



Appendix C.

Reasonably Foreseeable Future Actions and Past Projects



Reasonably Foreseeable Future Actions

Acronyms:

AGS—Advanced Guideway System
 CDOT—Colorado Department of Transportation
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Project or Study	Description	Status
TRANSPORTATION		
Fall River Road Bridge (CDOT)	<p>A new two-lane vehicular bridge that connects Stanley Road to the Fall River Road/I-70 Interchange near MP 238 in Clear Creek County, west of Idaho Springs. The new bridge includes a 10-foot-wide shoulder for bicyclists. Pavement under the I-70 bridges will be improved to correct drainage and ponding issues.</p> <p>The new Fall River Road Bridge is mitigation for bicycle impacts due to the WB PPSL project, but has been advanced as early mitigation and will be constructed separately. It will be in place before WB PPSL construction is complete.</p>	<p>A Categorical Exclusion was signed on October 11, 2018, and construction is planned to begin in 2019.</p>
I-70 Floyd Hill to Veterans Memorial Tunnels Improvements (CDOT)	<p>In summer 2017 CDOT and FHWA began a NEPA process to advance the following improvements specific to the Floyd Hill area, as outlined in the 2011 ROD for the I-70 Mountain Corridor PEIS:</p> <ul style="list-style-type: none"> ▪ Six-lane component from Floyd Hill through the Veterans Memorial Tunnels, including a bike trail and frontage roads from Idaho Springs to Hidden Valley and Hidden Valley to US 6. 	<p>NEPA/preliminary design through early 2020. Depending on funding, construction could start as early as 2021 and last approximately 3 years.</p>
I-70 Frontage Road—East of Idaho Springs—(CR 314)—Phase II (CDOT)	<p>Phase I reconstructed the frontage road (CR 314) between eastern Idaho Springs (I-70 Exit 241) and the Hidden Valley/Central City interchange (Exit 243). Phase II would reconstruct and widen CR 314 between I-70 Exit 241A and the Doghouse Rail Bridge (the western terminus of Phase I). CDOT analyzed both phases of the project in a 2012 state Categorical Exclusion.</p>	<p>CDOT is updating the design of Phase II with stakeholder input in 2018 and a federal Categorical Exclusion is being prepared (anticipated completion Spring 2019).</p> <p>Construction is planned to begin in 2020.</p>



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Project or Study	Description	Status
I-70 Mountain Corridor Preferred Alternative—Minimum Program (CDOT)	Future non-infrastructure, AGS transit, and highway capacity and safety improvements. Remaining projects east of EJMT include Empire Junction interchange, interchange improvements at multiple other locations, Floyd Hill project, AGS, and WB auxiliary lane east of the EJMT.	There is no identified funding for the remaining projects, including the AGS. As funding is identified, these projects will go through Tier 2 NEPA processes, be added to a fiscally constrained plan, and be constructed. CDOT has committed to convene stakeholders within the next few years to develop a vision for the future Maximum Program of Improvements through Clear Creek County.
Smart 70 Project (CDOT)	The Smart 70 Project will establish a robust communication system along the I-70 Mountain Corridor to provide drivers, and ultimately self-driving vehicles, with real-time information about road conditions such as traffic delays, icy conditions, and crashes. The initial phases of the Smart 70 project will focus on transforming vehicles commuting on I-70 into “connected vehicles” that can send and receive information to drivers about road conditions from other vehicles, CDOT systems, and sensors installed along the roadway.	Project began winter 2016 and will continue through 2022.
Miner Street Reconstruction in Idaho Springs (Idaho Springs)	About 1,800 feet of Miner Street will be reconstructed between 25 th Avenue and Colorado Boulevard. This section of Miner Street has been used as a detour during the Colorado Boulevard reconstruction.	Construction anticipated for 2018 and 2019, following completion of Colorado Boulevard Reconstruction.



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Project or Study	Description	Status
Transit Center/Parking Garage (Idaho Springs)	New transit center/parking garage in Idaho Springs. CDOT is partnering with the City of Idaho Springs in an effort to develop and build an integrated transit center and parking structure in Idaho Springs. The structure will serve local businesses, Bustang riders, and carpoolers. Currently, Bustang service in Idaho Springs is using a temporary location for passenger pick-up and drop-off with no dedicated space for passenger parking.	The City of Idaho Springs has identified a site and is working with property owners to obtain the land. The City has hired an architect who is conducting site planning. The new transit center/parking garage is anticipated to be built within the next 5 years (2019 to 2023).
Increased Transit Options in I-70 Corridor	Transit and rideshare options for traveling through the I-70 corridor are increasing. Lyft recently expanded its service to the Rocky Mountain region. Gondola is a new rideshare app that arranges shared rides from the Front Range to several resorts in the I-70 corridor. Front Range Ski Bus and the Winter Park Express continue to offer opportunities to travel to the mountains without a car. CDOT's Bustang West Line offers service between Denver and Vail three times a day, between Denver and Glenwood Springs twice a day, and in June 2018, extended service from Denver to Grand Junction. The Bustang stops in Idaho Springs at the bus shelter at Idaho Street and 13th Avenue. Bustang schedules are available at https://www.ridebustang.com/west-line . There are also local transit services available in mountain communities to transport visitors who do not have access to a vehicle. A comprehensive list can be found at https://goi70.com/mountain-transit .	Ongoing



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Project or Study	Description	Status
Travel Demand Management Committee, 2016–2017 TDM Work Plan (I-70 Coalition)	<p>The I-70 Coalition works to identify and implement short-term strategies to reduce congestion by TDM actions, including:</p> <ul style="list-style-type: none"> ▪ Traveler education and outreach. ▪ Partnering with local businesses to provide off-peak travel incentives. ▪ Promote TDM strategies through resorts, local governments, and tourism-based organizations. ▪ Develop and enhance TDM-related partnerships. ▪ Support carpooling and carpool parking. ▪ Support and promote transit. <p>These TDM programs reduce some single-occupant vehicle travel and switch some travel to off-peak periods.</p>	Ongoing.
Clear Creek Ecological Restoration Project (CDOT)	<p>In March 2018 CDOT began work on the ecological restoration of a segment of Clear Creek by realigning a channel and completing associated floodplain grading and vegetation. This project occurs off the roadway, approximately 1.75 mile north of Georgetown.</p> <p>When complete, this project will have restored a section of Clear Creek and will provide the opportunity to mitigate potential impacts of future projects along the I-70 corridor, with the ability to create additional wetlands at this location to offset impacts.</p>	Began March 2018. Anticipated completion of construction: October 2018. Reestablishment period: approximately 3 years following completion of construction.



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Project or Study	Description	Status
RECREATIONAL		
<p>Clear Creek Greenway (Clear Creek Greenway Authority, Idaho Springs, and CDOT)</p>	<p>Completion of 14 miles of Greenway from US 6 to US 40.</p> <p>The purpose of the Clear Creek Greenway is to provide a key link in the state's regional trail system by further developing a multiuse pedestrian corridor throughout the county. The Greenway will be a continuous trail from the town of Empire to the west end of the Peaks to Plains Trail, which is located just east of the I-70/US 6 interchange. It will become a unifying linkage among the towns of Empire, Lawson, Downieville, Dumont, and Idaho Springs.</p> <p>The following sections of the Greenway are being funded by CDOT's INFRA grant:</p> <ul style="list-style-type: none"> ▪ Animal Shelter to Dumont Trail Head ▪ Dumont Trail Head Connection to Lower Dumont Creek Access ▪ West Idaho Springs Trail ▪ East Idaho Springs to the Game Check Station Trail Head <p>Construction of the remaining sections is dependent on future funding.</p>	<p>Categorical Exclusion issued October 2017. A Re-evaluation of the Categorical Exclusion is being developed to include updated alignments for the INFRA projects.</p> <p>A feasibility study is currently planned for the alignment in the Silver Lakes area and is anticipated to be completed in 2019.</p> <p>The construction will be funded in sections through various funding sources, such as a GOCO grant, Land and Water Conservation Funds, and an INFRA grant.</p> <p>Construction of the INFRA-funded sections will occur between 2018 and 2022.</p> <p>Timing of the remaining sections is unknown.</p>
<p>Greenway in Clear Creek Canyon (part of Peaks to Plains Trail) (Jefferson County and Clear Creek County)</p>	<p>A new trail section, a developed recreation area and trailhead, opened to the public in the part of the canyon known as "The Big Easy" in September 2017. The trail is expected to eventually span the entirety of Clear Creek Canyon.</p>	<p>Construction of additional sections is dependent on additional funding.</p>



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Project or Study	Description	Status
Floyd Hill Open Space Park—development of trails and trail improvements (Clear Creek County, Jefferson County, and Mountain Area Land Trust)	About 12,000 acres of land on top of Floyd Hill was conveyed to Clear Creek and Jefferson Counties in 2017 and will be directly managed as public open space by Clear Creek County, with a conservation easement held by Mountain Area Land Trust. The partnership is developing trails to connect to Peaks to Plains and other trails.	Trail construction began in 2017 and is anticipated to continue over the next several years.
Virginia Canyon Open Space (Area 28) (Partnership of the City of Idaho Springs, COMBA, Clear Creek County, Clear Creek Greenway Authority, and a Private Developer)	The Virginia Canyon Open Space mountain park and trails system will be located along the northern hillsides of the city of Idaho Springs and is envisioned to have connections from the Clear Creek Greenway and Virginia Canyon Road/Central City. Trails for moderate and advanced mountain biking and hiking, along with a gondola and adventure park, are being planned by the partnership.	The project will be built over time, in phases, as funding is obtained. The first phase of the trail construction could occur in 2019 if funding is identified by COMBA and Idaho Springs. Gondola construction could occur in spring 2019.
PRIVATE DEVELOPMENT PROJECTS		
Argo Gold Mine and Mill redevelopment plans (Private Developer)	Redevelopment of the Argo Gold Mine and Mill in Idaho Springs. A hotel and convention center, housing for multiple income levels, stores, and parks are being considered.	In planning stages; redevelopment could begin late 2018 and is anticipated to last for 5 years or more.
Rose Mill Development (now called Bighorn Crossing)—Georgetown (Private Developer)	Construction of 64 townhomes, 72 apartments, and a hotel in Georgetown. The development is on the Georgetown side of I-70 and south and west of Georgetown Lake.	Construction began May 2018 and could continue for several years.



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Project or Study	Description	Status
<p>Closing of Henderson Mine (Mine Owner)</p>	<p>The Henderson Mine near Empire resumed molybdenum mining in fall 2017. Mine owners expected to close the mine in 2020 but extended the closure date to 2026.</p> <p>As the county's biggest private employer and a major contributor to regional tax revenue (70 percent of property tax revenue), the decline in mining activity will continue to have a profound impact on the county.</p>	<p>Planned to be fully closed by 2026.</p>
<p>New land development at the top of Floyd Hill (Private Developer)</p>	<p>As described in the 2009 Clear Creek County Floyd Hill Gateway Development Master Plan, the county is planning for residential units, commercial, and office/industrial development. As of June 2018, Clear Creek County is reviewing the developer's application for rezoning and subdivision approval.</p>	<p>Rezoning and subdivision approvals still needed. Construction could begin in 2019 and last for several years.</p>
<p>Stanley Mines Adventure Park (Private Developer)</p>	<p>The project would consolidate several mining claims into a 37-acre parcel zoned for a heritage tourism venue. The proposed Stanley Mines Adventure Park would be located west of Idaho Springs, off Stanley Road on the north side of I-70 and Clear Creek.</p>	<p>The Clear Creek County Planning Commission approved the proposal and it is being evaluated by the Board of County Commissioners.</p> <p>The first phase of the Project is planned to open Memorial Day 2019. Additional phases are going through the approval process and timing is unknown.</p>



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Project or Study	Description	Status
PLANS		
<p>Clear Creek County Master Plan 2030 (2004, updated in 2017)</p>	<p>The County's stated vision is to "Improve upon the existing quality of life in Clear Creek County by supporting the development of a diverse economy, protecting natural and cultural resources, becoming a more resilient community, encouraging recreation, and recognizing the County's distinct areas." The Plan's goals include seeking a greater diversity of economic activity within the county; ensuring suitability and compatibility with environmental characteristics and community character of Clear Creek County when considering land use change and development; identifying and protecting lands of high ecological value, scenic quality, or historic importance; supporting arts, culture, recreation and tourism; considering recreation as an important contributor to residents' quality of life and a part of a balanced regional economy; and endorsing multi-modal transportation infrastructure that enhances existing communities as well as their access to the rest of the region.</p>	<p>Master Plan extends to 2040.</p>
<p>Idaho Springs Exit 240 Plan (City of Idaho Springs and Clear Creek County Economic Development Corporation)</p>	<p>The City of Idaho Springs and the Clear Creek County Economic Development Corporation are conducting planning studies to analyze the development of an economic hub at I-70 Exit 240. The goal is to attract new businesses, promote outdoor recreation opportunities, and increase housing and lodging.</p>	<p>Ongoing. Construction planned for 2019 or later.</p>



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Project or Study	Description	Status
Clear Creek County Open Space Plan (2005)	In recent years, the Clear Creek County Open Space Commission, created in 2005, has undertaken a number of large construction projects to enable the citizens of Clear Creek County and others to more easily access the Open Space lands. These projects include the Lawson White Water Park, the Philadelphia Mill Site Fishing Area, and a portion of the Clear Creek Greenway in Clear Creek Canyon.	It is anticipated that the Commission will continue to undertake similar projects in the foreseeable future, including the Clear Creek Greenway, over the next 5 to 10 years.
Clear Creek County Floyd Hill Gateway Development Master Plan (2009)	Clear Creek County completed a study of development considerations including site analysis, community values, market demand, utilities, transportation, and open space needs in the Floyd Hill Gateway area for the next 30 years. The study analyzed the addition of up to 194 single-family homes, 188 multi-family units, 52,000 square feet of commercial development, and 50,000 square feet of office/industrial park.	The study is complete. A private developer is proceeding with a portion of the residential development. The timing of the other portions are not known.



Past Actions—Projects Built in the Last 10 Years*

*Analysis of impacts associated with the construction of the original I-70 in the 1960s is included.

Project or Study	Description	Status
TRANSPORTATION		
Eastbound I-70 Twin Tunnels (CDOT)	Expansion of east bound lanes for three miles; FONSI signed October 2012	Roadway improvements were completed in December 2013 and habitat and stream improvements were completed in 2015
Westbound I-70 Twin Tunnels (CDOT)	Expansion of westbound tunnel bore to include wide shoulders	Roadway improvements were completed in January 2015 and County Road 314 was restored and retaining walls and trailhead enhancements were in place September 2015
Colorado Boulevard Reconstruction in Idaho Springs (Idaho Springs)	Improve city infrastructure, curbs and gutter, sidewalks, drainage, storm sewer, bridges, and other features between Exit 241 and the Clear Creek Bridge. Portions of the Clear Creek Greenway (adjacent to Colorado Boulevard) are being constructed as part of this project.	Project construction completed in August 2018.
Acceleration/deceleration lanes close to EJMT (CDOT)	Eastbound auxiliary lane from Eisenhower-Johnson Memorial Tunnels to Herman Gulch	Completed
I-70 Frontage Road—East of Idaho Springs (County Road 314)—Phase I (CDOT)	Phase I reconstructed the frontage road (County Road 314) between eastern Idaho Springs (I-70 Exit 241) and the Hidden Valley/Central City interchange (Exit 243). The project constructed a separated shared use path, and brought the road up to standard for times when an alternative route to travel on I-70 is needed.	Completed in 2012
PRIVATE DEVELOPMENT PROJECTS		
County Health Clinic (Idaho Springs)	In partnership with Clear Creek County, the Centura Health Primary Care facility opened in Idaho Springs in July 2017. Previously Clear Creek County EMT was the only source of health care in Idaho Springs. The new clinic offers pediatric and adult primary care.	Opened July 2017



Past Actions—Projects Built in the Last 10 Years*

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Project or Study	Description	Status
PLANS		
I-70 Risk and Resilience Pilot Study (CDOT)	The Colorado roadway network suffered severe damage from the 2013 floods exceeding \$700 million to Federal Aid-eligible facilities alone. Following this extreme weather event, CDOT sought to identify design alternatives that would increase the resilience of its network through comprehensive analysis and integrated design approaches to help mitigate and minimize future losses.	Study was completed in November 2017. In the PPSL study area, the following risks were identified: <ul style="list-style-type: none">▪ Rockfall▪ Roadway Flooding▪ Bridge Scouring▪ Bridge Strike