



**Appendix C.
Past, Present, and Future Actions**

Past, Present, and Future Actions

Acronyms:

CDOT—Colorado Department of Transportation

I-70—Interstate 70

ROD—Record of Decision

| Study | Description | Status |
|---|---|---|
| I-70 Coalition Land Use Planning Study for Rail Transit Alignment Throughout the I-70 Corridor (I-70 Coalition Land Use and Transit Study) (2009) | Future high-speed advanced guideway system (AGS); I-70 from Jefferson County east to Garfield County west | Land-use planning study completed |
| I-70 Mountain Corridor Final Programmatic Environmental Impact Statement (2011) | The FEIS analyzed the impacts associated with the No Action and the Preferred Alternative. | Completed |
| I-70 Mountain Corridor Record of Decision (2011) | ROD is final step in Tier 1 NEPA process for EIS focusing on Corridor alternatives | Completed |
| CDOT Empire Junction Feasibility Study | Interchange reconstruction | Began 2010—currently on hold (no funding) |
| CTE Preliminary Traffic and Revenue Study (2004) | Investigated numerous candidate projects throughout state as possible toll facilities | Completed |
| CDOT I-70 Historic Context (2011) | Guide for future work with historic resources in I-70 corridor; helps researchers understand history of corridor, identify and interpret common types of resources, and evaluate significance in terms of National Register of Historic Places | Completed |
| CDOT I-70 Mountain Corridor Mobility and Operational Assessment (2011) | Summarizes results of workshop focused on improving traffic operations and mobility on I-70 corridor through potential low cost and no cost solutions | Completed |
| CDOT I-70 Section 106 Programmatic Agreement for the I-70 Mountain Corridor (2008) | Tiered environmental EIS for proposed I-70 Mountain Corridor Project; involves improvements to I-70 from Glenwood Springs to C-470 west of Denver | Completed |
| I-70 Mountain Corridor Interpretative Plan | In satisfaction of the mitigation commitment for the Section 106 Programmatic Agreement, CDOT developed a plan/toolkit for branding, locations, approaches for future interpretation opportunities along I-70 | Completed December 2013 |
| CDOT Reversible (Zipper) Lane Study (2010) | Georgetown to Floyd Hill; considering a reversible zipper lane to manage congestion during peak times on winter Sundays; calls for eastbound reversible lane beginning west of Empire Junction, terminating at base of Floyd Hill | Completed December 2010 |
| USFS High Peaks to Headwaters Fisheries and Watershed Restoration Project EA (2013) | Analysis of aquatic/riparian restoration plan on some watershed/drainages in Clear Creek Ranger District; includes stream restoration, riparian/wetland/floodplain/connectivity enhancements and maintenance or decommissioning of Forest Service roads that impact | FONSI signed in August 2013 |

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| Study | Description | Status |
|---|---|-----------------------------------|
| | watershed condition | |
| CDOT Interregional Connectivity Study | Examines high speed technology, alignments, financial funding options, travel demand and ridership | Final report completed March 2014 |
| CDOT Advanced Guideway System (AGS) Feasibility Study | Evaluates technology, alignment and funding/financing options to determine feasibility of high-speed transit system (I-70 from C-470 to Eagle County) | Final report completed March 2014 |
| Clear Creek Sediment Control Action Plan | Plan with actions to address roadway maintenance and natural erosion | Complete |

PAST ACTIONS—BUILT PROJECTS

Acronyms:

CDOT—Colorado Department of Transportation

SH—State Highway

I-70—Interstate 70

PEIS—Programmatic Environmental Impact Statement

| Study | Description | Status |
|---|---|---|
| SH 119 Main Street South Safety Improvements | SH 119—safety improvements (curve straightening, lighting, improve shoulders, minor widening) | Construction completed in May 2012 |
| I-70 Frontage Road 2012 | Improvements to provide enhanced safety and mobility for vehicles, pedestrians and bicyclists from the gravel section of CR 314 to the Hidden Valley/Central City Interchange (exit 243). Part of the commitments from the I-70 Mountain Corridor PEIS. | Phase I completed fall 2012 (without use of federal funding); Phase II—funding for future construction has not been identified |
| Squaw Pass Road Improvement Project (2012) | SH 103—Junction of SH 5 to Squaw Pass rehabilitation/paving; 4-foot ascending bike lane and 3-foot paved shoulder along descending lane | Completed fall 2012 |
| CDOT I-70- Mountain Corridor Chain Station Plan (2008) | Illuminate 3 chain-up stations | Construction completed summer 2012 |
| Clear Creek Whitewater Park in Lawson, Colorado | Partnership to improve upon and take full advantage of various activities already drawn to area. Improvements include: designated parking, river rafting access, kayak viewing, trail heads, greenway trail, and commercial activity. | Construction completed in 2010 |
| Guanella Pass Improvements | Paving; begins US Highway 285 (Grant, CO) ends south edge of Georgetown, CO; segments in Phase I have shown accelerated deterioration since construction | Phase III (Grant side) needs to be constructed; bid package has been prepared; lining up funding |
| Georgetown/Silver Plume Hill Rock fall Mitigation | Rock fall attenuation along I-70 | Spring 2012 |
| CDOT/Clear Creek County Completion of County Road 314 Project | Asphalt removal, unclassified excavation, ground nail walls, multi-use path construction, hot mix asphalt paving, placement of ABS Class 6, and construction cantilever retaining wall structure | Completed November 1, 2012 |
| Minton Park Expansion | Minton Park, located in Empire, was expanded and improved with help of Great Outdoors Colorado funds; now includes ADA-accessible pathways, nature-inspired play structures, and a multi-use sports court | Completed |

PRESENT ACTIONS—STUDIES

Acronyms:

CDOT—Colorado Department of Transportation

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SWEEP—Stream and Wetland Ecological Enhancement Program

| Study | Description | Status |
|---|--|---|
| CDOT State Rail Plan | Began in 2011, a statewide passenger and freight rail plan provides guidance for investing in future rail needs and present ways to enhance passenger and freight rail development | Plan adopted by CDOT in March 2012, waiting for approval by Federal Railroad Administration |
| CDOT I-70 Mountain Corridor SWEEP Agreement—ongoing | Stream and Wetland Ecological Enhancement Program—establishes agreement around water resources and forms the foundation of mitigation for aquatic resource impacts along I-70 | Ongoing |
| CDOT I-70 Mountain Corridor ALIVE Agreement—ongoing | A Landscape Level Inventory of valued Ecosystems—address issues related to improving wildlife movement and reducing habitat fragmentation in the corridor | Ongoing |
| CDOT I-70 Traffic and Revenue Study | Traffic and Revenue Analysis and Report for the possible implementation of managed lanes and other transportation improvements on the I-70 Mountain Corridor. | Projected completion: late 2014 |
| Clear Creek County Transportation Visioning | It is intended to identify County values to be used to guide transportation improvements along the I-70 Corridor | Began in October 2013 and is anticipated to be complete in six months |

PRESENT ACTIONS—PROJECTS

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NEPA—National Environmental

| Study | Description | Status |
|------------------------------------|--|--|
| I-70 Twin Tunnels (eastbound) | Expansion of east bound lanes for three miles; FONSI signed October 2012; construction ongoing | Roadway improvements were completed in December 2013 and habitat and stream improvements will be completed in 2015 |
| I-70 Twin Tunnels (westbound) | Expansion of westbound tunnel bore to include wide shoulders | NEPA and design is underway; construction slated to begin in early 2014 |
| I-70 Bus on Shoulder Pilot Project | WI-70 west of US 40 | Pilot project with a duration of 2 months |

REASONABLY FORESEEABLE FUTURE ACTIONS

Acronyms:

AGS—Advanced Guideway System

CR—County Road

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EB—eastbound

I-70—Interstate 70

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| Study | Description | Status |
|---|---|---|
| Fishing is Fun Boulder Step Access Improvement Project | Clear Creek Habitat Improvement/Clear Creek County/Old Game Check Station-Twin Tunnels—in-stream habitat and angler access improvements in 5 locations on .4 mile of Clear Creek in conjunction with Twin Tunnels project | Summer 2014 |
| Clear Creek Greenway Plan—Philadelphia Mill Site Project (Part of Fishing is Fun Project) | Clear Creek County—Celebrating Open Space in Clear Creek. Trail access to creek for streamside fishing, parking, shelter, restrooms, and handicap accessible fishing platforms. | Project is funded. Construction to begin in January 2014 and be completed in May 2014 |
| Completion of Game Check Station improvements—Part of Twin Tunnels Project (2014) | New vegetation along creek, portal and game-check area and improved recreational and tourism opportunities from creation of trailhead at game-check area | 2014—could be delayed by westbound bore project |
| I-70 Frontage Road—East of Idaho Springs Phase II | Develop context sensitive solutions for the Frontage Road to provide enhanced safety and mobility for vehicles, pedestrians, and bicyclists. Phase II will include the remaining frontage road and Greenway construction or reconstruction to full width between eastern Idaho Springs (I-70 Exit 241) and the Hidden Valley/Central City Interchange (Exit 243). | On hold |
| Twin Tunnels Westbound Bore Project | Expansion of westbound tunnel bore | Projected construction start date: April 2014; completed in December 2014. |
| I-70 westbound peak period shoulder lane | A future peak period shoulder lane that would use the newly widened westbound tunnel bore | Currently being discussed with Clear Creek County elected officials |
| SH 103 resurfacing | Safety and drainage improvements for SH 103 from MP 0.2 to MP 13. | Spring/Summer 2013 |
| Regional commuter bus service | Add CDOT-funded regional bus service (one round trip per day) between Glenwood Springs and Denver Union Station | Transportation commission will consider for approval in December 2013 |
| I-70 Mountain Corridor Preferred Alternative (The preferred alternative includes AGS.) | Future non-infrastructure, Advanced Guideway System (AGS) transit, and highway capacity and safety improvements | Funded projects include CR 314 (frontage road) reconstruction between old |

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| | | Highway 40 and Hidden Valley interchange. There is no identified funding for the AGS component. It is technically feasible however. |
| US 6/I-70 Auxiliary Lanes project | Construct an auxiliary lane connecting US 6 EB I-70 on-ramp to the Herman's Gulch EB I-70 off-ramp west of Bakerville within Clear Creek County | Begin construction late spring/early summer 2014 |
| Colorado Boulevard in Idaho Springs | Improve city infrastructure, curbs and gutter, sidewalks, drainage, storm sewer, bridges and other features | Funded by RAMP program, so construction will be complete by December 2017 |
| Soda Creek Road Asphalt Paving | Paving | Design complete |
| Downieville Port of Entry | Replacement of concrete slab on entrance ramp to port of entry | Completed in 2013. |
| Beaver Brook Watershed Management Plan | Plan for management of public recreation and protection of natural resources in the Beaver Brook watershed | Ongoing |
| Clear Creek Aquatic Habitat Improvements | Creation of a deepened thalweg and use of material to create a shallow point bar on the side of the channel at 7 potential locations along Clear Creek at Idaho Springs. | Concurrent with Twin Tunnels EA |
| Bulkhead Flow Control | Installation of a bulkhead system to control or improve flow from the Argo Tunnel, prior to its treatment and discharge to Clear Creek | Under negotiation with tunnel owner |
| CDOT's Clear Creek Mitigation Bank | Wetland mitigation bank along I-70 west of US 40 | On hold indefinitely |
| Clear Creek Tributaries Sediment Control and Metal Removal Project (Clear Creek Watershed Foundation's Cadmium removal project near Dumont; also referred to as the CDOT Dumont Project) | Clear Creek is impaired for cadmium due to mining; upper Clear Creek designated Superfund Study Area in 1983. Clear Creek has TMDLs in place for lead, copper, and zinc; this project targets sedimentation and cadmium removal. Targeted Watersheds Grant – Clear Creek, CO. | Final design completed; funding awarded. Projected to start in spring/summer 2014. |
| Managing Stormwater to Protect Water Resources Report | Plan to introduce, educate, and provide general guidance for implementing green | Ongoing |

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| | stormwater management practices at the watershed, community, and individual lot level. | |
| Community Wildfire Protection Plan | Plan delineating Wildland-Urban Interface communities and neighborhoods within the county, and prioritizing mitigation actions to reduce wildfire threats | Ongoing |
| Clear Creek County Noxious Weed Management Plan | Comprehensive management plan for the control of noxious weeds within Clear Creek County | Ongoing |
| Cultural Resources Management Plan | Comprehensive management plan for cultural resources in Clear Creek County | Ongoing |
| Affordable Housing Study | Strategy to address employee housing needs and enable the county's economic growth | Ongoing |
| Bakerville Development | Land rezoned to commercial/ outdoor/ recreation, dependent on infrastructure availability. Zoning allows for maximum building size of 5,000 sq ft, trailhead parking, and restrooms | Conceptual plans/not currently funded |
| Renewable Energy Theme Park | Development of theme park focusing on renewable energy, located on CR 314 immediately south of Twin Tunnels | On hold |
| Dry Gulch Boreal Toad Ponds | Construct series of 2-7 shallow ponds to create new habitat for boreal toads in old borrow pit excavation site | On hold |
| Clear Creek Ranger District Developed Sites Reforestation | Plant tree seedlings and saplings in developed recreation sites | Funded/in progress |
| Intermountain Rural Electric (IREA) Distribution Line | Amend IREA's permit to allow for a new 12.5 kV distribution line in the Squaw Pass area to connect the existing Blue Valley Electric Line to the Bergen Park Line | Funded/in progress |
| State of Colorado Communication Site Expansion | Issue an amendment to the current communication site authorization to allow for a building and a tower expansion to improve emergency services | Funded/in progress |
| Loveland Ski Area Master Development Plan | Installation of 1,900 feet of new snow making | Funded/in progress |

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| (2013) | line on Twist Run; an unload midway station on lift 2 | |
| Idaho Springs Comprehensive Plan (2008) | Plan identifying goals and policies for land use, transportation, housing, economic growth, environmental and historic resources, and recreation in Idaho Springs | Ongoing |
| Idaho Springs 3 Mile Area Plan (2008) | Plan providing direction on land use and infrastructure needs within 3 miles of city boundary. Expresses need for balance between developed and recreational/open space land uses to: broaden the range of housing types; bring in buildable land to accommodate preferred land uses; be easily served by utilities; strengthen the economy; and promote infill and common community interest | Ongoing |
| Clear Creek County Master Plan 2030 (2004) | Plan identifying goals and policies for land use, transportation, housing, economic growth, environmental resources, and recreation in Idaho Springs. | Ongoing |
| Clear Creek County Open Space Plan (2005) | Plan for open space preservation and trail development | Ongoing |
| Clear Creek County Greenway Plan (2005) | Plan for recreational resources and trail network along Clear Creek. Funding in place for design of greenway improvements from Empire to Idaho Springs. | Ongoing |
| Clear Creek County Floyd Hill Gateway Development Master Plan (2009) | Plan for transit and development in the Floyd Hill area of Clear Creek County. | Ongoing |
| Clear Creek County Non-Motorized Routes Master Plan (1990) | Plan for use of existing unimproved facilities for nonmotorized corridor purposes. | Ongoing |
| Solar LED Road Markers | Study to test the efficacy of lighted road markers to improve safety between and the Hidden Valley interchange and the top of Floyd Hill. | Ongoing |