 243 creek crossing and connection to Scott Lancaster Memorial Trail	No	In an area that would be potentially temporarily impacted but trail crossing of the creek can be accommodated in future	Follows Clear Creek from trail back under I-70 and ties into existing trail.
	11		xx	Several connections on south side of Clear Creek/in and out of CDOT ROW	No	No impacts because south of Clear Creek	
	Snow shoe trail at Silver Creek Trail	X		No	No	Outside project impact	Outside project area in FS area
	Snow shoe trails north of I-70	X		No	No	Outside project impact	All trails outside project area north of I-70; nearest trail is Red Elephant Trail, north of MP 232.

I-70 PPSL POTENTIAL SECTION 4(f) PROPERTIES

(as of January 20, 2014)

RIVER ACCESS POINTS

Number on Map	4(f)	Section 4(f) Property	Address	Town	Type	Existing/Future	In CDOT ROW	Publicly Owned	Open to the public	NRHP Eligible	Potential Impact	Why no impacts?	Transportation Use	Notes
River Access Points														
		Empire Junction	East of MP 232		Existing Fishing Access		Yes		Yes		No	North of I-70 in area of project that is signs only	No	
		Mile Hi Rafting	Between MP 232/MP 233		Existing Fishing Access		Yes		Yes		No	South of creek	No	
		Unnamed 1	West of MP 233		Existing Fishing Access		Yes		Yes		No	South of creek	No	
		Lawson Whitewater Park and Lawson Tube Access	West of MP 233		Rafting/Tube Access		Yes		Yes		No	South of creek	No	
		Lawson Whitewater Park and Lawson Tube Access	MP 233		Rafting/Tube Access		Yes		Yes		No	South of creek	No	
	yes	Lawson Whitewater Park and Lawson Tube Access	East of MP 233		Rafting/Tube Access		No	Yes	Yes		No	North of creek but outside CDOT ROW and project impact	No	
	yes	Weigh Station Access	East of MP 234		Raft/tube??		No		Yes		No	South of I-70, north of the Creek	No	As long as project remains in CDOT ROW there will be no impact to access point.
		Downieville Truck Stop	East of MP 234		Fishing	Existing	No		Yes		No	South of creek	No	
		Upper Dumont Access	MP 235		Rafting/Tube Access	Existing	Yes		Yes		No	South of creek	No	
		Dumont Bridge	MP 235		Existing Fishing Access	Existing	Yes		Yes		No	South of creek	No	
		Lower Dumont Access	East of MP 235		Existing River Access	Existing	Yes		Yes		No	South of creek	No	
		Spring Gulch	West of MP 236		Existing Fishing Access	Existing	Yes		Yes		No	South of creek	No	
		Unnamed 2	East of MP 236		Boat Access	Existing	Yes		Yes		No	South of creek	No	
		Stanley Bridge/Outer Limits	West of MP 239		Existing Fishing Access	Existing	Yes		Yes		No	South of creek	No	
		Chicago Creek Put In	West of MP 240		Rafting/Tube Access	Existing	Yes		Yes		Yes	Temporary	No	
		Charlie Taylor Water Wheel	West of MP 240		Existing Fishing Access	Existing	Yes		Yes		No	Temporary	No	
	yes	West Riley Cooper Park/Riley Park	Between MP 240/241		River access	Existing	No	Yes	Yes		No	Outside project impact	No	
	yes	East Riley Cooper Park/Riley Park			River access	Existing	No	Yes	Yes		No	Outside project impact	No	
		Unnamed 3	West of MP 242		Existing Fishing Access	Existing	Yes		Yes		No	North of I-70; no widening of westbound I-70	No	
		Clear Creek Rafting 1	MP 242		Rafting/Tube Access	Existing	Yes		Yes		No	South of creek	No	
		Clear Creek Rafting 2	MP 242		Existing Fishing Access	Existing	Yes		Yes		No	South of creek	No	
		Lower Box Access	Between MP 242 and 243		Rafting/Tube Access	Existing	Yes		Yes		No	Project at between MP 242 and 243 only includes signs	No	
		Hidden Valley	MP 243		Existing River Access	Existing	Yes		Yes		No	Project at MP 243 only includes signs	No	
		Cemetery	East of MP 231		Proposed Boat Access	Future	Yes		Yes		No	Can be accommodated in the future	No	
		Tubes	West of MP 234		Proposed Boat Access	Future	Yes		Yes		No	Can be accommodated in the future	No	
		Philadelphia Mill	Between MP 236 and 237		Proposed Boat Access	Future	No		Yes		No	Can be accommodated in the future	No	
		Idaho Spring Skateboard Park	East of MP 241		Proposed Boat Access	Future	Yes		Yes		No	Can be accommodated in the future	No	

I-70 PPSL POTENTIAL SECTION 4(f) PROPERTIES

(as of January 20, 2014)

RIVER ACCESS POINTS

Number on Map	4(f)	Section 4(f) Property	Address	Town	Type	Existing/Future	In CDOT ROW	Publicly Owned	Open to the public	NRHP Eligible	Potential Impact	Why no impacts?	Transportation Use	Notes
		Under Bridge	Between MP 241 and 242		Proposed Boat Access	Future	Yes		Yes		No	Can be accommodated in the future	No	
		Scott Lancaster Bridge	East of MP 242		Proposed Boat Access	Future	Yes		Yes		No	Can be accommodated in the future and east of MP 241	No	
		Hidden Valley	MP 243		Proposed Boat Access	Future	Yes		Yes		No	Can be accommodated in the future and east of MP 242	No	

I-70 PPSL POTENTIAL SECTION 4(f) PROPERTIES
(as of January 20, 2014)
HISTORIC PROPERTIES

Site No.	Name/Address	Resource Type	Previous & New NRHP Determination/ NRHP Criteria	Recommended Effect Determination	Potential Impact	Transportation Use
5CC.3	Georgetown-Silver Plume Historic District	District	NHL Listed	No Effect (No Historic Properties Affected)	Installation of signs along I-70 would not constitute a visual intrusion and no contributing properties would be damaged or destroyed.	No
5CC.181	Lawson School	Building	Officially Eligible on individual basis/2013—NR eligible on individual basis and contributing to Lawson Historic District	No Adverse Effect	No direct impact to property. Noise will be buffered by proposed wall. Visual effects will not compromise the visual setting or attributes of the property	no
5CC.2146	W. E. Anderson Street/County Road 308, Lawson	Building	2013 –NR eligible on individual basis and contributing to Lawson Historic District	No Adverse Effect	No direct impact to property. The knoll between I-70 and CR 308 minimizes visual and noise effects.	No
5CC.181	Lawson Historic District	District	2013—Recommended NRHP eligible	No Adverse Effect	No direct impact to district. Visual setting of the district will be changed with construction of the proposed wall but the change is very minor and in most locations will not even be visible. Noise will be reduced by 2 to 4 decibels after proposed construction of the wall.	No
5CC.201	Idaho Springs Downtown Commercial District	District	NRHP Listed	No Adverse Effect	Historic buildings will continue to experience traffic noise and visual effects associated with I-70. No additional noise is expected and visual differences with the improvements will be negligible from current conditions.	No
5CC.229	Charlie Tayler Waterwheel	Object	Officially Not Eligible/2013 - NR eligible under A and F for Community Development as a commemorative property of Idaho Springs' mining heritage	No Adverse Effect	Improvements to the entrance ramp on I-70 would not damage or destroy the waterwheel. Improvements will be made to Waterwheel Park would enhance viewing opportunities of the Waterwheel.	No
5CC.313	Mill City House, 247 Co. Road. 308, Dumont	Building	NRHP Listed	No Effect (No Historic Properties Affected)	No impact—outside study area	No
5CC.328	Big Five Mine	Archaeology Site/	Officially Eligible	No Effect (No Historic Properties Affected)	No impact - outside study area	No
5CC.339	Maude Munroe Mine/Dona Juanita	Archaeology Site/ Includes standing structures	2013-NR eligible under C for Mining-Architecture/ Engineering	No Effect (No Historic Properties Affected)	No impact—outside study area	No
5CC.1151.1	Mt. Evans Road, Street at Highway 103	Linear	Officially Eligible	No Effect (No Historic Properties Affected)	No impact—significant highway features are outside project area	No
5CC.2156	Dumont Train Depot, W Dumont Road	Building	2013- NR eligible under C for architecture	No Effect (No Historic Properties Affected)	No direct impact to property, any additional noise would not impact property	No
5CC.1189.3	Twin Tunnels, Interstate 70	Structure	Officially Eligible	No Effect (No Historic Properties Affected)	No impact—outside study area	No
5CC.427.11	Central Colorado Railroad Grade, Lawson	1877	Needs Data	No Effect (No Historic Properties Affected)	No impact—outside study area	No



**Appendix B.
Non-Section 4(f) Recreational Properties**

Recreational Resources from MP 232 to MP 239

Recreational Resource	Location	Type
CREEK ACCESS AREAS		
Empire Junction Creek Access	MP 232.2 (off of US 40)	Creek Access-fishing
Mile Hi Rafting Creek Access	MP 232.5	Creek Access-fishing
Downieville Truck Stop Creek Access	MP 234.3	Creek Access-fishing
Dumont Bridge Creek Access	MP 235.1	Creek Access-fishing
Stanley Bridge Creek Access	MP 238.8	Creek Access-fishing
Weigh Station Creek Access	MP 234.2	Creek Access-boating
Upper Dumont Creek Access	MP 235	Creek Access-boating
CCC Fairgrounds Creek Access	MP 235.5	Creek Access-boating
Outer Limits Creek Access	MP 238.9	Creek Access-boating
Spring Gulch Creek Access	MP 235.8	Creek Access-fishing
Philadelphia Mill Site Creek Access	MP 236.3	Creek Access-fishing
Lawson Whitewater Park Creek Access	MP 232.9	Creek Access-boating
Lawson Tube Access Creek Access	MP 233 and 233.2	Creek Access-tubing
PARKS		
Clear Creek/Lawson Hole Whitewater Park	Alvarado Road, Lawson	Whitewater Park
Spaghetti Ranch	Empire	Park
OTHER		
Clear Creek County Sportsmens Club	3300 Stanley Road, Dumont	Fairgrounds & Gun Range
Zipline	2525 Stanley Road, east of Dumont (MP 236.4 to 236.6)	Zipline
Rocky Mountain Village	2650 Alvarado, Georgetown	Camp & Golf
Mill Valley School	25 Dumont Ln., Dumont	School
TRAILS		
Big Five Trailhead	Idaho Springs	Trailhead
Philadelphia Mill Site	MP 236.3	
ATV and Mile-Hi Rafting	MP 232	Rafting outfitter/tours
Wide Open Adventure	MP 234.2	Liquid Descent Rafting
Liquid Descent Rafting	MP 237	Liquid Descent Rafting
Colorado Bikeway/DLD Segment	Off Street Non-Motorized trail	Biking, hiking, horseback riding trail
Colorado Bikeway/Stanley Segment	On Street Shared Roadway (Paved) trail	Biking trail
Colorado Bikeway/Big Five Segment	Off Street Paved Non-Motorized trail	Biking, off-road, hiking trail
Stanley Road/Colorado Bikeway	On Street Shared Roadway (Paved) trail	Biking trail
West Dumont Road	On Street Shared Roadway	Biking, hiking trail
CR 309/Colorado Bikeway/DLD Segment	On Street Shared Roadway (Paved)	Biking trail
Colorado Bikeway/Idaho Springs Segment	On Street Shared Roadway (Paved)	Biking, hiking trail
Silver Lakes/Colorado Bikeway/DLD Segment	On Street Shared Roadway	Biking, hiking trail
CR 308/Colorado Bikeway/DLD Segment	On Street Shared Roadway (Paved)	Biking, hiking trail
Alvarado Road/Colorado Bikeway/Lawson to Easterseal Segment	Shared Roadway/Planned Paved Shoulders	Biking, hiking, motorized vehicle trail

Recreational Resources from MP 232 to MP 239

Recreational Resource	Location	Type
Virginia Canyon Road (279)	On Street Shared Roadway (Paved)	Biking trail
Hukill to Virginia Canyon	Proposed Off Street Non-Motorized	Biking, off-road, horseback riding, hiking trail
Hukill Gulch	Off Street Non-Motorized	Biking, hiking trail
Trail Creek Road (136)	On Street Shared Roadway	Biking trail
Fall River Bikeway	On Street Shared Roadway (Paved)	Biking trail
Fall River Road (275)	On Street Shared Roadway (Paved)	Biking trail
Turkey Gulch Road	On Street Shared Roadway	Biking trail
North Spring Gulch Road (271)	On Street Shared Roadway	Biking trail
Mill Creek Road (261)	On Street Shared Roadway (Paved)	Biking trail
Red Elephant Trail	On Street Shared Roadway	Biking, off-road, horseback riding, hiking, motorized vehicle trail
Red Elephant Hill	On Street Shared Roadway	Biking, off-road, horseback riding, hiking, motorized vehicle trail
Red Elephant Spur	On Street Shared Roadway	Biking, off-road, horseback riding, hiking, motorized vehicle trail
Red Elephant 4	On Street Shared Roadway	Biking, hiking trail
Silver City Road	On Street Shared Roadway	Biking, off-road, horseback riding, hiking, cross-country, snowshoe, snowmobile, motorized vehicle trail
Spring Creek Trail	On Street Shared Roadway	Biking, off-road, horseback riding, hiking, cross-country, snowshoe, snowmobile, motorized vehicle trail
Silver Creek to Blue Ridge Road	Off Street Non-Motorized	Biking, hiking trail
Blue Ridge Road	On Street Shared Roadway	Biking, off-road, horseback riding, hiking, motorized vehicle trail
Hidden Valley Road	On Street Shared Roadway	Biking, motorized vehicle trail
Pack Trail	MP 232 (970 feet north of I-70)	Hiking trail

Recreational Resources from MP 239 to MP 240

Recreational Resource	Location	Type
Charlie Tayler Water Wheel creek access	MP 239.9	Creek Access-fishing
Chicago creek access	MP 239.7 (I-70 eastbound, SH 103 on ramp)	Creek Access-boating
Anderson Park	Idaho Springs	Park
Citizens Park	1545, Miner Street, Idaho Springs	Park
Charlie Tayler Water Wheel Park	1675, Water Street, Idaho Springs	Park
Macy/Ruth Mill Park	655, Colorado Blvd., Idaho Springs	Park
Clear Creek Ranger Station	I-70 Exit 240, Idaho Springs	Ranger Station
Clear Creek Metropolitan Recreation District	1130 Idaho Street, Idaho Springs	Recreation Center
Playing Field	932 Miner Street, Idaho Springs	Playing field
Carlson Elementary School	215 13th Avenue, Idaho Springs	School with playground
Idaho Springs Public Library	219 Miner Street, Idaho Springs	Library
Clear Creek Middle School	320 Chicago Creek Road/SH 103, Idaho Springs	School
Rocky Mountain Whitewater Rafting	MP 239.7 (just north of SH 103 ramp)	Outfitter/tours
Colorado Bikeway/Big Five Segment	Off Street Paved Non-Motorized	Biking, off-road, hiking trail
Colorado Bikeway/Idaho Springs Segment	On Street Shared Roadway (Paved)	Biking, hiking trail
Virginia Canyon Road (279)	On Street Shared Roadway (Paved)	Biking, horseback riding, hiking trail
Mt Evans Scenic Byway	On Street Shared Roadway (Paved)	Biking trail
Idaho Springs Trail	Off Street Non-Motorized (Dirt Road)	Biking, off-road, hiking trail
Water Wheel to Forest Service	Off Street Paved Non-Motorized	Biking, off-road, hiking trail
USFS Prospector Trail	Off Street Non-Motorized	Hiking trail
Pine Slope Road	On Street Shared Roadway (Dirt Road)	Biking, motorized vehicle trail

Recreational Resources from MP 240 to MP 242

Recreational Resource	Location	Type
Riley Cooper Park Creek Access	MP 240.4 and MP 240.5	Creek Access—fishing
Riley Cooper Park Boating Access	Riley Cooper Park	Boating
Clear Creek Rafting Creek Access	MP 241.9	Boating
Creek Access(Unknown)	MP 241.6	Creek Access—fishing
Idaho Springs Skateboard Park	3340, Riverside Drive, Idaho Springs	Skateboard park
Shelly/Quinn Fields	101, E. Idaho Springs Road, Idaho Springs	Ball field
Courtney/Riley/Cooper Park	2350, Colorado Blvd., Idaho Springs	Park
Heritage Park	2312, Miner Street, Idaho Springs	Multi-purpose park
Indian Hot Springs Campground	302 Soda Creek Road, Idaho Springs	Campground
Idaho Springs Visitor Center	2060 Miner Street, Idaho Springs	Visitor Center
Argo Gold Mine & Mill Museum	2350 Riverside Drive, Idaho Springs	Mine and Museum
A & A Historical Trails Outfitters	MP 240.0	Outfitter/tours
Raft Masters	MP 240.8 (in Idaho Springs)	Rafting Outfitter/tours
Rocky Mountain Quad Squad	MP 240.9 (in Idaho Springs)	Rafting Outfitter/tours
Clear Creek Rafting	MP 241.9	Rafting Outfitter/tours
Colorado Bikeway/Idaho Springs Segment	On Street Shared Roadway (Paved)	Biking, hiking trail
Scott Lancaster Memorial Trail	Off Street Paved Non-Motorized	Biking, off-road, hiking trail
Scott Lancaster Memorial Bikeway Westbound	On Street Shared Roadway	Biking trail
Scott Lancaster Memorial Bikeway Eastbound	On Street Shared Roadway	Biking trail
Connection to Scott Lancaster Memorial Trail	On Street Shared Roadway (Paved)	Biking, hiking trail
Gilson Gulch Loop	Off Street Non-Motorized	Biking trail
Virginia Canyon Road (279)	On Street Shared Roadway (Paved)	Biking, horseback riding, hiking trail
Soda Creek Road (140)	On Street Shared Roadway (Paved)	Biking trail
Montane Drive	On Street Shared Roadway (Paved)	Biking trail
Pine Slope Road	On Street Shared Roadway (Paved)	Biking trail

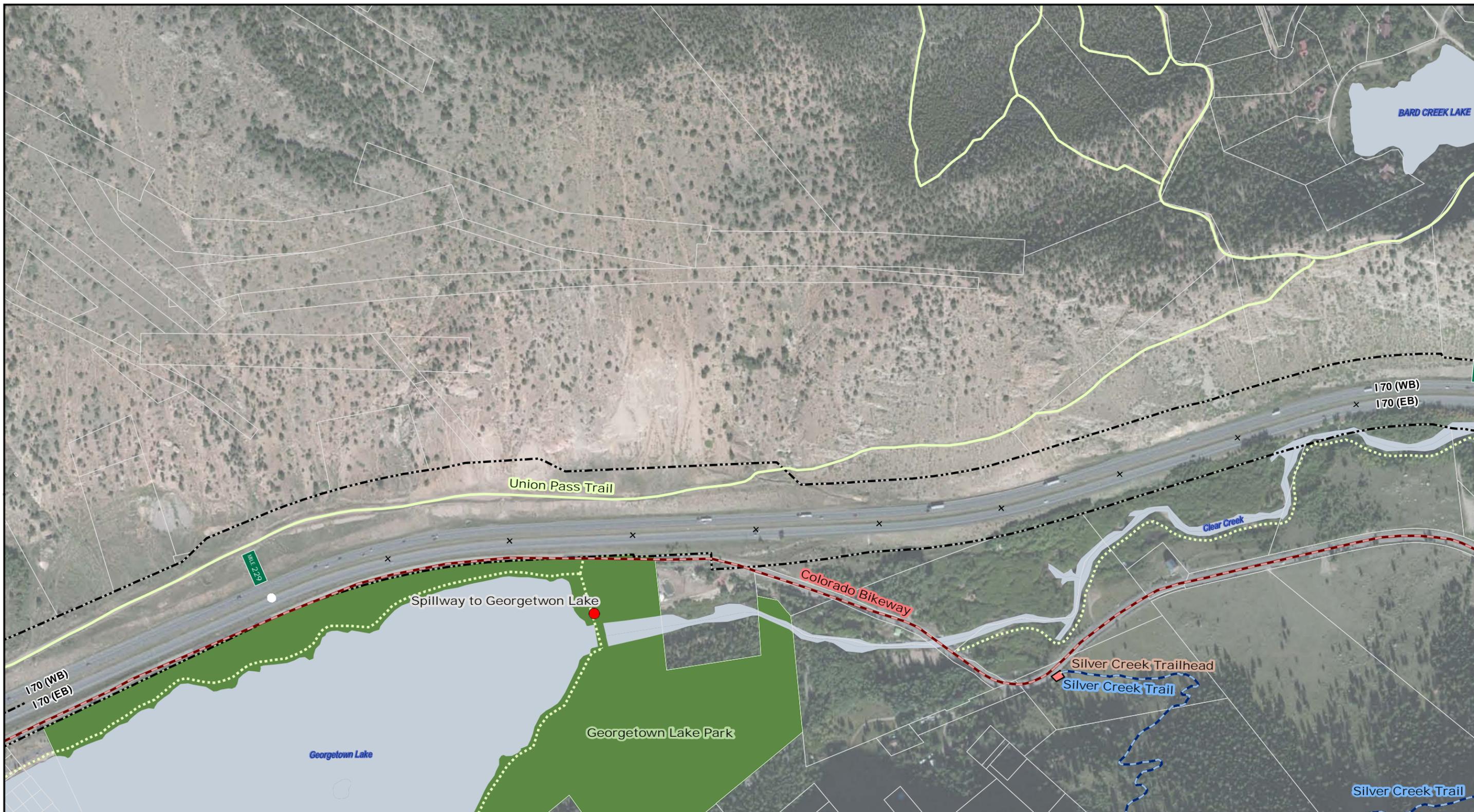
Recreational Resources outside the Study Area (where access through the study area is required)

Recreational Resource	Location	Type
Theobald Park	30 S. Park Avenue, Empire	Park
Minton Park and Ballfield	S. Main Street, Empire	Ballfield, park
Spaghetti Ranch	Empire	
Georgetown Lake Park	2600, Alvarado Road, Georgetown	Park
Georgetown Greenway Park	Georgetown	City park
Meadows Park	Georgetown	Park
Triangle Park	Clear Creek Drive, Georgetown	City park
Cottonwood RV & Mobile Home Park	1485 Chicago Creek Road, Idaho Springs	Campground
KOA Denver West/Central City	605 Lake Gulch Road, Idaho Springs	Campground
Columbine Campground	CR 3, Central City	Campground
West Chicago Creek Campground	W Chicago Creek Road	Campground
Scott Lancaster Bridge	Idaho Springs	Bridge
Rocky Mountain Village	2650 Alvarado Road, Georgetown	Camp & Golf
Silver Creek Trailhead	Georgetown	Trailhead
All American Adventures	MP 243.0	Outfitter/tours
Spillway to Georgetown Lake	MP 229.2	Fishing
Clear Creek Rafting	MP 242.1	Fishing
Hidden Valley Creek Access	MP 243.1	Fishing
Lower Box Creek Access	MP 242.5	Boating
Mount Evans Scenic Byway	On Street Shared Roadway (Paved)	Biking trail
Mt. Evans Road	On Street Shared Roadway (Paved)	Biking, hiking, cross-country, snowshoe, seasonal trail
Fall River Road (275)	On Street Shared Roadway (Paved)	Biking trail

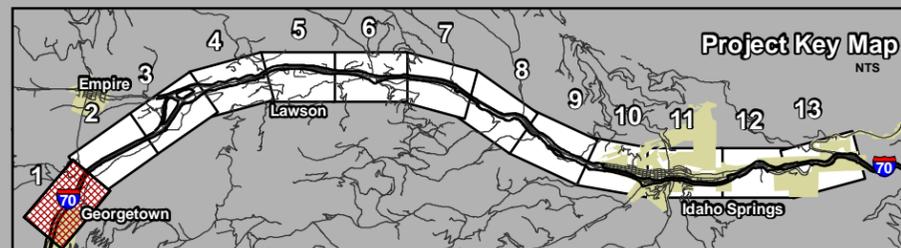


**Appendix C.
Recreation Resource Location Maps Sheets 1–13**

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- Existing Creek Access
- PPSL Project Bike Trails
- - - Colorado Bikeway
- Other Existing Trails
- - - Other Proposed Trails
- Parks
- USFS Facilities
- Recreational Facilities
- Trailhead
- Campground
- - - - CDOT Right-of-Way
- Parcel



Existing Recreational Resources

Sheet 1 of 13
1/6/2014

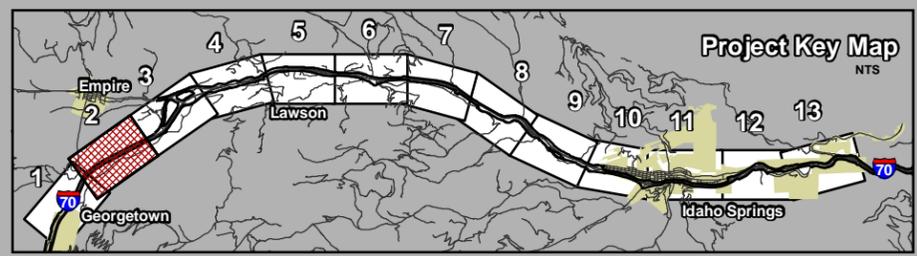


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- Existing Creek Access
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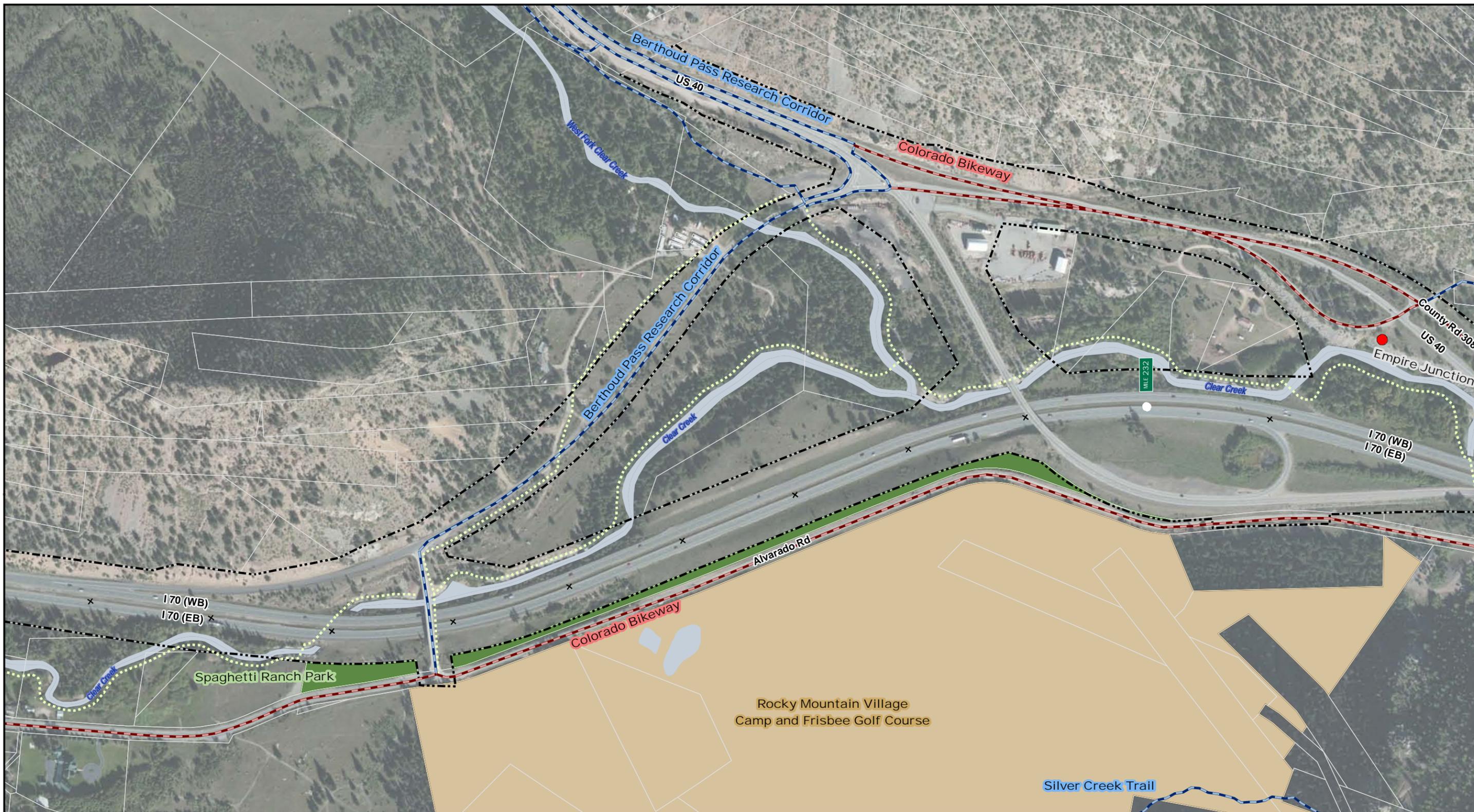
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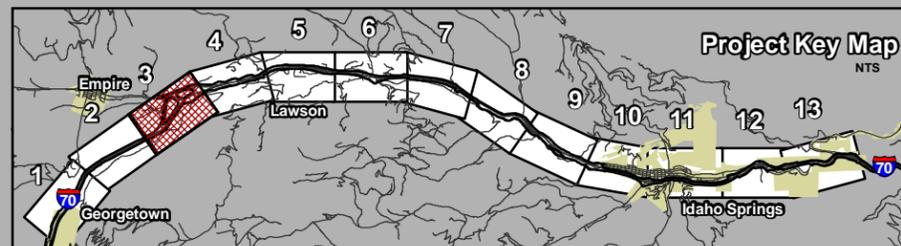


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| Existing Creek Access | Parks | CDOT Right-of-Way |
| PPSL Project Bike Trails | USFS Facilities | Parcel |
| Colorado Bikeway | Recreational Facilities | |
| Other Existing Trails | Trailhead | |
| Other Proposed Trails | Campground | |



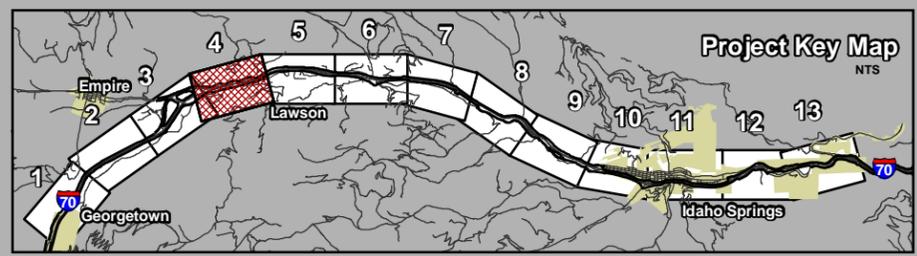
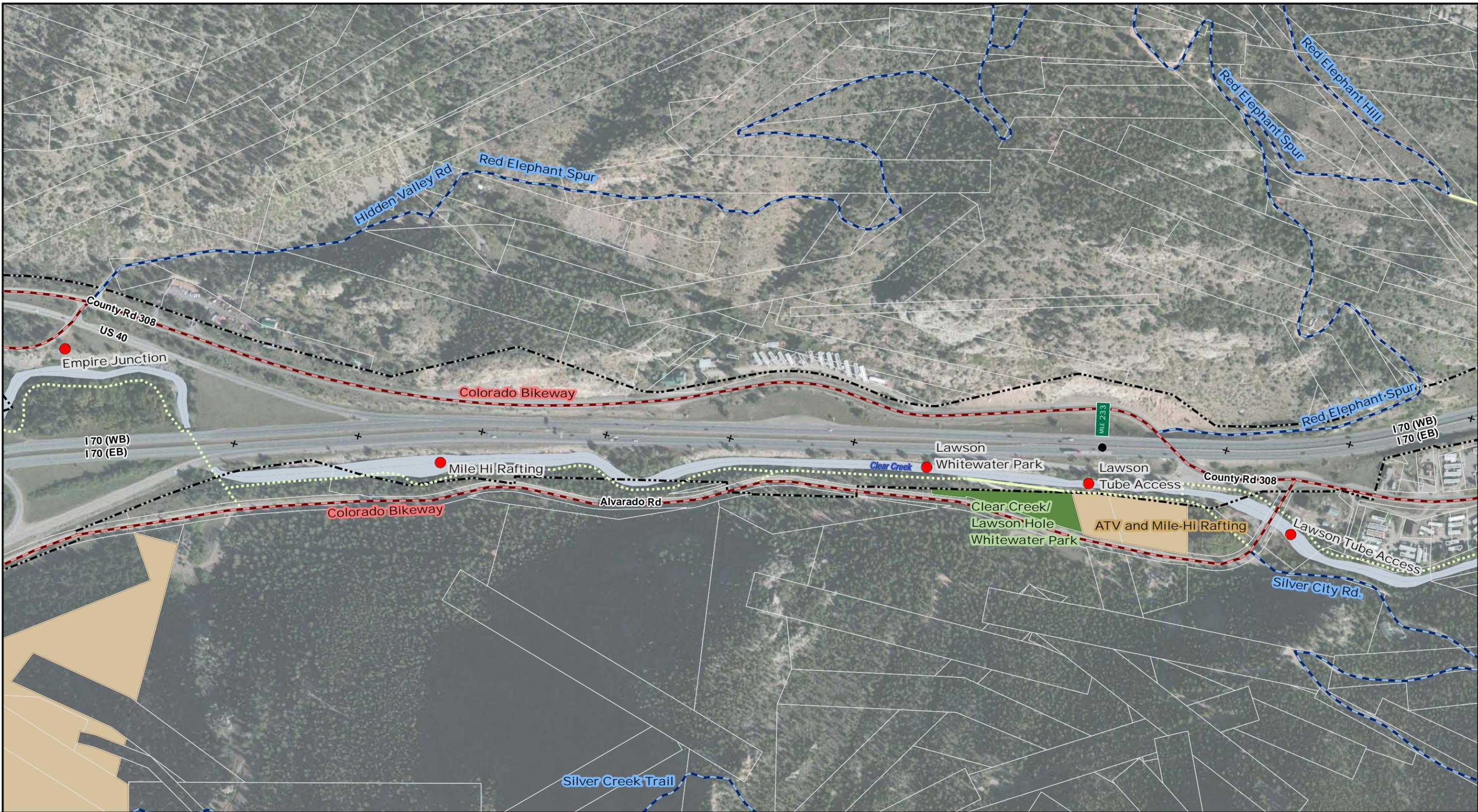
Existing Recreational Resources

Sheet 3 of 13
1/6/2014



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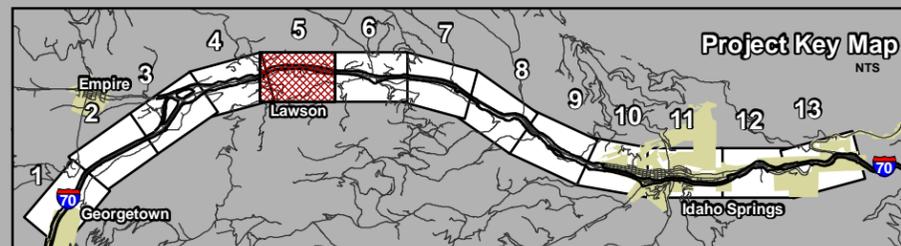
Sheet 4 of 13
1/6/2014



Source: Clear Creek County, CDOT & HDR



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| ● Existing Creek Access | Parks | CDOT Right-of-Way |
| PPSL Project Bike Trails | USFS Facilities | Parcel |
| Colorado Bikeway | Recreational Facilities | |
| Other Existing Trails | Trailhead | |
| Other Proposed Trails | Campground | |

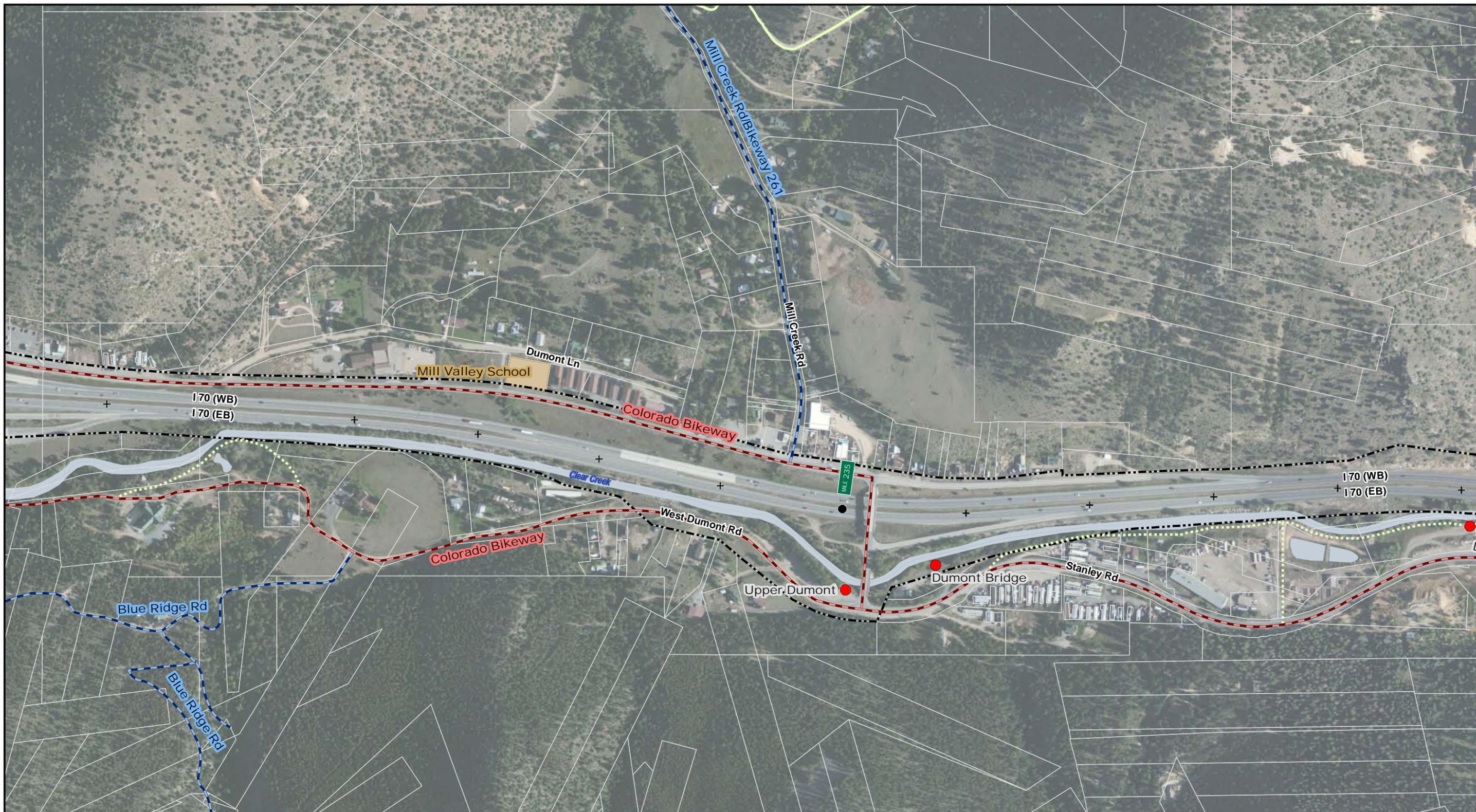


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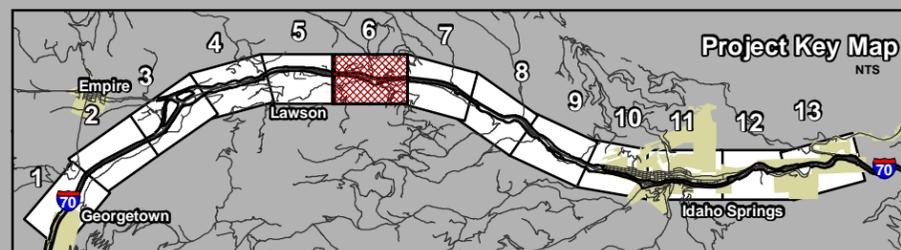
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- Existing Creek Access
- PPSL Project Bike Trails
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- Other Existing Trails
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- Parks
- USFS Facilities
- Recreational Facilities
- Trailhead
- Campground
- CDOT Right-of-Way
- Parcel



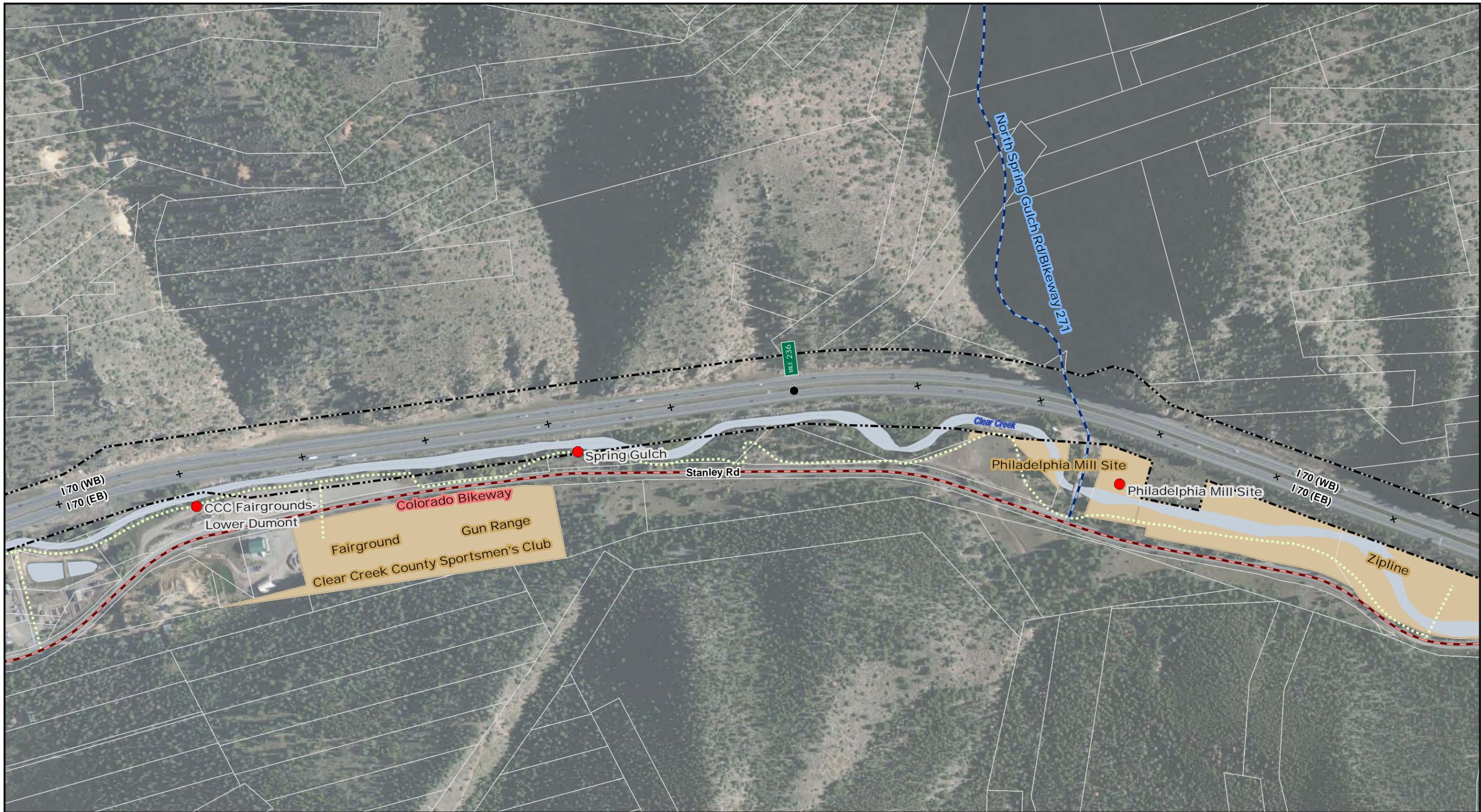
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Sheet 6 of 13
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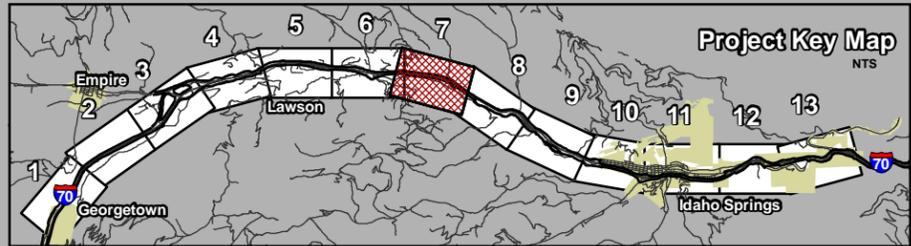


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- Parks
- USFS Facilities
- Recreational Facilities
- Trailhead
- Campground
- CDOT Right-of-Way
- Parcel



Existing Recreational Resources

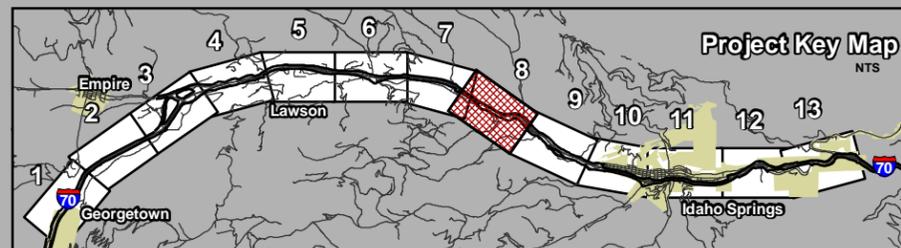
Sheet 7 of 13
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- Existing Creek Access
- Parks
- CDOT Right-of-Way
- Parcel
- PPSL Project Bike Trails
- USFS Facilities
- Colorado Bikeway
- Recreational Facilities
- Other Existing Trails
- Trailhead
- Other Proposed Trails
- Campground



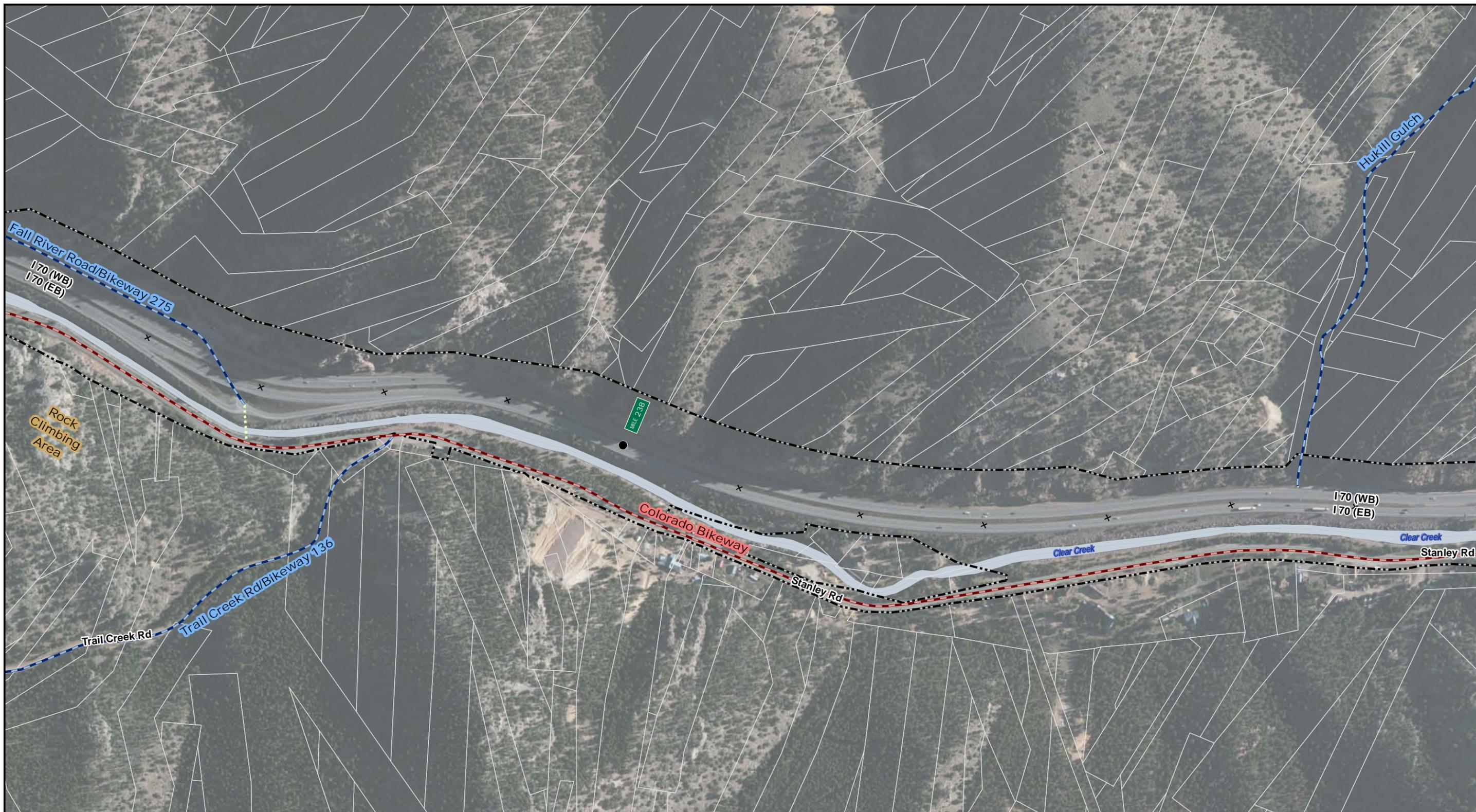
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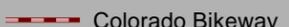
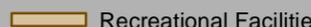
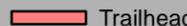
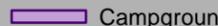
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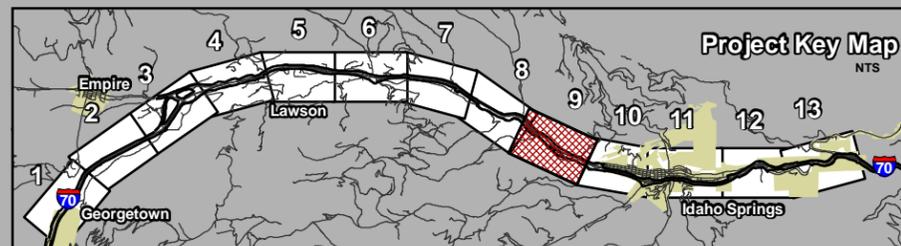


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|  Existing Creek Access |  Parks |  CDOT Right-of-Way |
|  PPSL Project Bike Trails |  USFS Facilities |  Parcel |
|  Colorado Bikeway |  Recreational Facilities | |
|  Other Existing Trails |  Trailhead | |
|  Other Proposed Trails |  Campground | |



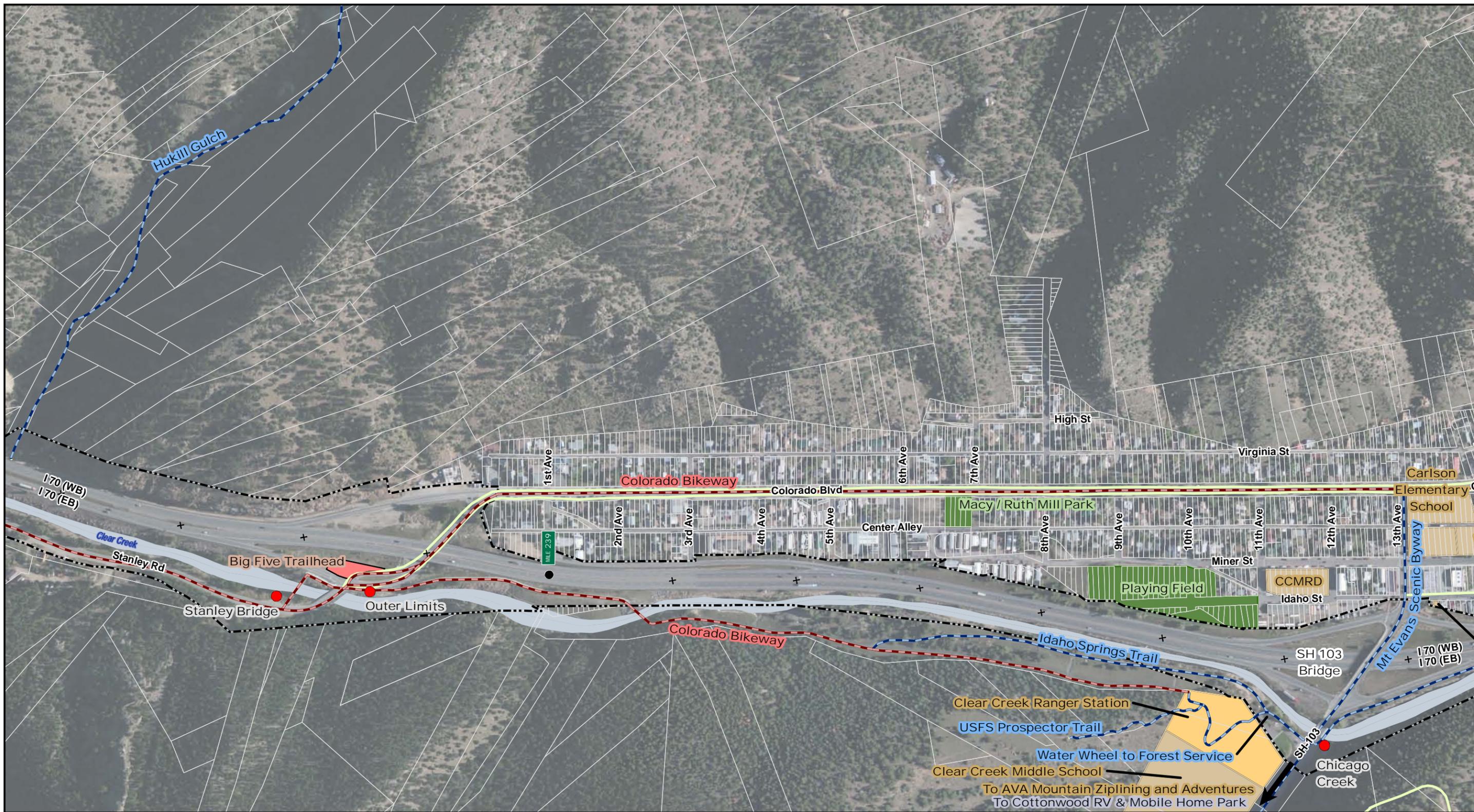
Existing Recreational Resources

Sheet 9 of 13
1/6/2014

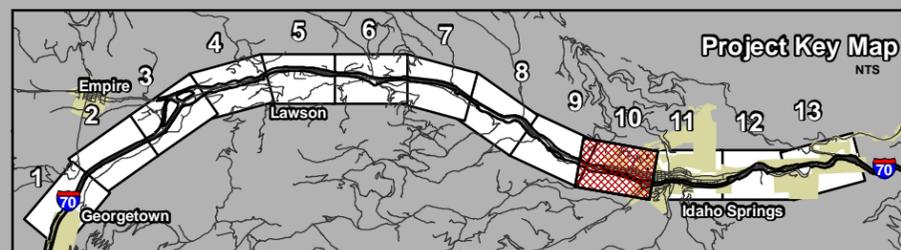


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- Existing Creek Access
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- - - Colorado Bikeway
- Other Existing Trails
- ⋯ Other Proposed Trails
- Parks
- USFS Facilities
- Recreational Facilities
- Trailhead
- Campground
- CDOT Right-of-Way
- Parcel



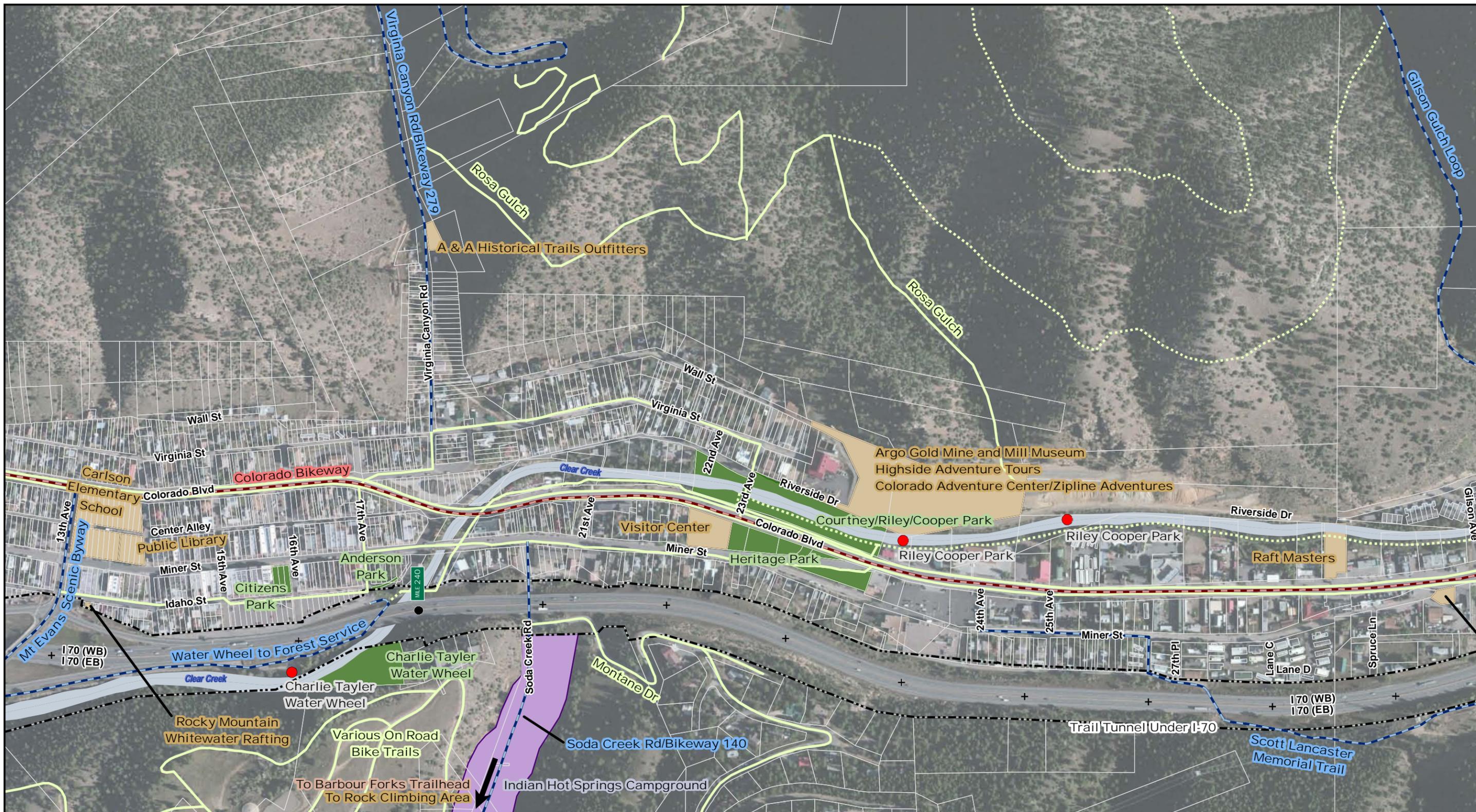
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Sheet 10 of 13
1/6/2014

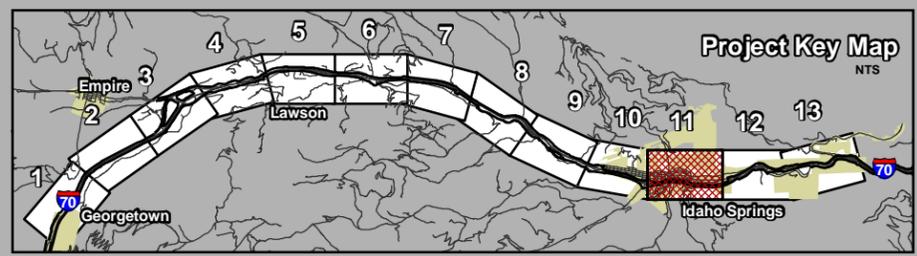


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- Existing Creek Access
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- Recreational Facilities
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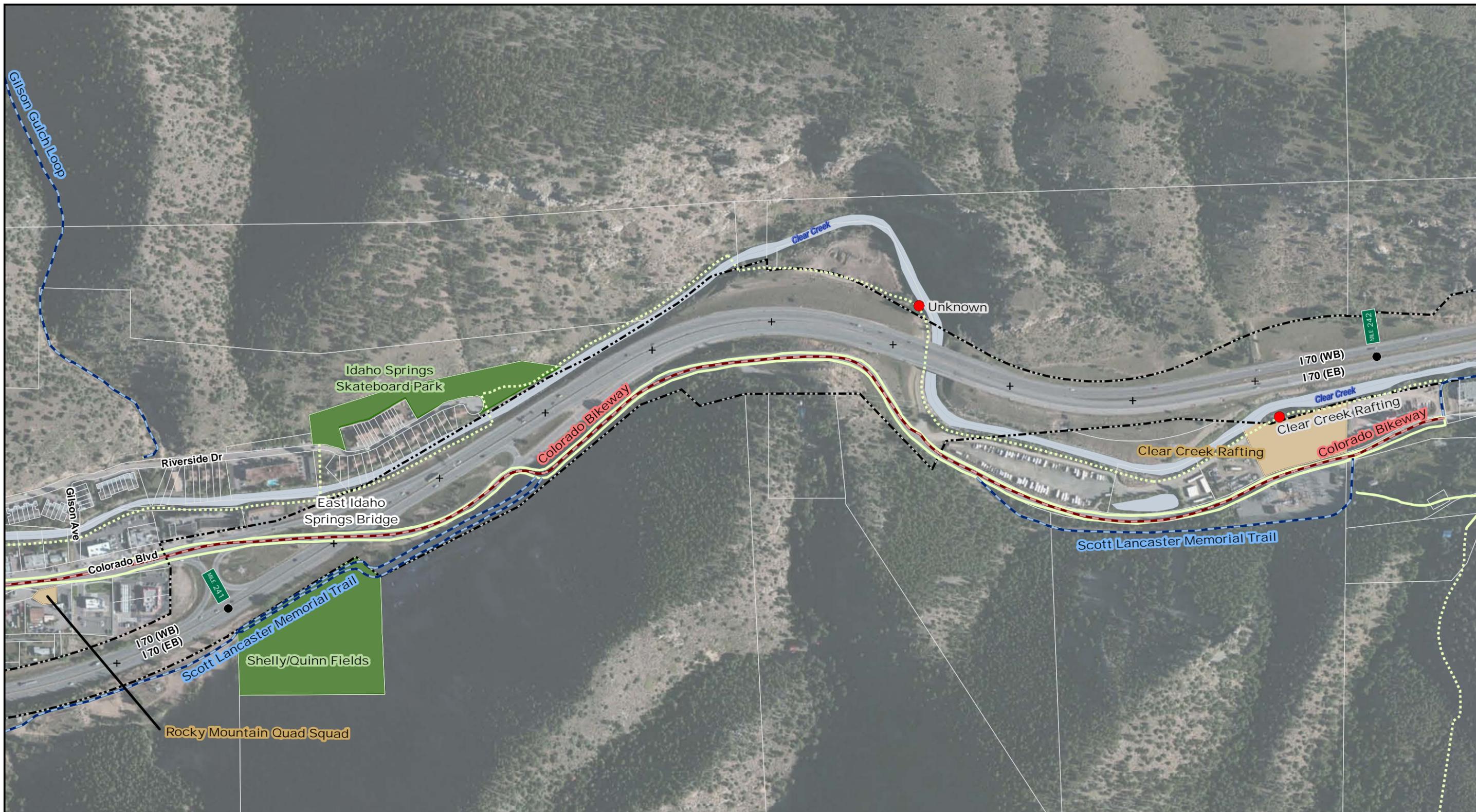


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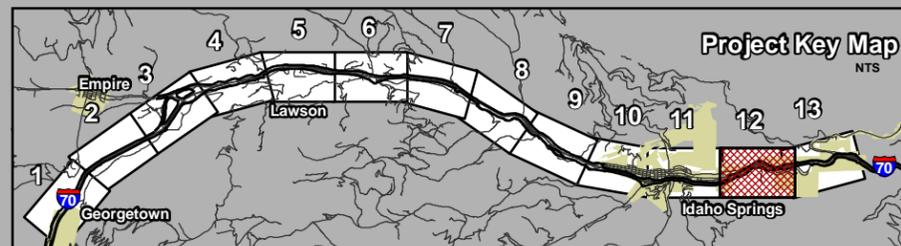
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- Existing Creek Access
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- CDOT Right-of-Way
- Parcel



Existing Recreational Resources

Sheet 12 of 13
1/6/2014

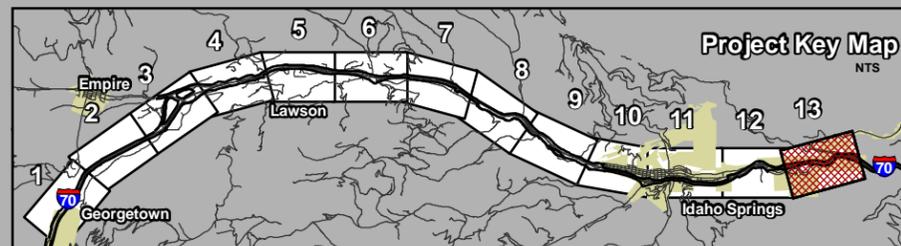


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- Campground
- CDOT Right-of-Way
- Parcel



Existing Recreational Resources

Sheet 13 of 13
1/6/2014



Source: Clear Creek County, CDOT & HDR



**Appendix D.
Greenway Figures**

(Source: *Clear Creek County Greenway Plan*. Georgetown, Colorado. November, 2005)

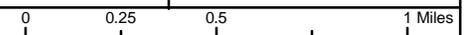


- Existing Greenway Trail
- Proposed Greenway Trail

**I-70 EASTBOUND
PEAK PERIOD
SHOULDER LANE**

Date: 1/16/2014

Data Source: Clear Creek Greenway Plan (November 2005), CDOT, HDR



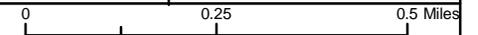


- Existing Greenway Trail
- - - Proposed Greenway Trail

**I-70 EASTBOUND
PEAK PERIOD
SHOULDER LANE**

Date: 1/16/2014

Data Source: Clear Creek Greenway Plan (November 2005), CDOT, HDR



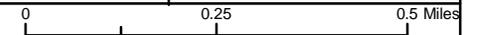


- Existing Greenway Trail
- Proposed Greenway Trail

**I-70 EASTBOUND
PEAK PERIOD
SHOULDER LANE**

Date: 1/16/2014

Data Source: Clear Creek Greenway Plan (November 2005), CDOT, HDR



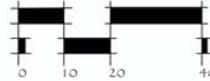


**Appendix E.
Proposed Water Wheel Park Redevelopment**



Conceptual Site Plan

PROPOSED WATER WHEEL PARK REDEVELOPMENT


 Scale: 1"=20'


 HK ASSOCIATES, INC.
 205 South Prairie Street, Suite 101
 Aurora, Colorado 80014
 303.739.7381 Fax 303.739.7392



**Appendix F.
Documentation of Coordination with Officials with Jurisdiction**

STATE OF COLORADO

DEPARTMENT OF TRANSPORTATION

Region 1 -- I-70 Mountain Corridor Management Team
425 B Corporate Circle, Suite 201
Golden, CO 80401
720-497-6960
720-497-6951 Fax



December 10th, 2013

Ms. Martha Tableman
Open Space Coordinator
Clear Creek County
P.O. Box 2000
Georgetown, CO 80444

Dear Ms. Tableman:

As previously discussed and as documented in a memo prepared for the Peak Period Shoulder Lane (PPSL) project, there are possible temporary impacts to the access for the Philadelphia Mill Open Space area. There could be delays for accessing site during construction improvements at North Spring Gulch Road under I-70. However, construction personnel will be available to ensure safe access to site. This property is protected under 23 U.S.C. §138, commonly referred to Section 4(f). The implementing regulations for this law can be found at 23 CFR 774. In accordance with the implementing regulations, Clear Creek County Open Space is the official with jurisdiction over this property.

CDOT has evaluated the temporary impacts to this property, including the future "Fishing is Fun" improvements as documented in project memo and provided to you. CDOT has concluded that the temporary affects to this property do not constitute a Section 4(f) transportation use for the reasons below:

The access to the Philadelphia Mill Open Space is from North Spring Gulch Road which is in CDOT right-of-way. This road will not be closed during construction of the project but there may be restricted access or delays for road users while improvements are being made to the box culvert under I-70. These delays could restrict access for individuals using the Philadelphia Mill site and future fishing access stairway site, which are protected under Section 4(f). There would be no permanent adverse physical impacts to the Philadelphia Mill and future "Fishing is Fun" stairway site nor would the access to these recreation areas be permanently adversely affected. There could be temporary delays in accessing the sites but the protected features or attributes of the Philadelphia Mill property and Fishing is Fun stairway site and the legal access to these properties would not be temporarily or permanent impacted. The access will be maintained in the condition that existed prior to the project. There would be no change in land ownership associated with any of the PPSL improvements affecting the Philadelphia Mill site or its current access. Additionally, the temporary disruption would occur after August 2014. The improvements at the Philadelphia Mill property, including construction of the "Fishing is Fun" stairway is expected to be completed by May 2014. As a result, there would be no conflict with the construction for the Philadelphia Mill property improvements.

We are asking that you concur, by December 20th, 2013 with CDOT's findings that the temporary construction impacts to the Philadelphia Mill Open Space area, including the proposed improvements do not constitute a Section 4(f) use as outlined in 23 CFR 774.13(d).

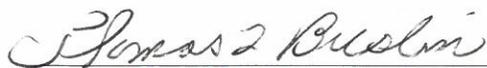
Sincerely,



David Singer
I-70 Mountain Corridor Environmental Program Manager

Concurrence:

By signing below, Clear Creek County concurs that temporary impacts to the Philadelphia Mill Open Space area, including the proposed improvements do not constitute a Section 4(f) use as outlined in 23 CFR 774.13(d).

 12/18/2013
for Clear Creek County date

CC: Sorensen
Breslin
Schmid

STATE OF COLORADO

DEPARTMENT OF TRANSPORTATION

Region 1 – I-70 Mountain Corridor
425 B Corporate Circle, Suite 201
Golden, CO 80401
720-497-6960
720-497-6951 Fax



December 10, 2013

Mr. Michael Hillman
Mayor
City of Idaho Springs
PO Box 907
Idaho Springs, CO 80452-0907

Dear Mr. Hillman:

As previously discussed and as documented in a memo prepared for the Peak Period Shoulder Lane (PPSL) project, there are three trail segments that would be temporarily affected during construction (Table 1). These trail segments are protected under 23 U.S.C. §138, commonly referred to as Section 4(f). The implementing regulations for this law can be found at 23 CFR 774. In accordance with the implementing regulations, Idaho Springs is the official with jurisdiction over these properties.

Table 1. Section 4(f) Properties and potential impact

Resource	Potential Impact
Waterwheel to Forest Service Segment of the Colorado Bikeway near SH 103	Detours during construction to maintain trail continuity and access.
Idaho Springs Trail near SH 103	Detours during construction to maintain trail continuity and access.
Scott Lancaster Memorial Trail crossing under I-70 near 27 th Place	Delays for crossing under I-70 during construction; construction personnel will be available to ensure safe crossing.

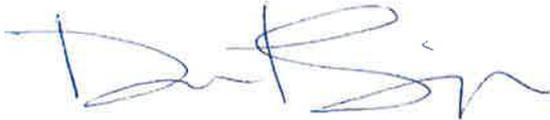
CDOT has evaluated the temporary impacts to these trail segments as documented in project memo and provided to you. CDOT has concluded that the temporary affects to these trail segments do not constitute a Section 4(f) transportation use for the reasons below:

The Waterwheel to Forest Service Trail will be routed through Idaho Springs north of I-70 and across SH 103 during the first phase of construction including the Waterwheel Park improvements. Users of the Waterwheel to Forest Service Trail, USFS Prospector Trail, and Idaho Springs Trail will be able to access these Section 4(f) trails during the first phase of construction in this area. During the second phase of construction, the users will still have access to these trails via an at-grade crossing of SH 103 south of the bridge closure. During widening activities of I-70 over the Scott Lancaster Memorial Trail, access will be restricted for short periods until construction personnel can accompany trail users safely through the construction area under I-70. Restricted access and detours associated with the PPSL improvements will be temporary and less than the time needed for constructing all of the improvements. The work near

these trails is minor and involves detours or restricted access and minor delays to ensure safe passage for trail users during construction. The trails will not be permanently removed or surface conditions temporarily or permanently adversely affected. The trail connection to the segment of Waterwheel to Forest Service Trail which is protected by Section 4(f) will be fully restored following construction of the SH 103 bridge and the condition of the connection will be at least as good as that which existed prior to the project. There will be no change in the ownership of any of the trails.

We are asking that you concur with CDOT's findings that the temporary construction impacts to the Waterwheel to Forest Service segment of the Colorado Bikeway, Idaho Spring Trails, and the Scott Lancaster Memorial Trail do not constitute a Section 4(f) use as outlined in 23 CFR 774.13(d).

Sincerely,



David Singer
I-70 Mountain Corridor Environmental Program Manager

Concurrence:

By signing below, the City of Idaho Springs concurs that temporary impacts to the Waterwheel to Forest Service segment of the Colorado Bikeway, Idaho Springs Trail, and the Scott Lancaster Memorial Trail do not constitute a Section 4(f) use as outlined in 23 CFR 774.13(d).

 1-14-2014
for City of Idaho Springs date

cc: Andi Schmid
Cindy Condon



CITY OF IDAHO SPRINGS

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Idaho Springs, CO 80452-0907
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Fax: 303-567-4955
www.idahospringsco.com

Mr. James Bemelen
I-70 Mountain Corridor Program Manager
CDOT Region 1
425B Corporate Circle
Golden, CO 80401

Dear Jim:

The City of Idaho Springs has been using a portion of CDOT right-of-way for over twenty years as a park type facility. This land is across Clear Creek from the Charlie Tayler Water Wheel, south of I-70, east of SH 103 and just west of Milepost 240 on I-70. It includes the Greenway Trail, an interpretive sign and some flower beds. We understand that there is no lease agreement for this land that outlines under what conditions the City is allowed to continue to use this CDOT ROW as a park.

From our perspective, this land is not a significant park or recreational facility, as described in 23 Code of Federal Regulations (CFR) 774.11 (C). We understand that this means that this land is not considered a Section 4(f) property so would not be subject to the protections or requirements as outlined in 23 CFR 774.

Please let me know if you have any questions about this.

Regards,

Jack Morgan
Mayor, City of Idaho Springs