



## WB I-70 Peak Period Shoulder Lane

# SECTION 4(f) INFORMATION

October 29, 2018

Categorical Exclusion

SECTION 4(f) INFORMATION  
**WESTBOUND I-70  
PEAK PERIOD SHOULDER LANE**

*Prepared for:*



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October 29, 2018



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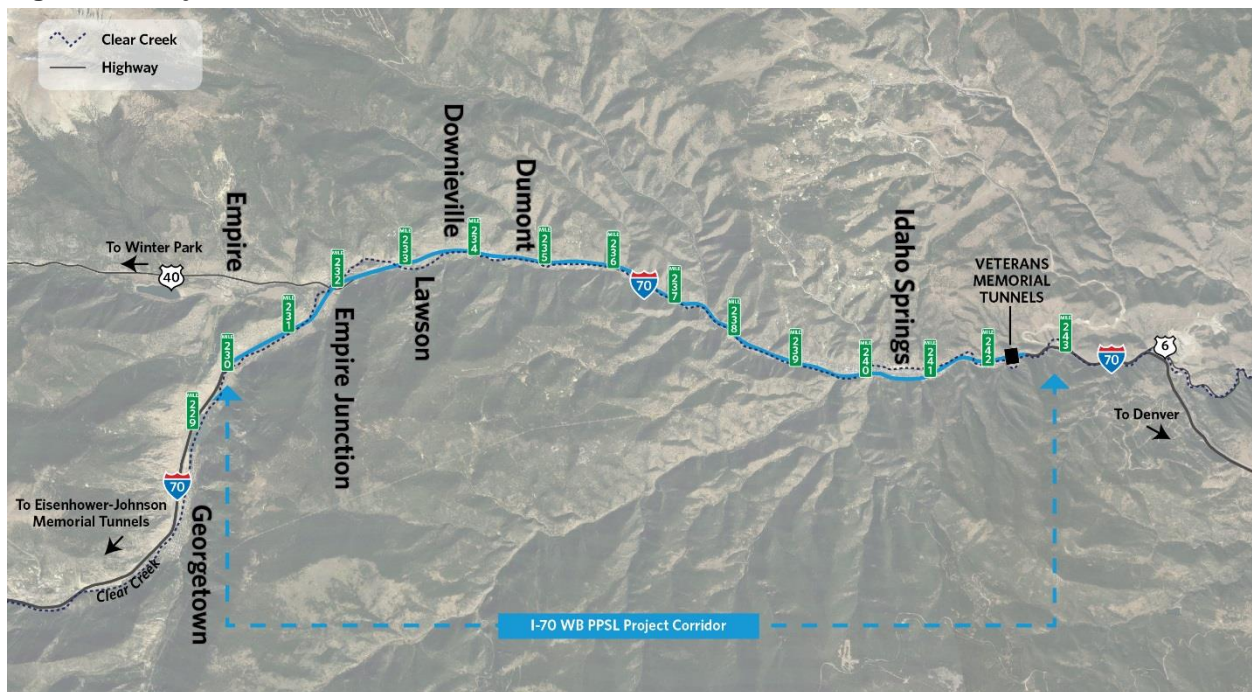
## Acronyms and Abbreviations

CDOT	Colorado Department of Transportation
CSS	Context Sensitive Solutions
EB	eastbound
FHWA	Federal Highway Administration
I-70	Interstate 70
MP	Milepost
PPSL	Peak Period Shoulder Lane
PEIS	Programmatic Environmental Impact Statement
ROD	Record of Decision
SH	State Highway
US 40	U.S. Highway 40
WB	Westbound

## Section 1. Purpose of the Report

The Federal Highway Administration (FHWA), in cooperation with the Colorado Department of Transportation (CDOT), is preparing a Categorical Exclusion for proposed changes to the westbound (WB) lanes of Interstate 70 (I-70) between approximately milepost (MP) 230 and MP 243, in Clear Creek County, Colorado (Proposed Action; Figure 1). The Proposed Action includes the addition of a 12-mile tolled Peak Period Shoulder Lane (PPSL) between east Idaho Springs and the U.S. Highway 40 (US 40)/I-70 interchange in the WB direction and improvements to the State Highway (SH) 103 interchange. The Proposed Action improves operations and travel time reliability in the WB direction of I-70 in the study area. Additionally, the improvements are consistent with the *I-70 Mountain Corridor Programmatic Environmental Impact Statement* (PEIS; CDOT 2011), PEIS Record of Decision (ROD; FHWA 2011), Context Sensitive Solutions (CSS) on the I-70 Mountain Corridor (CDOT 2009) process, and other commitments of the PEIS and ROD. The Proposed Action fits within the definition of “expanded use of existing transportation infrastructure in and adjacent to the corridor” included in the “Non-Infrastructure Related Components” element within the Preferred Alternative’s Minimum Program of Improvements.

**Figure 1. Project Corridor**



Source: HDR 2018.

This document discusses the regulatory setting for Section 4(f), and describes the affected environment and the possible impacts of the Proposed Action on Section 4(f) properties in the study area and whether or not each impact to a Section 4(f) property is determined to be a Section 4(f) use.



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## Section 2. What Process was Followed to Analyze Section 4(f) Resources

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Section 4(f) of the U.S. Department of Transportation Act of 1966 was enacted to protect publicly owned parks, recreation areas and wildlife/waterfowl refuges as well as historic sites of local, state or national significance (eligible for inclusion on the National Register of Historic Places) from being converted to a transportation use.

The Tier 1 PEIS addressed Section 4(f) properties in Section 3.14. It was deliberately inclusive in its determination of what recreational resources would be protected by Section 4(f). This inclusive approach was refined during the subsequent Tier 2 National Environmental Policy Act processes.

The process followed to analyze Section 4(f) resources for the WB PPSL project includes the following steps:

- Review of previously prepared reports: the Twin Tunnels Environmental Assessment and Section 4(f) Evaluation (CDOT 2012), and *EB I-70 Peak Period Shoulder Lane Recreational Resources Technical Memorandum* (CDOT 2014).
- Review of the new survey conducted for historic properties (fully documented in the *WB I-70 PPSL Historic Resources Technical Report* [CDOT 2018a]). These historic properties are listed in Table 1 of this document.
- Review of ownership data to determine which of the non-historic resources is potentially protected by Section 4(f). Privately owned resources are not protected. On-street shared trails are not protected. The Mt. Evans Scenic Byway is not protected.
- Overlay the Proposed Action on the Geographic Information System mapping of the recreational resources mapped in Appendix A of this document.
- Review of the Determination of Effects for historic properties.
- Review of permanent and temporary effects on historic and recreational resources to determine if any of them meet the definition of a Section 4(f) use. A Section 4(f) use can be either a permanent incorporation of land, a temporary occupancy of land or a constructive use. The permanent incorporation of land involves a right-of-way acquisition of Section 4(f) land as part of a transportation project. In other words, the transportation agency or project sponsor directly purchases the property (fee simple acquisition), and the property sustains a permanent impact—typically, changing from Section 4(f) property to a transportation facility. A temporary occupancy of a Section 4(f) property occurs when the land is temporarily affected but the property is returned to its original function after construction. A constructive use occurs when visual, noise or access impacts are so severe that the property can no longer function in its original state. This review is documented in Table 2 of this document.

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## Section 3. Description of the Proposed Action

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The WB PPSL project adds an approximate 12-mile tolled PPSL on WB I-70 between the Veterans Memorial Tunnels (just west of MP 243) and the US 40/I-70 interchange (MP 232). The lane entrance

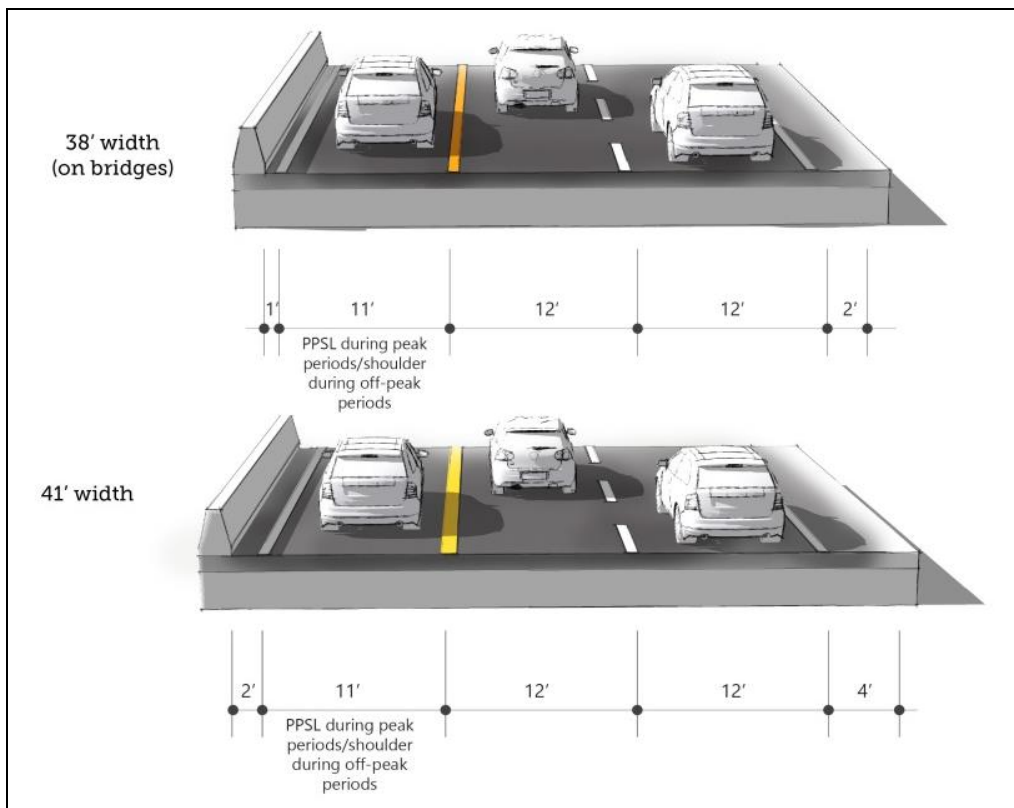


begins approximately 500 feet east of the Veterans Memorial Tunnels portal. The WB PPSL maximizes the use of the existing alignment and infrastructure in order to minimize any new impacts within the project area. The 11-foot lane is open for use only during peak periods, and otherwise serves as the shoulder of the interstate. Use of the WB PPSL is prohibited for trucks, buses, or any vehicle over 25 feet long. Overhead signs showing the lane status and toll rate are located throughout the corridor and at the entrance point.

An ingress/entrance point for traffic coming onto WB I-70 from Idaho Springs is provided approximately 2,500 feet west of Exit 239. An egress point for traffic exiting to Downieville is provided about 4,400 feet east of Exit 235, and an egress point for traffic exiting to US 40 is provided approximately 4,400 feet east of Exit 232.

The WB PPSL ends approximately 1/2 mile west of Exit 232. Figure 2 illustrates the typical cross sections of the Proposed Action.

**Figure 2. WB PPSL Proposed Action Typical Cross Sections**



Source: HDR 2018.

Improvements include:

**I-70 Modifications.** The general purpose lanes and shoulder of WB I-70 are resurfaced and widened in select locations on the existing alignment between approximately MP 241.5 and MP 232 to accommodate a lane on the shoulder during peak travel periods. Drainage enhancements include a storm system for minor and major storm events and water quality facilities. At SH 103, I-70 is slightly realigned to enhance safety and improve drainage.



**SH 103 Interchange Improvements.** Ramp improvements address sight distance problems. The pedestrian sidewalk is improved by adding lighting and a decorative paving buffer adjacent to the existing sidewalk on the SH 103 bridge over I-70. This sidewalk connects to a new sidewalk buffered from 13th Avenue between the interchange ramp and Idaho Street in Idaho Springs.

**Safety Pull-Outs.** A total of seven new safety pull-outs are built—five along WB I-70 and two along EB I-70. One existing safety pull-out on EB I-70 is improved. The intention of these is to provide a space for vehicles to use if they experience a break down and for law enforcement to use.

**Rockfall Mitigation.** Rockfall mitigation measures are added at five locations to reduce the chance of rocks or other debris from falling on travel lanes or shoulders and reduce the potential for crashes and travel disruptions. Rockfall mitigation measures are included in the WB direction at MP 239, MP 238.4, MP 237.1, and MP 236.4, and in the EB direction at MP 240.3.

**Active Traffic Management.** Dynamic signage informs drivers so the WB PPSL is appropriately used to reduce congestion. This innovative design improves mobility.

**Fiber Optic Upgrades.** Fiber optics are designed to accommodate future emerging technologies for autonomous and connected vehicles, improving driver information and emergency response capabilities.

**Dumont Port-of-Entry Interchange.** Merge area improvements to the Dumont interchange acceleration lane includes restriping of I-70 to reduce merge conflicts between truck traffic and the general-purpose lane traffic.



*Dynamic signage*

## Section 4. What are the Potential Section 4(f) Resources in the Study Area?

Table 1 presents a list of the historic properties within the Section 106 Area of Potential Effects (APE) that were reviewed to determine if any of them would result in a Section 4(f) use. This list of properties includes 22 buildings, 3 districts, 3 structures, 7 sites, and 3 linear resources.

**Table 1. Historic Properties within the Area of Potential Effects**

Site No.	Name/Address	Resource Type
5CC.181	Lawson School	Building
5CC.201	Idaho Springs Downtown Commercial District	District
5CC.229	Charlie Tayler Waterwheel	Structure
5CC.231	Miner Street Bridge	Structure
5CC.251	John Gunstrom House	Building
5CC.313	Mill City House	Building
5CC.326	Stanley Consolidated Mine	Site





**Table 1. Historic Properties within the Area of Potential Effects**

Site No.	Name/Address	Resource Type
5CC.328	Big Five Mine	Site
5CC.332	Alma-Lincoln Mine	Site
5CC.339	Maude Munroe Mine/Donna (Dona) Juanita Mine	Site
5CC.427	Central Colorado Railroad	Linear Resource (5 segments in APE)
5CC.654	Dumont School	Building
5CC.985	Darragh Placer	Site
5CC.1151	Mt. Evans Road/SH 103—Segment	Linear Resource (2 segments in APE)
5CC.2002	US HWY 6/40 - Segment	Linear Resource (3 segments in APE)
5CC.2146	W. E. Anderson Store	Building
5CC.2157	Lawson Historic District	District
5CC.2290	Unidentified Mine	Site
5CC.2297.1	Trail	Site
5CC.2377	95 Dumont Lane	Building
5CC.2378	85 Dumont Lane	Building
5CC.2386	25 Dumont Lane	Building
5CC.2389	327 County Road 308	Building
5CC.2390	307 County Road 308	Building
5CC.2396	151 County Road 308	Building
5CC.2398	107 County Road 308	Building
5CC.2399	83 County Road 308	Building
5CC.2432	Log Motel	Building
5CC.2460	2229 Miner Street	Building
5CC.2473	2023 Miner Street	Building
5CC.2475	Graham-Wilkins House	Building
5CC.2476	2009 Miner Street	Building
5CC.2477	2005 Miner Street	Building
5CC.2478	2001 Miner Street	Building
5CC.2479	Goldigger Stadium	Structure
5CC.2485	Roberts Brothers Mercantile Co. Warehouse	Building
5CC.2486	Jones-Cooper-Treder House	Building
5CC.2514	Grass Valley Historic District	District

The study area contains numerous recreational resources, both privately and publicly owned. These are shown on maps in Appendix A and listed in Section 5.1 of the *WB I-70 Peak Period Shoulder Lane Recreation Technical Report*.



The list in Section 5.1 of the *WB I-70 Peak Period Shoulder Lane Recreation Technical Report* has been analyzed to remove the recreational resources that are not protected by Section 4(f). These include privately owned recreational resources, trails or bikeways that are located on-street and shared with vehicular traffic, and the Mt. Evans Scenic Byway. On-road shared roadway trails are not Section 4(f) resources because the trail use is incidental and secondary to the primary use of the resource as a transportation facility. Table 2 contains this new list of recreational resources.

The only publicly owned resources in the study area that are immediately adjacent to I-70 or cross I-70 are:

- Philadelphia Mill Park, which includes trail access to the creek, parking, a shelter, restrooms and a handicap accessible fishing platform. It is adjacent to Spring Gulch Road, south of I-70.
- Gold Digger Football Stadium just west of the SH 103 interchange with I-70, north of I-70.
- Charlie Taylor Water Wheel Park, just east of SH 103 and south of I-70.
- Shelly/Quinn baseball fields, located just west of Exit 241, south of I-70.
- Numerous trail crossings such as the East Idaho Springs trail, the Greenway trail crossing under I-70 just southeast of City Hall, the sidewalk on the SH 103 bridge, the Fall River Road bike route, the Hukill Gulch Trail, and the Scott Lancaster Memorial Trail.

Maps showing these resources are included in Appendix A.

## Section 5. What are the Environmental Consequences?

Table 2 lists the historic and recreational properties in the study area, describes their impacts, and indicates whether or not those impacts constitute a Section 4(f) use. In three cases, there is a temporary impact to a Section 4(f) property but two different exceptions apply: 23 CFR 774.13(d) for two trail crossings and 23 CFR 774.13(a) for maintenance of a historic property. In no cases are the noise, visual, or access impacts so severe as to cause a constructive use of the property.

**Table 2. Historic and Recreational Properties in the Study Area**

Site Identification	Resource Type	Impact	Section 4(f) Use
5CC.181 Lawson School	Building—Eligible for inclusion on the National Register of Historic Places	There is no direct effect. The project is expected to have minor temporary noise and visual effects during construction. The Section 106 effect is not adverse.	No use because all effects are indirect.
5CC.201 Idaho Springs Downtown Commercial District	District—Eligible for inclusion on the National Register of Historic Places	Minor visual effects will occur from signs, improvements to Exit 240, and changes to the rail on SH 103. There are temporary visual and noise, effects during construction. Temporary	No use because all effects are indirect.



**Table 2. Historic and Recreational Properties in the Study Area**

Site Identification	Resource Type	Impact	Section 4(f) Use
		access to and use of the parking lot impacts (located outside of the historic district) will occur during construction. The Section 106 effect is not adverse.	
5CC.229 Charlie Tayler Waterwheel	Structure—Eligible for inclusion on the National Register of Historic Places	There are temporary visual and noise effects during construction. The Section 106 effect is not adverse.	No use because all effects are indirect.
5CC.231 Miner Street Bridge	Structure—Eligible for inclusion on the National Register of Historic Places	New guardrail is partially visible from the property, but there is existing guardrail in this area. There are temporary visual and noise effects during construction. The Section 106 effect is not adverse.	No use because all effects are indirect.
5CC.251 John Gunstrom House	Building—Eligible for inclusion on the National Register of Historic Places	Minimal permanent visual effects with the addition of a new sign and nearby walls and barriers. There are temporary visual and noise effects during construction. The Section 106 effect is not adverse.	No use because all effects are indirect.
5CC.313 Mill City House	Building—Eligible for inclusion on the National Register of Historic Places	Minimal permanent visual effects with the addition of the new sign and additional pavement. There are temporary visual and noise effects during construction. The Section 106 effect is not adverse.	No use because all effects are indirect.
5CC.326 Stanley Consolidated Mine	Site—Eligible for inclusion on the National Register of Historic Places	Permanent visual effects include the addition of two new signs and median walls. There are temporary visual and noise effects during construction. The Section 106 effect is not adverse.	No use because all effects are indirect.
5CC.328 Big Five Mine	Site—Eligible for inclusion on the National Register of Historic Places	The existing noise wall and grade difference obscures the view of the site features from the interstate. The majority of project features are not	No use because all effects are indirect.



**Table 2. Historic and Recreational Properties in the Study Area**

Site Identification	Resource Type	Impact	Section 4(f) Use
		visible either to or from the Big Five Mine site. There are temporary visual and noise effects during construction. The Section 106 effect is not adverse.	
5CC.332 Alma-Lincoln Mine	Site—Eligible for inclusion on the National Register of Historic Places	Permanent visual effects include the addition of new partially visible signs to both the northeast and southeast and the median walls. There are temporary visual and noise effects during construction. The Section 106 effect is not adverse.	No use because all effects are indirect.
5CC.339 Maude Munroe Mine/Donna (Dona) Juanita Mine	Site—Eligible for inclusion on the National Register of Historic Places	Permanent visual effects include the addition of a partially visible co-located sign to the west and two new signs to the southeast. There are temporary visual and noise effects during construction. The Section 106 effect is not adverse.	No use because all effects are indirect.
5CC.427 Central Colorado Railroad	Linear Resource—Eligible for inclusion on the National Register of Historic Places	Permanent visual effects include the addition of limited additional paving, re-striping, signage, and replacement guardrail. There are temporary visual and noise effects during construction. The Section 106 effect is not adverse.	No use because all effects are indirect.
5CC.654 Dumont School	Building—Eligible for inclusion on the National Register of Historic Places	Permanent visual effects include the addition of a new sign and additional pavement. There are temporary visual and noise effects during construction. The Section 106 effect is not adverse.	No use because all effects are indirect.
5CC.985 Darragh Placer	Site—Eligible for inclusion on the National Register of Historic Places.	Indirect visual effects include the addition of a new partially visible sign and guardrail. There are temporary visual and noise effects during construction. The Section 106 effect is	No use because no impacts.



**Table 2. Historic and Recreational Properties in the Study Area**

Site Identification	Resource Type	Impact	Section 4(f) Use
		no historic properties affected.	
5CC.1151 Mt. Evans Road/SH 103—Segment	Linear Resource— Eligible for inclusion on the National Register of Historic Places.	Direct work is limited to replacement or resetting of the existing railing, adding a raised concrete strip next to the sidewalk and minor changes to on and off ramps. There are temporary visual and noise effects during construction. The Section 106 effect is not adverse and the State Historic Preservation Officer has concurred with this finding.	The work on this historic resource fits within the definition of an exception to Section 4(f) because it is restoration, rehabilitation, or maintenance of a transportation facility that is eligible for inclusion in the National Register of Historic Places. This exception is 23 CFR 774.13(a).
5CC.2002 US HWY 6/40 - Segment	Linear Resource (3 segments)—Eligible for inclusion on the National Register of Historic Places	WB I-70 is re-striped in the vicinity of segments 5CC.2002.1 and 5CC.2002.3, but no additional paving is added. There are temporary visual and noise effects during construction. The Section 106 effect is no historic properties affected.	No use because no impacts.
5CC.2146 W. E. Anderson Store	Building—Eligible for inclusion on the National Register of Historic Places	Minimal visual effects because of the addition of a new sign. There are temporary visual and noise effects during construction. The Section 106 effect is not adverse.	No use because effects are indirect.
5CC.2157 Lawson Historic District	District—Eligible for inclusion on the National Register of Historic Places	Minimal visual effects because of new signage, retaining wall and pavement. The retaining wall is partially below grade. There are temporary visual and noise effects during construction. The Section 106 effect is not adverse.	No use because effects are indirect.
5CC.2290 Unidentified Mine	Site—Eligible for inclusion on the National Register of Historic Places	Because of the distance of the site from the project area and the dense foliage on the hillside screening the site, no temporary or permanent, direct or indirect effects occur. The Section 106 effect is no	No use because no impact.



**Table 2. Historic and Recreational Properties in the Study Area**

Site Identification	Resource Type	Impact	Section 4(f) Use
		historic properties affected.	
5CC.2297.1 Trail	Site—Eligible for inclusion on the National Register of Historic Places	I-70 is only partially visible from the trail segment. Minimal visual effects from the addition of new signs, additional paving, and guardrails. There are temporary noise and visual effects during construction. The Section 106 effect is not adverse.	No use because all effects are indirect.
5CC.2377 95 Dumont Lane	Building—Eligible for inclusion on the National Register of Historic Places	Because of the distance from I-70 and intervening development, no temporary or permanent direct or indirect effects to this resource. The Section 106 effect is no historic properties affected.	No use because no impact.
5CC.2378 85 Dumont Lane	Building—Eligible for inclusion on the National Register of Historic Places	Because of the distance from I-70 and intervening development, no effects occur. The Section 106 effect is no historic properties affected.	No use because no impact.
5CC.2386 25 Dumont Lane	Building—Eligible for inclusion on the National Register of Historic Places	Because of the distance from I-70 and intervening development, no effects occur. The Section 106 effect is no historic properties affected.	No use because no impacts.
5CC.2389 327 County Road 308	Building—Eligible for inclusion on the National Register of Historic Places	Minimal visual effects from the addition of a new sign to the west. There are temporary visual and noise effects during construction. The Section 106 effect is not adverse.	No use because effects are indirect.
5CC.2390 307 County Road 308	Building—Eligible for inclusion on the National Register of Historic Places	Minimal visual effects from the addition of new signs and pavement. There are temporary noise and visual effects during construction. The Section 106 effect is not adverse.	No use because effects are indirect.
5CC.2396 151 County Road 308	Building—Eligible for inclusion on the National Register of Historic Places	Minimal visual effects because of the addition of signage, additional pavement and guardrail.	No use because all effects are indirect.



**Table 2. Historic and Recreational Properties in the Study Area**

Site Identification	Resource Type	Impact	Section 4(f) Use
		There are temporary noise and visual effects during construction. The Section 106 effect is not adverse.	
5CC.2398 107 County Road 308	Building—Eligible for inclusion on the National Register of Historic Places	Minimal visual effects because of the addition of new signage, additional pavement and guardrail. There are temporary visual and noise effects during construction. The Section 106 effect is not adverse.	No use because all effects are indirect.
5CC.2399 83 County Road 308	Building—Eligible for inclusion on the National Register of Historic Places	Minimal visual effects because of the addition of new signage, pavement and guardrail. There are temporary visual and noise effects during construction. The Section 106 effect is not adverse.	No use because all effects are indirect.
5CC.2432 Log Motel	Building—Eligible for inclusion on the National Register of Historic Places	Minimal visual effects because of the addition of new signage and new shoulder wall and barriers. There are temporary visual and noise effects during construction. The Section 106 effect is not adverse.	No use because effects are indirect.
5CC.2460 2229 Miner Street	Building—Eligible for inclusion on the National Register of Historic Places	The building sits at a lower elevation than I-70 so most views of the project are blocked. The new guardrail and barrier are visible. The barrier helps to minimize traffic noise and visual impacts. There are temporary noise and visual effects during construction. The Section 106 effect is not adverse.	No use because all effects are indirect.
5CC.2473 2023 Miner Street	Building—Eligible for inclusion on the National Register of Historic Places	Minimal visual effects from signage, added walls and barriers. There are temporary noise and visual effects during construction. The Section 106 effect is not adverse.	No use because all effects are indirect.
5CC.2475 Graham-Wilkins House	Building—Eligible for inclusion on the	The building sits at a lower elevation than I-70 so visual effect of signage	No use because all effects are indirect.



**Table 2. Historic and Recreational Properties in the Study Area**

Site Identification	Resource Type	Impact	Section 4(f) Use
	National Register of Historic Places.	and pavement is minimal. The concrete barrier with glare screen is visible, but reduces noise. There are temporary noise and visual effects during construction. The Section 106 effect is not adverse.	
5CC.2476 2009 Miner Street	Building—Eligible for inclusion on the National Register of Historic Places	Minimal visual impacts from signage and pavement. Temporary visual and noise effects during construction. The Section 106 effect is not adverse.	No use because all effects are indirect.
5CC.2477 2005 Miner Street	Building—Eligible for inclusion on the National Register of Historic Places	The building sits at a lower elevation than I-70 so the visual effects from the addition of signage and pavement is minimal. The concrete barrier with glare screen is visible, but reduces noise. There are temporary noise and visual effects during construction. The Section 106 effect is not adverse.	No use because all effects are indirect.
5CC.2478 2001 Miner Street	Building—Eligible for inclusion on the National Register of Historic Places	The building sits at a lower elevation than I-70 so the visual effects from the addition of new signage and pavement is minimal. The concrete barrier with glare screen is visible, but reduces noise. There are temporary noise and visual effects during construction. The Section 106 effect is not adverse.	No use because all effects are indirect.
5CC.2479 Goldigger Stadium	Structure—Eligible for inclusion on the National Register of Historic Places	Most project features in this area are only partially visible resulting in minor visual effects from the new railing on the SH 103 bridge, the Toll Point sign and removal of trees. There are temporary visual and noise effects during construction. . The Section 106 effect is not adverse.	No use because all effects are indirect.





**Table 2. Historic and Recreational Properties in the Study Area**

Site Identification	Resource Type	Impact	Section 4(f) Use
5CC.2485 Roberts Brothers Mercantile Co. Warehouse	Building—Eligible for inclusion on the National Register of Historic Places	The road shifts closer to the building. There are temporary noise and visual effects during construction. The Section 106 effect is not adverse.	No use because all effects are indirect.
5CC.2486 Jones-Cooper-Treder House	Building—Eligible for inclusion on the National Register of Historic Places.	The road shifts closer to the building. There are temporary noise and visual effects during construction. The Section 106 effect is not adverse.	No use because all effects are indirect.
5CC.2514 Grass Valley Historic District	District—Eligible for inclusion on the National Register of Historic Places.	Minor visual effects from the addition of new signage, and a shoulder wall. The new WB PPSL is only partially visible from outbuildings at the southeast corner of the district and has a minimal effect. The barrier along the north side of the westbound lanes has a minimal visual effect. There are temporary noise and visual effects during construction. The Section 106 effect is not adverse.	No use because all effects are indirect.
Empire Junction Spaghetti Ranch Fishing Access	Creek Access— fishing	The access may receive indirect effects of noise from I-70. There are increases in noise, dust, and visual impacts from construction activity.	No use because no conversion to transportation use
Empire Junction Creek Access	Creek Access— fishing	The access may receive indirect effects of noise from I-70. There are increases in noise, dust, and visual impacts from construction activity.	No use because no conversion to transportation use.
Mile Hi Rafting Creek Access	Creek Access— fishing	The access may receive indirect effects of noise from I-70. There are increases in noise, dust, and visual impacts from construction activity.	No use because no conversion to transportation use
White Water Kayak Park & Fishing and Boating Access	Creek Access— fishing/boating	The access may receive indirect effects of noise from I-70. There are increases in noise, dust,	No use because no conversion to transportation use.



**Table 2. Historic and Recreational Properties in the Study Area**

Site Identification	Resource Type	Impact	Section 4(f) Use
		and visual impacts from construction activity.	
Downieville Truck Stop Creek Access	Creek Access—fishing	The access may receive indirect effects of noise from I-70. There are increases in noise, dust, and visual impacts from construction activity.	No use because no conversion to transportation use.
Dumont Bridge Creek Access	Creek Access—fishing	The access may receive indirect effects of noise from I-70. There are increases in noise, dust, and visual impacts from construction activity.	No use because no conversion to transportation use.
Stanley Bridge Creek Access	Creek Access—fishing	The access may receive indirect effects of noise from I-70. There are increases in noise, dust, and visual impacts from construction activity.	No use because no conversion to transportation use.
Weigh Station Creek Access	Creek Access—boating	The access may receive indirect effects of noise from I-70. There are increases in noise, dust, and visual impacts from construction activity.	No use because no conversion to transportation use.
Upper Dumont Creek Access	Creek Access—boating	The access may receive indirect effects of noise from I-70. There are increases in noise, dust, and visual impacts from construction activity.	No use because no conversion to transportation use.
Clear Creek County Fairgrounds Creek Access	Creek Access—boating	The access may receive indirect effects of noise from I-70. There are increases in noise, dust, and visual impacts from construction activity.	No use because no conversion to transportation use.
Outer Limits Creek Access	Creek Access—boating	The access may receive indirect effects of noise from I-70. There are increases in noise, dust, and visual impacts from construction activity.	No use because there is no conversion to transportation use.
Spring Gulch Creek Access	Creek Access—fishing	The access may receive indirect effects of noise from I-70. There are increases in noise, dust, and visual impacts from construction activity.	No use because there is no conversion to transportation use.



**Table 2. Historic and Recreational Properties in the Study Area**

Site Identification	Resource Type	Impact	Section 4(f) Use
Philadelphia Mill Site Creek Access	Creek Access— fishing	The access may receive indirect effects of noise from I-70. There are increases in noise, dust, and visual impacts from construction activity.	No use because there is no conversion to transportation use.
Lawson Whitewater Park Creek Access	Creek Access— boating	The access may receive indirect effects of noise from I-70. There are increases in noise, dust, and visual impacts from construction activity.	No use because there is no conversion to transportation use.
Lawson Tubing Creek Access	Creek Access— tubing	The access may receive indirect effects of noise from I-70. There are increases in noise, dust, and visual impacts from construction activity.	No use because there is no conversion to transportation use.
Clear Creek/Lawson Hole Whitewater Park	Whitewater Park	The park may receive indirect effects of noise from I-70. There are increases in noise, dust, and visual impacts from construction activity.	No use because there is no conversion to transportation use.
Spaghetti Ranch	Park	The park may receive indirect effects of noise from I-70. There are increases in noise, dust, and visual impacts from construction activity.	No use because there is no conversion to transportation use.
Philadelphia Mill Open Space/Park	Park	The culvert extension for Spring Gulch Road may be visible to users of the Philadelphia Mill Site Park, although the extension occurs on the north side of I-70. The park may receive indirect effects of noise from I-70. There are increases in noise, dust, and visual impacts from construction activity.	No use because there is no conversion to transportation use.
Big Five Trailhead	Trailhead /creek access	The trailhead may receive indirect effects of noise. It is located south of Clear Creek along SH 103; therefore, improvements to the SH 103 on-ramp do not affect the trailhead/creek access.	No use because there is no conversion to transportation use.



**Table 2. Historic and Recreational Properties in the Study Area**

Site Identification	Resource Type	Impact	Section 4(f) Use
Charlie Tayler Water Wheel creek access	Creek Access-fishing	The access may receive indirect effects of noise from I-70. There are increases in noise, dust, and visual impacts from construction activity.	No use because there is no conversion to transportation use.
Chicago Creek access	Creek Access-boating	The access may receive indirect effects of noise from I-70. There are increases in noise, dust, and visual impacts from construction activity.	No use because there is no conversion to transportation use.
Anderson Park	Park	The park may receive indirect effects of noise from I-70. There are increases in noise, dust, and visual impacts from construction activity.	No use because there is no conversion to transportation use.
Citizens Park	Park	The park may receive indirect effects of noise from I-70. There are increases in noise, dust, and visual impacts from construction activity.	No use because there is no conversion to transportation use.
Charlie Tayler Water Wheel Park	Park	The park may receive indirect effects of noise from I-70. There are increases in noise, dust, and visual impacts from construction activity.	No use because there is no conversion to transportation use.
Macy/Ruth Mill Park	Park	The park may receive indirect effects of noise from I-70. There are increases in noise, dust, and visual impacts from construction activity.	No use because there is no conversion to transportation use.
Clear Creek Metropolitan Recreation District	Recreation Center	The property may receive indirect effects of noise from I-70. There are increases in noise, dust, and visual impacts from construction activity.	No use because there is no conversion to transportation use.
Playing Field	Playing field	The property may receive indirect effects of noise from I-70. There are increases in noise, dust, and visual impacts from construction activity.	No use because there is no conversion to transportation use.
Carlson Elementary School	School with playground	The property may receive indirect effects of noise from I-70. There are increases in noise, dust,	No use because there is no conversion to transportation use.



**Table 2. Historic and Recreational Properties in the Study Area**

Site Identification	Resource Type	Impact	Section 4(f) Use
		and visual impacts from construction activity.	
Idaho Springs Trail	Biking, off-road, hiking trail	The trail may receive indirect effects of noise from I-70. There are increases in noise, dust, and visual impacts from construction activity.	No use because no conversion to transportation use.
Water Wheel to Forest Service	Biking, off-road, hiking trail	The trail may receive indirect effects of noise from I-70. There are increases in noise, dust, and visual impacts from construction activity.	No use because no conversion to transportation use.
USFS Prospector Trail	Hiking trail	The trail may receive indirect effects of noise from I-70. There are increases in noise, dust, and visual impacts from construction activity.	No use because no conversion to transportation use.
Pine Slope Rd	Biking, motorized vehicle trail	The trail may receive indirect effects of noise from I-70. There are increases in noise, dust, and visual impacts from construction activity.	No use because no conversion to transportation use.
Courtney-Ryley-Cooper Park and Creek/Boating Access	Creek Access - fishing	The access may receive indirect effects of noise from I-70. There are increases in noise, dust, and visual impacts from construction activity.	No use because no conversion to transportation use.
Creek Access(Unknown)	Creek Access—fishing (on property owned by Idaho Springs)	The access may receive indirect effects of noise from I-70. There are increases in noise, dust, and visual impacts from construction activity.	No use because there is no conversion to transportation use.
Idaho Springs Skateboard Park	Skateboard park	The park may receive indirect effects of noise from I-70. There are increases in noise, dust, and visual impacts from construction activity.	No use because there is no conversion to transportation use.
Shelly/Quinn Fields	Ball field	The field may receive indirect effects of noise from I-70. There are increases in noise, dust, and visual impacts from construction activity.	No use because there is no conversion to transportation use.



**Table 2. Historic and Recreational Properties in the Study Area**

Site Identification	Resource Type	Impact	Section 4(f) Use
Heritage Park	Multi-purpose park	The park may receive indirect effects of noise from I-70. There are increases in noise, dust, and visual impacts from construction activity.	No use because there is no conversion to transportation use.
Idaho Springs Visitor Center	Visitor Center	The center may receive indirect effects of noise from I-70. There are increases in noise, dust, and visual impacts from construction activity.	No use because there is no conversion to transportation use.
Scott Lancaster Memorial Trail/Bikeway	Biking, off-road, hiking trail	The trail may receive indirect effects of noise from I-70. There are increases in noise, dust, and visual impacts from construction activity.	No use because there is no conversion to transportation use.
Game Check Area Park	Park	The park may receive indirect effects of noise from I-70. There are increases in noise, dust, and visual impacts from construction activity.	No use because there is no conversion to transportation use.
Connection to Scott Lancaster Memorial Trail	Biking, hiking trail	The trail may receive indirect effects of noise from I-70. There are increases in noise, dust, and visual impacts from construction activity.	No use because there is no conversion to transportation use.
Gilson Gulch Loop	Biking trail	The trail may receive indirect effects of noise from I-70. There are increases in noise, dust, and visual impacts from construction activity.	No use because there is no conversion to transportation use.
Hukill Gulch Trail	Hiking trail and access to the Hukill mine	No permanent impact to trail access.	No use because there is no impact to trail access and no conversion to transportation use.
Crossing of Greenway Trail under I-70 (just east of Idaho Springs City Hall).	Multi-use trail	Direct effects include replacement of asphalt with concrete paving, addition of new LED lights, and beautification type improvements to the slope between the trail and the bridge abutment. Trail is closed during construction. May receive indirect effects of noise and snow falling from I-70.	A Section 4(f) resource. The temporary impact to this property is considered a temporary occupancy and subject to an exception under 23 CFR 774.13(d). See Appendix B of this document for concurrence from the Official with Jurisdiction.



**Table 2. Historic and Recreational Properties in the Study Area**

Site Identification	Resource Type	Impact	Section 4(f) Use
Idaho Springs Gold Digger Football Stadium	High school football stadium	The proposed action includes removal of trees between I-70 and the playfield.	No use because there is no conversion to transportation use.
East Idaho Springs Trail Box Culvert Crossing Under I-70	Culvert that runs under I-70 just west of the ballfields	Box culvert extended north by 4 feet causing a 3-month closure. Lighting added and drainage improvements both enhance safety.	A Section 4(f) resource. The temporary impact to this property is considered a temporary occupancy and subject to an exception under 23 CFR 774.13(d). See Appendix B of this document for concurrence from the Official with Jurisdiction.
Mt. Evans Scenic Byway (with 10-foot sidewalk on bridge)	Byway and on-road bicycle route (paved)	Detour and closures during construction.	Not Section 4(f) because Scenic Byway designation is not intended to create a park or recreation area within the meaning of Section 4(f).

## Section 6. References

- CDOT. 2009. I-70 Mountain Corridor Context Sensitive Solutions. Accessed January 22, 2018, at: <https://www.codot.gov/projects/contextsensitivesolutions>.
- — —. 2011. I-70 Mountain Corridor Final Programmatic Environmental Impact Statement. March. Accessed January 16, 2018, at: [https://www.codot.gov/projects/i-70-old-mountaincorridor/final-peis/final-peis-documents/MainText\\_combined\\_withTabs.pdf](https://www.codot.gov/projects/i-70-old-mountaincorridor/final-peis/final-peis-documents/MainText_combined_withTabs.pdf)
- — —. 2012. Twin Tunnels Environmental Assessment and Section 4(f) Evaluation. July. Accessed January 24, 2018, at: [https://www.codot.gov/library/studies/i70twintunnels-environmental-assessment/TwinTunnels\\_EA\\_July2012.pdf/view](https://www.codot.gov/library/studies/i70twintunnels-environmental-assessment/TwinTunnels_EA_July2012.pdf/view).
- — —. 2014. EB I-70 Peak Period Shoulder Lane Recreational Resources Technical Memorandum. April. Accessed January 16, 2018, at: <https://www.codot.gov/projects/i70mtnppsl/i-70-ppsl-categorical-exclusion/appendix-d-tech-memos/recreational-resources-tm-final-041614-ebook.pdf/view>
- — —. 2018a. WB I-70 Peak Period Shoulder Lane Historic Resources Technical Report.
- — —. 2018b. WB I-70 Peak Period Shoulder Lane Recreation Technical Report
- FHWA. 2011. I-70 Mountain Corridor Final Programmatic Environmental Impact Statement Record of Decision. June. Accessed January 16, 2018, at: [https://www.codot.gov/projects/i-70-old-mountaincorridor/documents/Final\\_I70\\_ROD\\_Combined\\_061611maintext.pdf](https://www.codot.gov/projects/i-70-old-mountaincorridor/documents/Final_I70_ROD_Combined_061611maintext.pdf).

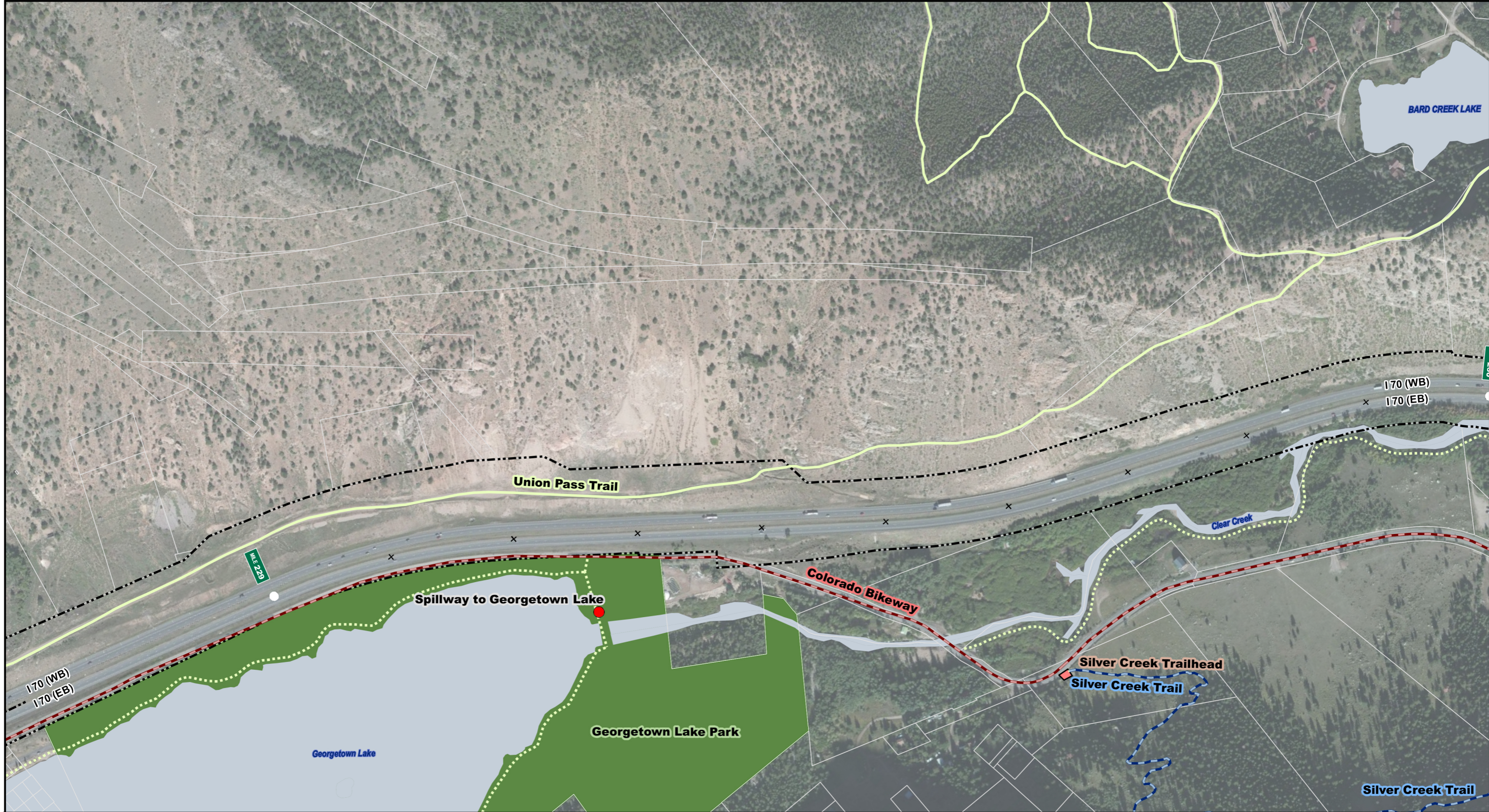


Appendix A.

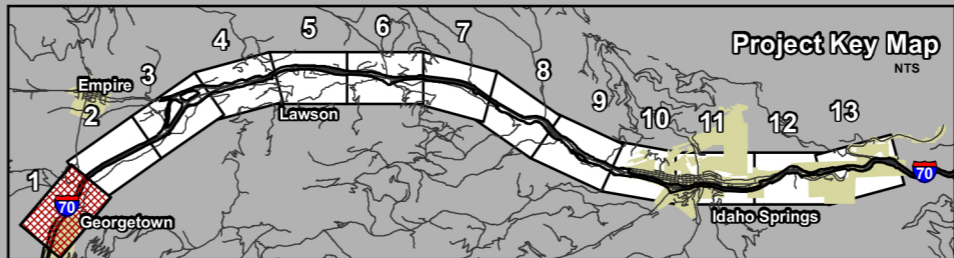
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- Existing Creek Access
- PPSL Project Bike Trails
- - - Colorado Bikeway
- Other Existing Trails
- - - Other Proposed Trails
- Parks
- USFS Facilities
- Recreational Facilities
- Trailhead
- Campground
- CDOT Right-of-Way
- Parcel



### Existing Recreational Resources

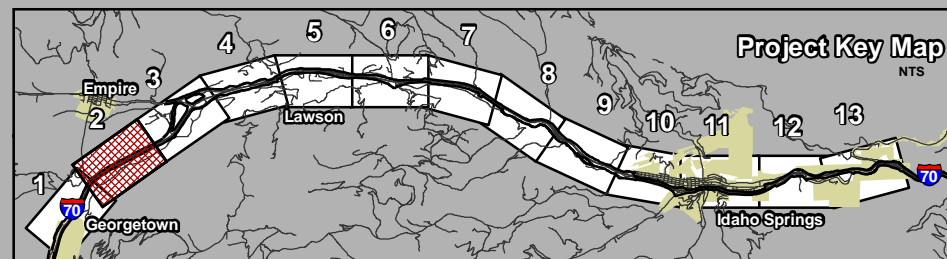
Sheet 1 of 13  
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- Existing Creek Access
- PPSL Project Bike Trails
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- Parcel



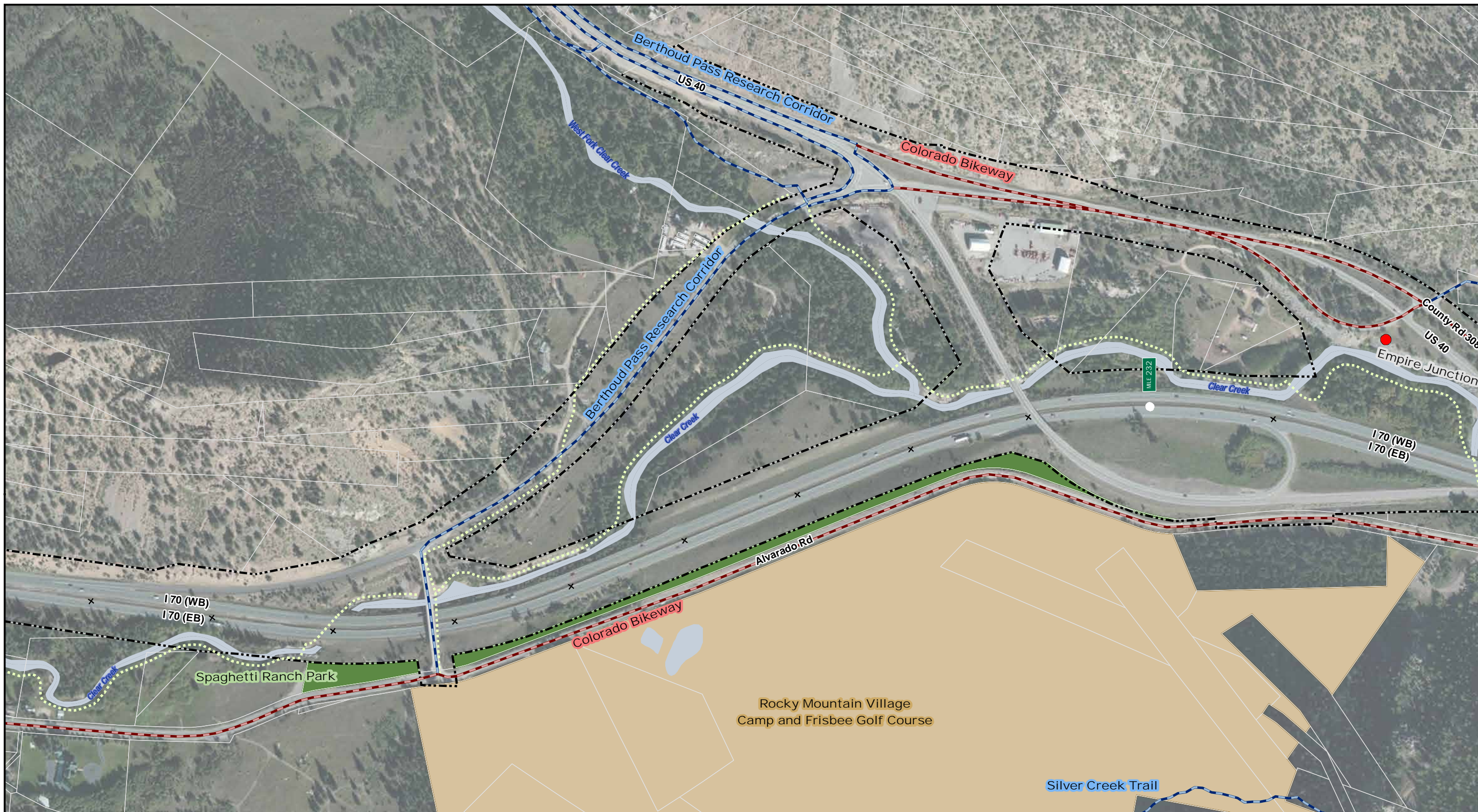
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Sheet 2 of 13  
1/6/2014

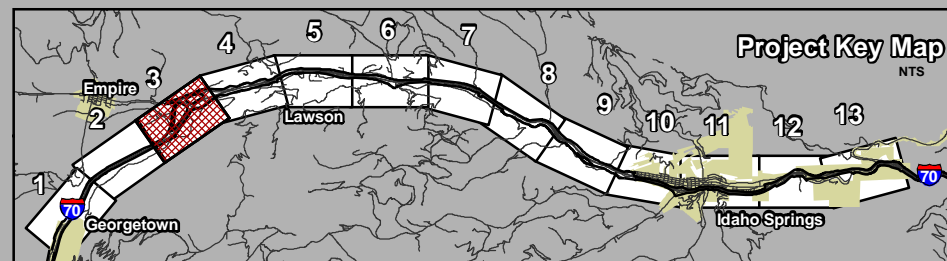


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- Existing Creek Access
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- Recreational Facilities
- Trailhead
- Campground
- CDOT Right-of-Way
- Parcel



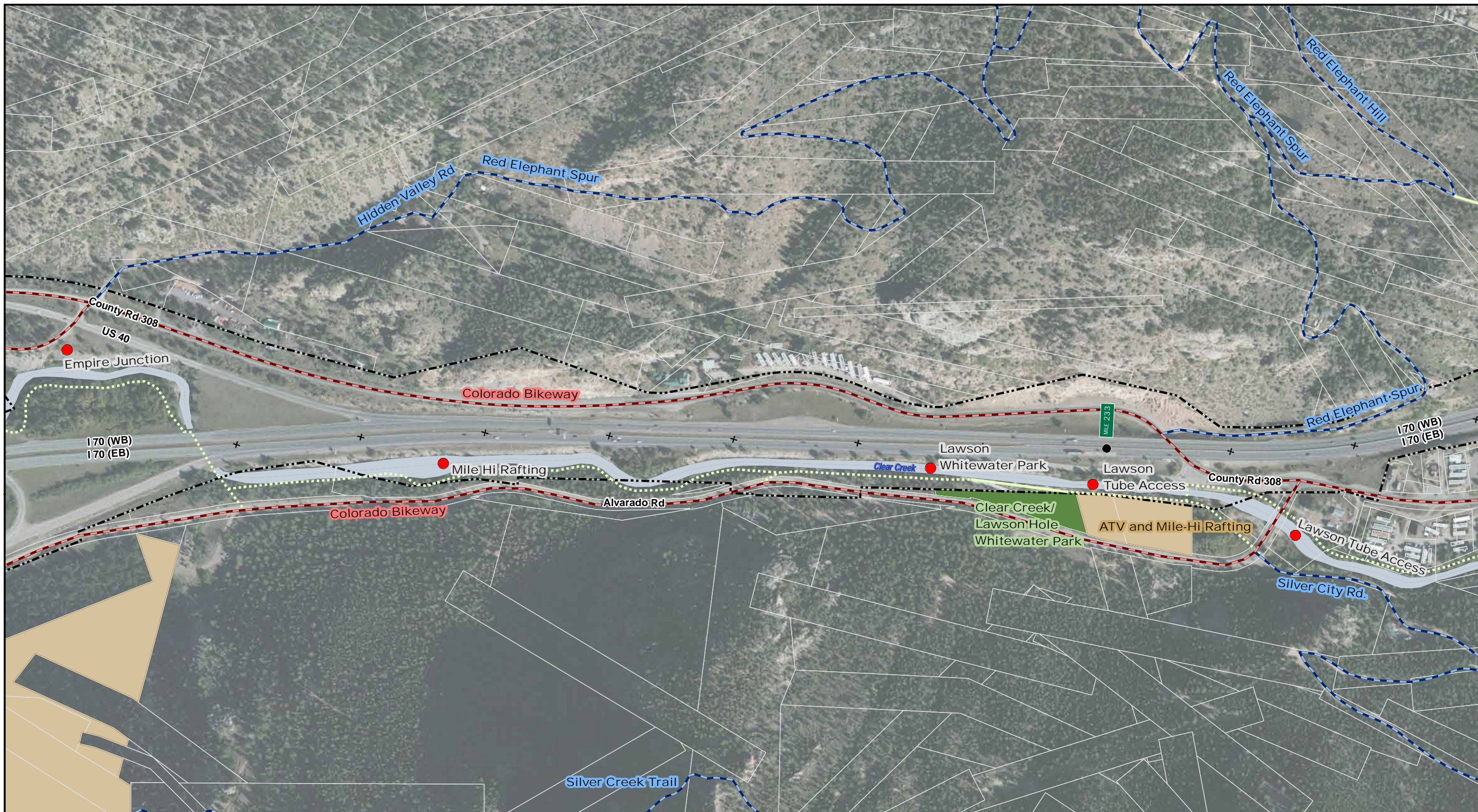
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Sheet 3 of 13  
1/6/2014

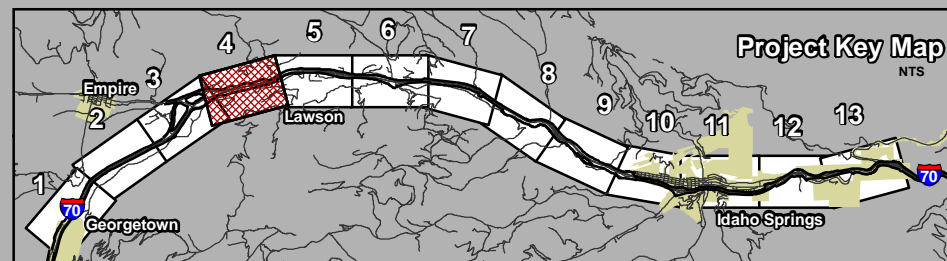


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|--------------------------|-------------------------|-------------------|
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| PPSL Project Bike Trails | USFS Facilities         | Parcel            |
| Colorado Bikeway         | Recreational Facilities |                   |
| Other Existing Trails    | Trailhead               |                   |
| Other Proposed Trails    | Campground              |                   |



**Existing Recreational Resources**

Sheet 4 of 13  
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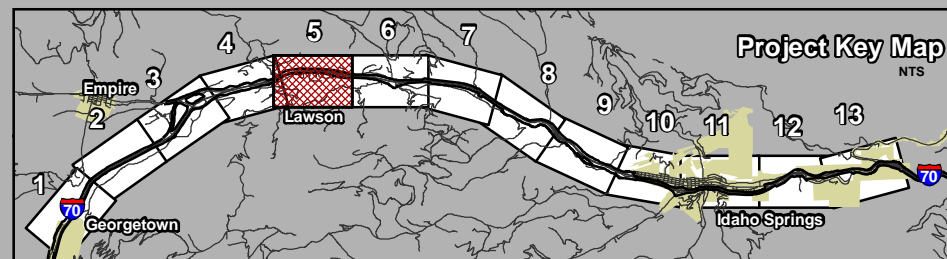


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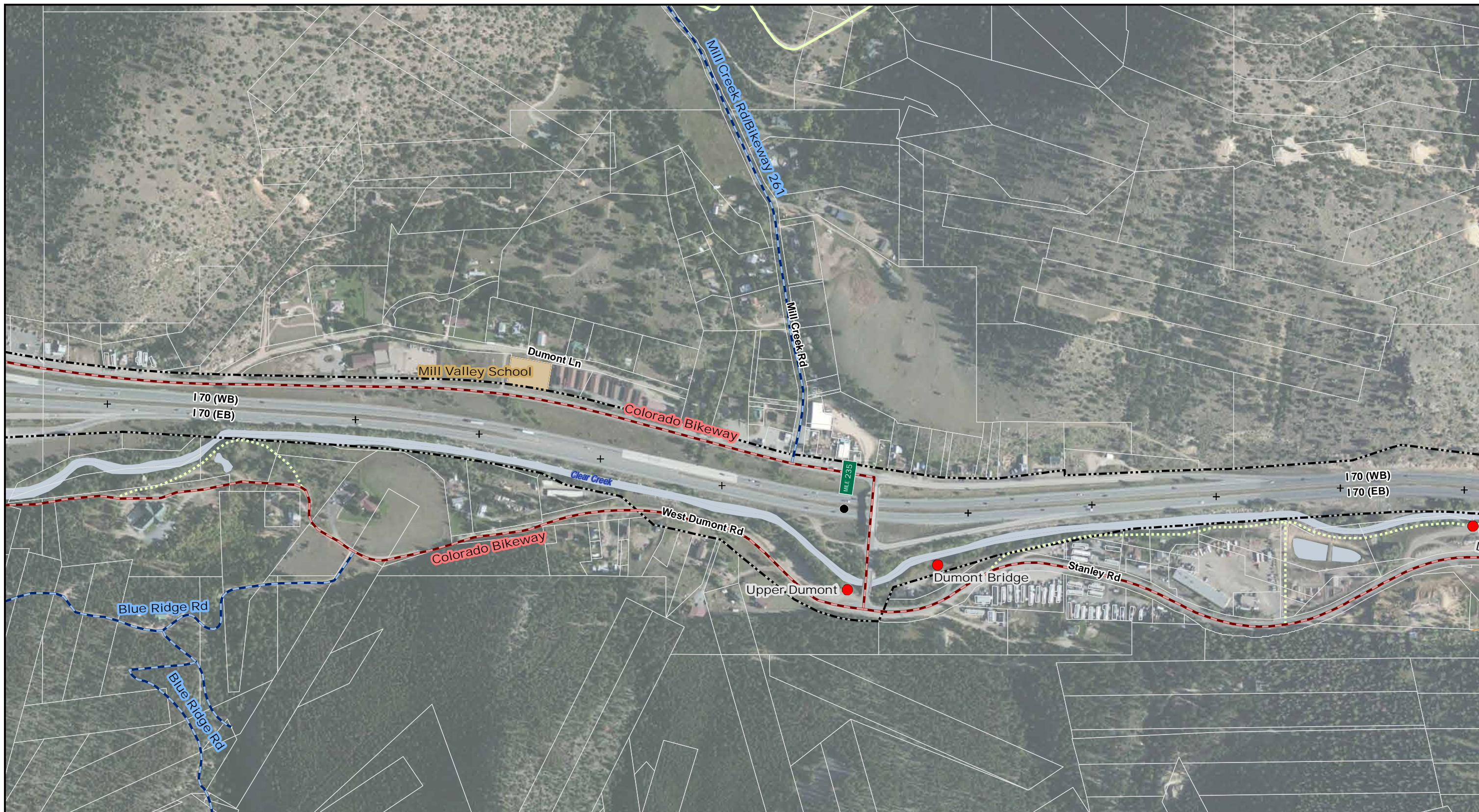
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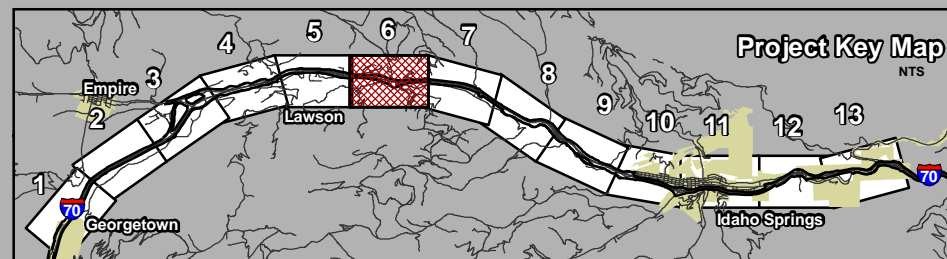


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- — PPSL Project Bike Trails
- - - Colorado Bikeway
- — — Other Existing Trails
- - - - Other Proposed Trails
- Parks
- USFS Facilities
- Recreational Facilities
- Trailhead
- Campground
- CDOT Right-of-Way
- Parcel



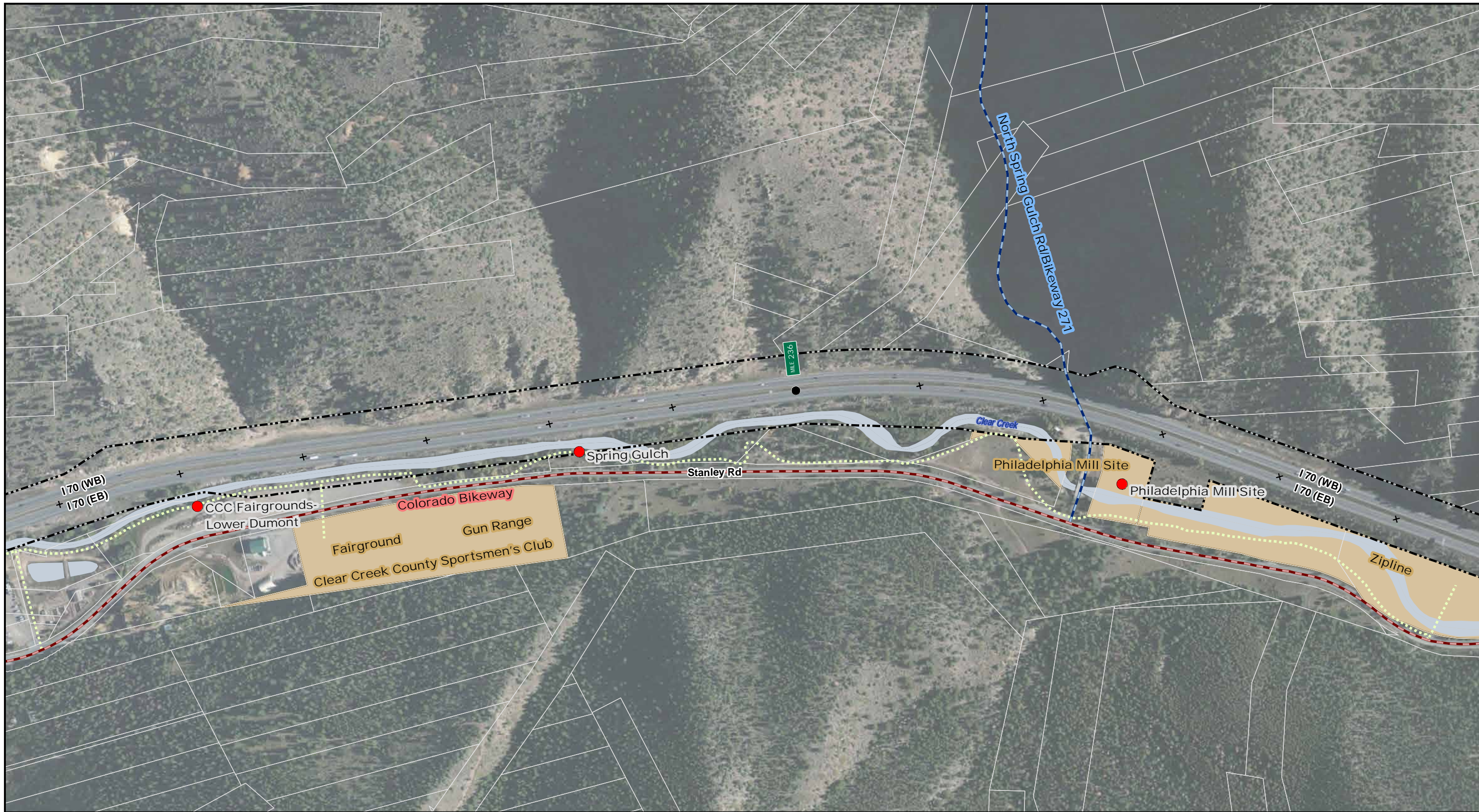
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Sheet 6 of 13  
1/6/2014

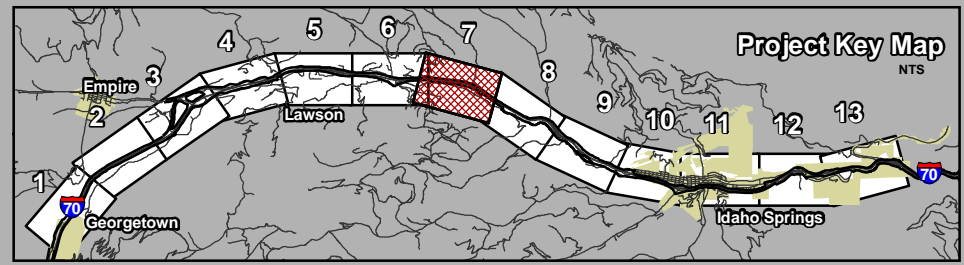


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- Existing Creek Access
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- - - Colorado Bikeway
- Other Existing Trails
- - - Other Proposed Trails
- Parks
- USFS Facilities
- Recreational Facilities
- Trailhead
- Campground
- CDOT Right-of-Way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



### Existing Recreational Resources

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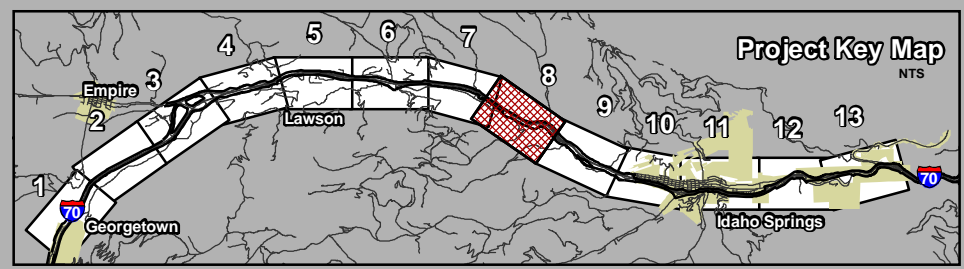
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To Rock Climbing and Bouldering Areas

- 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



### Existing Recreational Resources

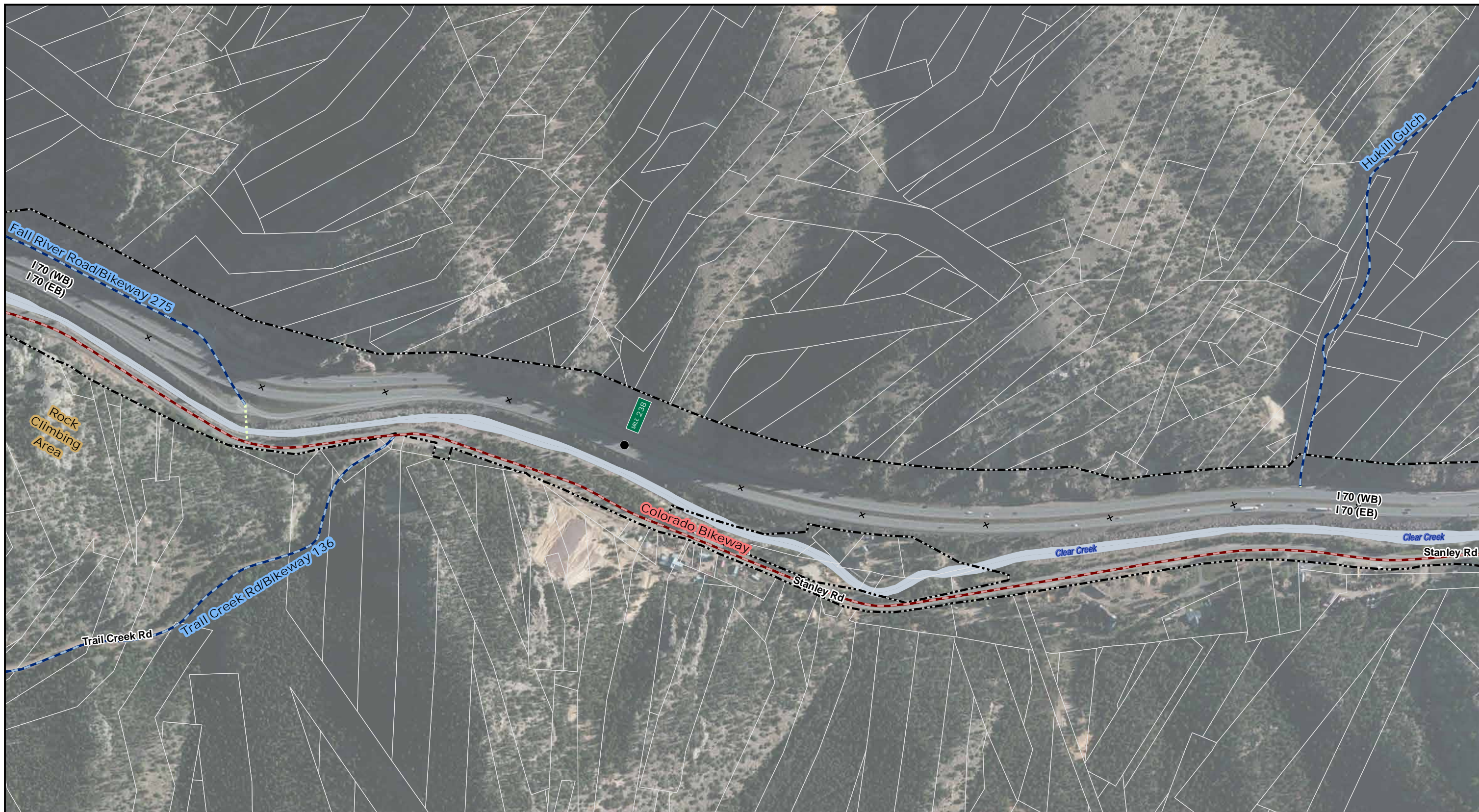
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1/6/2014



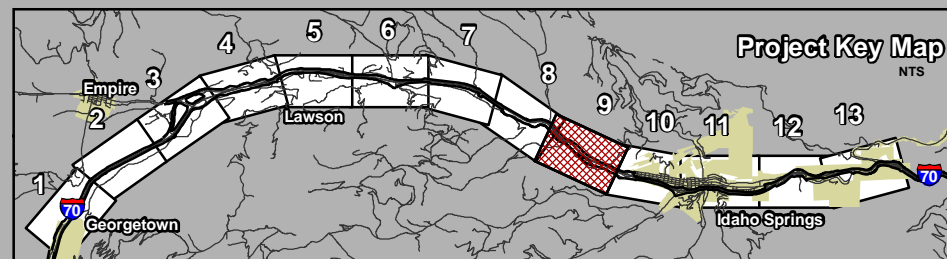
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- Existing Creek Access
- PPSL Project Bike Trails
- - - Colorado Bikeway
- Other Existing Trails
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- Parks
- USFS Facilities
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- Campground
- - -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



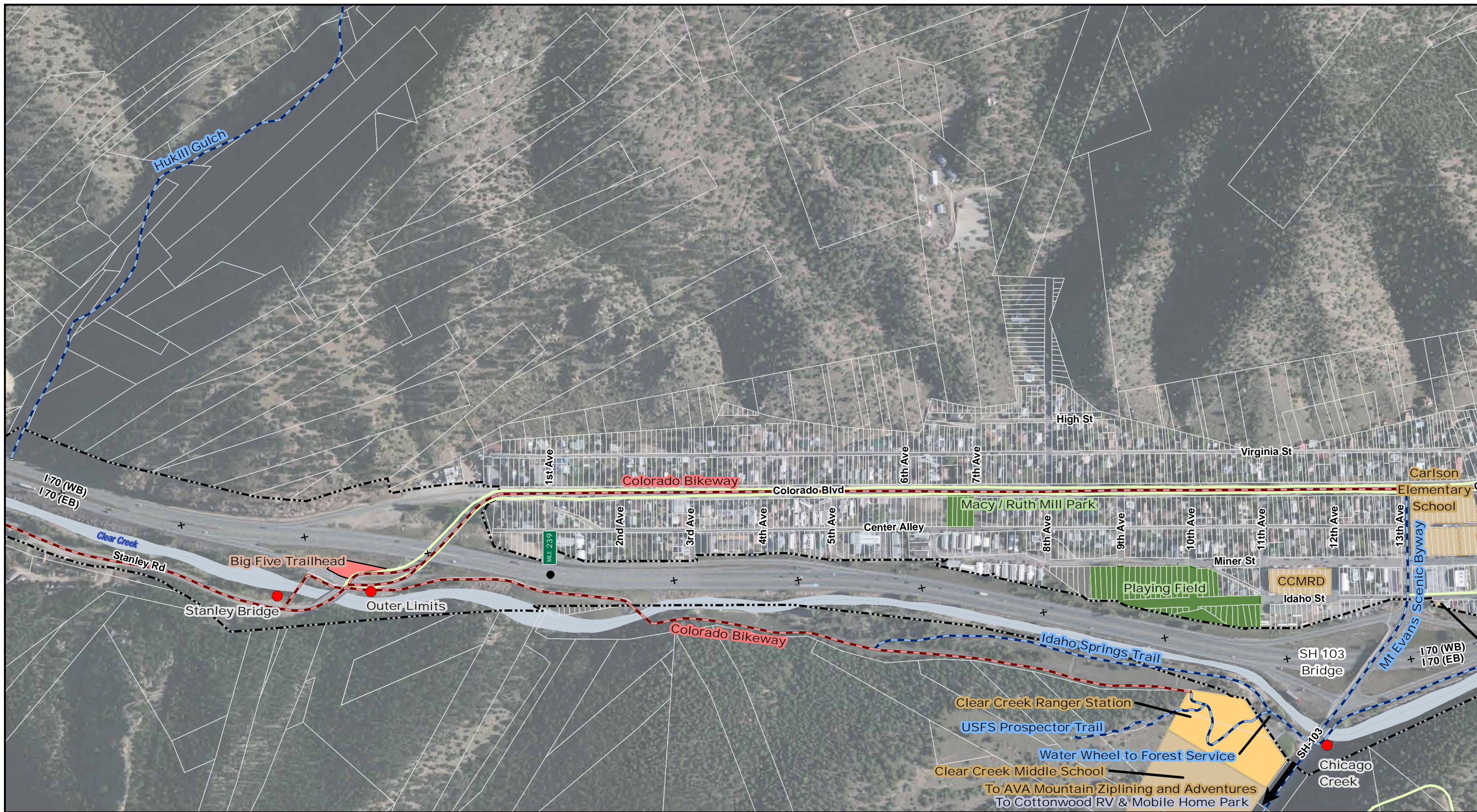
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Sheet 9 of 13  
1/6/2014

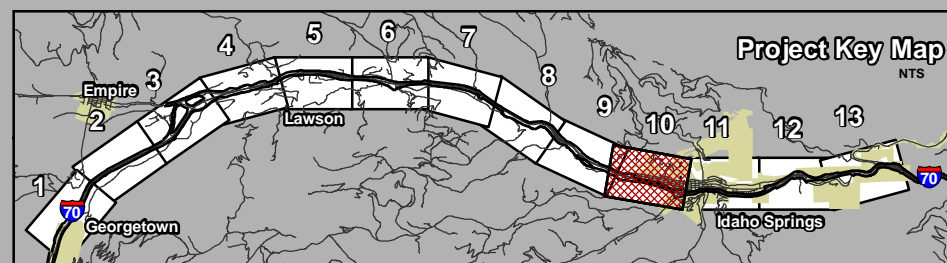


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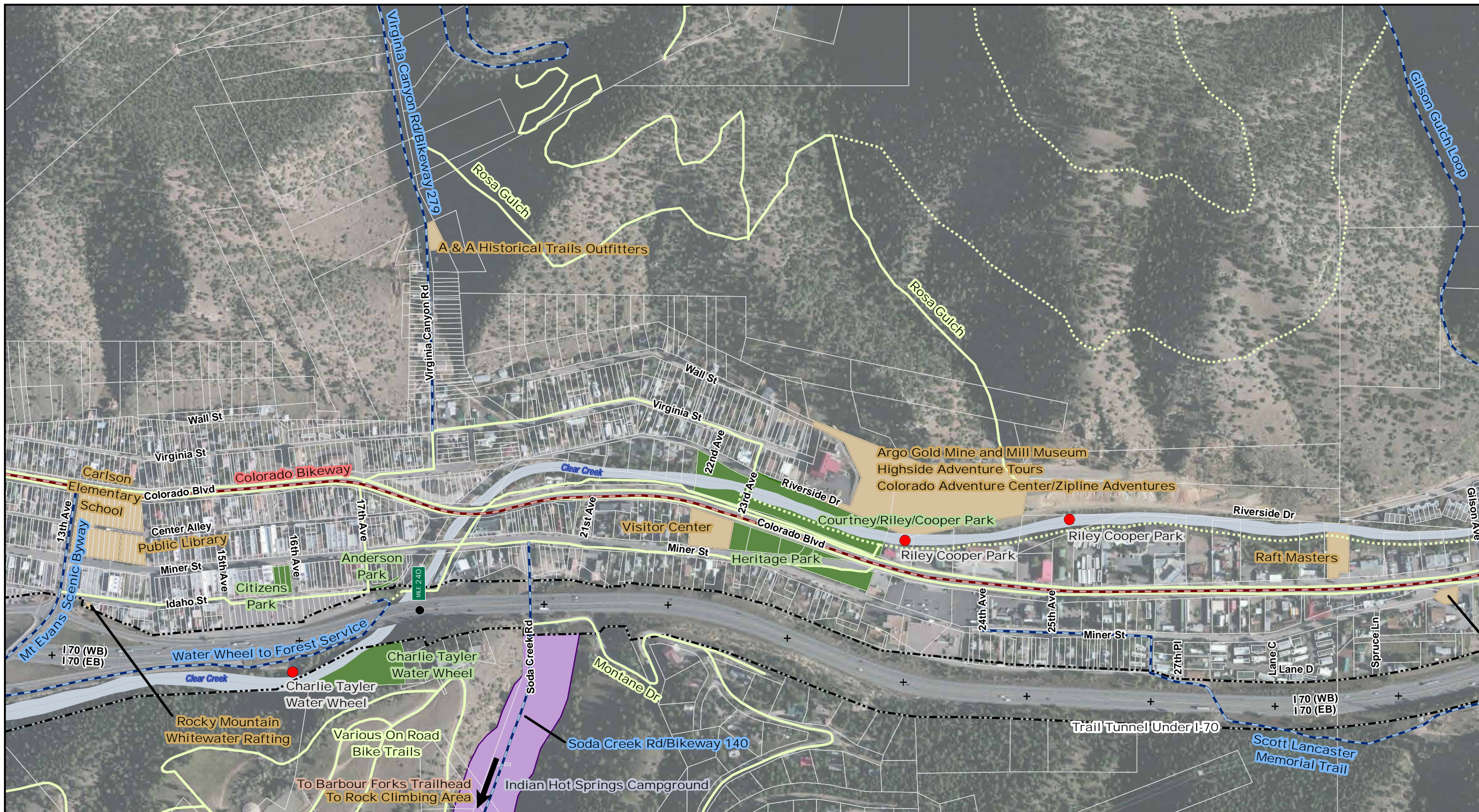
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1/6/2014

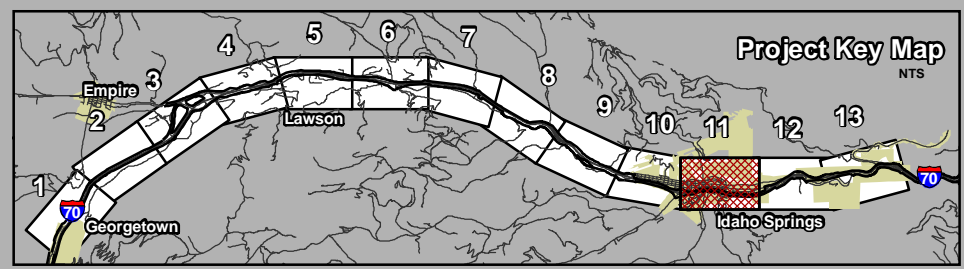


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- Existing Creek Access
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- Trailhead
- Campground
- CDOT Right-of-Way
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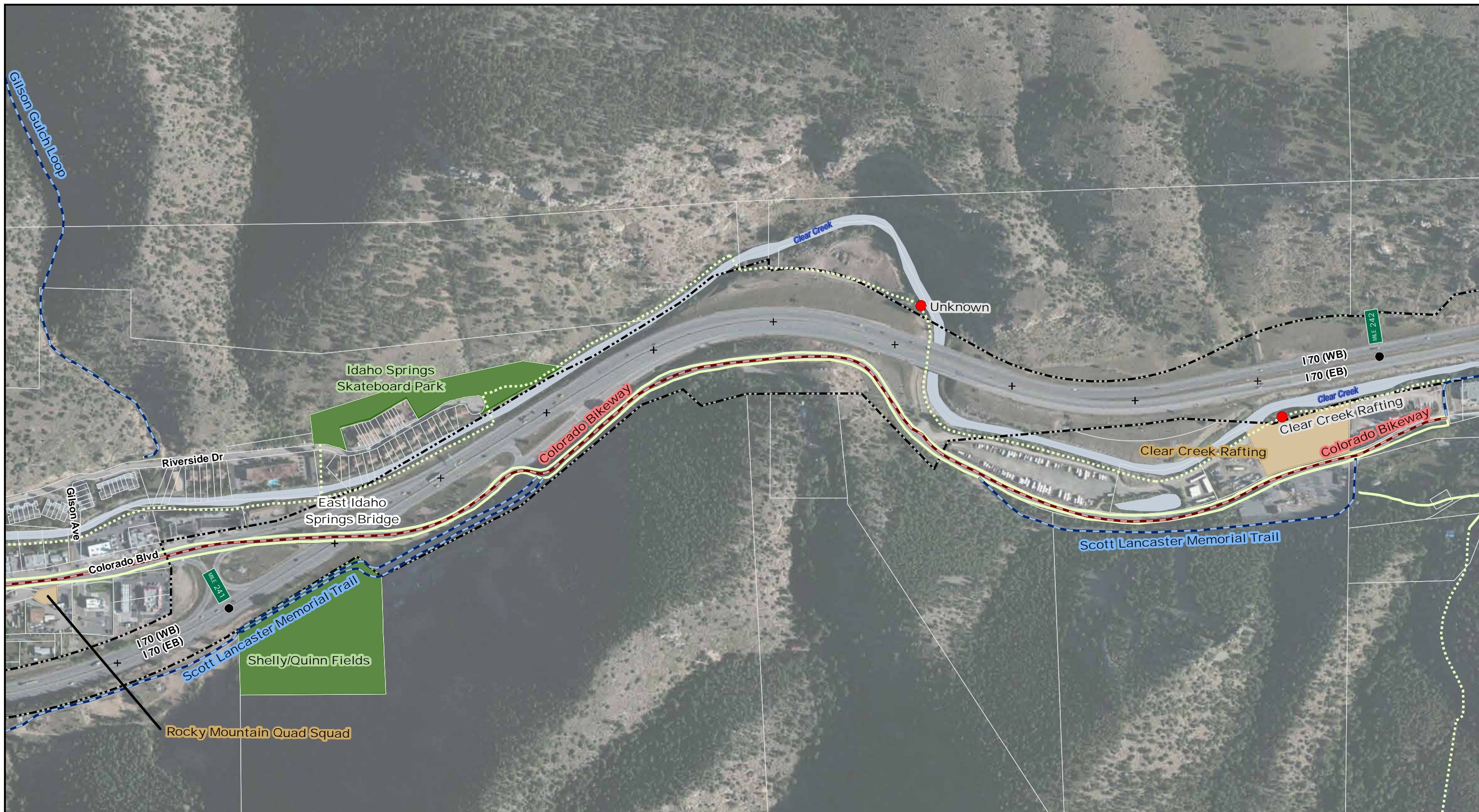


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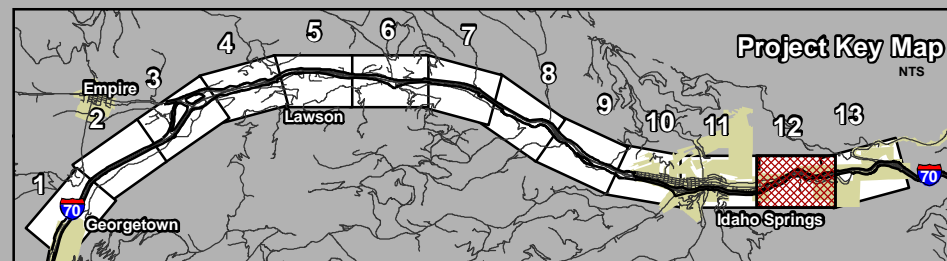
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1/6/2014



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- Colorado Bikeway
- Other Existing Trails
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- Parks
- USFS Facilities
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- CDOT Right-of-Way
- Parcel



**Existing Recreational Resources**

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1/6/2014

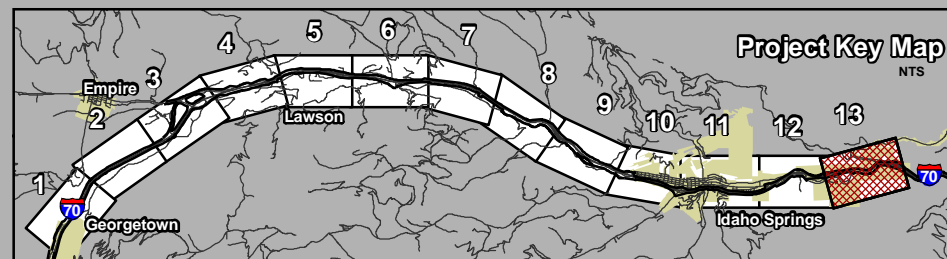


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- Existing Creek Access
- PPSL Project Bike Trails
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- CDOT Right-of-Way
- Parcel



**Existing Recreational Resources**

Sheet 13 of 13  
1/6/2014



Source: Clear Creek County, CDOT & HDR



Appendix B.

## Documentation of Coordination with Officials with Jurisdiction



**COLORADO**

**Department of Transportation**

Region 1 West Program  
425A Corporate Circle  
Golden, CO 80401

October 22, 2018

Andrew Marsh  
City Administrator  
City of Idaho Springs  
1711 Miner Street  
Idaho Springs, CO 80452

**SUBJECT: 21893 Westbound Peak Period Shoulder Lane Project  
Request for Concurrence for Section 4(f) Temporary Occupancy  
East Idaho Springs Trail and Clear Creek Greenway**

Dear Mr. Marsh:

The Colorado Department of Transportation (CDOT) is proceeding with design and environmental analysis for the Westbound Peak Period Shoulder Lane (WB PPSL) project. This letter constitutes a request to you for review and concurrence for a Section 4(f) Temporary Occupancy for the WB PPSL project as it relates to the East Idaho Springs Trail and Clear Creek Greenway. Below is a description of the project and an explanation of Section 4(f).

The Federal Highway Administration (FHWA), in cooperation with CDOT, is preparing a Categorical Exclusion for proposed changes to the WB lanes of Interstate 70 (I-70) between approximately milepost (MP) 230 and MP 243, in Clear Creek County, Colorado. The project includes the addition of a 12-mile tolled PPSL between east Idaho Springs and the U.S. Highway 40 (US 40)/I-70 interchange in the WB direction and improvements to the State Highway (SH) 103 interchange.

These improvements overlap with the East Idaho Springs Trail (Figure 1) and Clear Creek Greenway (Figure 2). The East Idaho Springs Trail and Clear Creek Greenway 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.

**East Idaho Springs Trail:** The portion of the East Idaho Springs Trail that is affected is the box culvert crossing that runs under I-70 just west of the ballfields. The box culvert will be extended north by 4 feet, causing an approximate 3-month-long closure. Lighting will be added and drainage improvements will be made, which both enhance safety for users of the trail. During construction of these improvements, pedestrians and bicyclists will be detoured to cross I-70 at the Exit 241 bridge.



**Clear Creek Greenway:** Direct effects to the Clear Creek Greenway adjacent to Clear Creek just east and south of City Hall will include replacement of asphalt with concrete paving, addition of new LED (or light-emitting diode) lights, and beautification-type improvements to the slope between the trail and the bridge abutment. Additionally, existing chain link fencing will be removed and replaced with pedestrian railing. The trail will be temporarily closed during construction. During this closure, pedestrians and bicyclists will be routed across SH 103 on the sidewalk on the bridge.

**Section 4(f).** Section 4(f) of the U.S. Department of Transportation Act of 1966 affords special protection to parks and recreational resources and requires specific mitigation when these resources are impacted by federally funded transportation projects. The East Idaho Springs Trail and Clear Creek Greenway are recreational resources that are afforded this special protection. However, there are various exceptions to the Section 4(f) requirements, which include temporary occupancies (223 CFR 774.13 [d]). An exception can be applied when the following criteria are met:

1. The duration is temporary; i.e., less than the time needed for construction of the project; and there should be no changes in ownership of the land; and
2. Scope of the work is minor; i.e., both the nature and the magnitude of the changes to the East Idaho Springs Trail and Clear Creek Greenway are minimal; and
3. There are no anticipated permanent adverse physical impacts, nor will there be interference with the protected activities, features, or attributes of the East Idaho Springs Trail and Clear Creek Greenway, on either a temporary or permanent basis; and
4. The land being used 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
5. The official(s) with jurisdiction over the Section 4(f) property agrees in writing that the above criteria have been met.

The time required to complete the improvements to these trails is significantly less than the time required to complete the entire WB PPSL project. There will be no change in land ownership. The scope of this work is minor. The impacts to the trails will be temporary and the areas will be fully restored before project close-out. Additionally, the WB PPSL project will not impact any of the protected activities of the trails or access to the trails. For these reasons, this project meets the criteria listed above.

To acknowledge receipt of this letter and your concurrence with the determination, please provide your signature below.





October 22, 2018  
Andrew Marsh  
Page 3

If you have any questions, please contact me at 720.497.6924 or email me at [vanessa.henderson@state.co.us](mailto:vanessa.henderson@state.co.us).

Sincerely,



Vanessa Henderson  
I-70 Mountain Corridor Environmental Manager

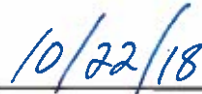
Attachments: Figure 1 and Figure 2

cc: File

I concur:



Mr. Andrew Marsh, City Administrator, Idaho Springs



Date



Figure1: Improvements to East Idaho Springs Trail

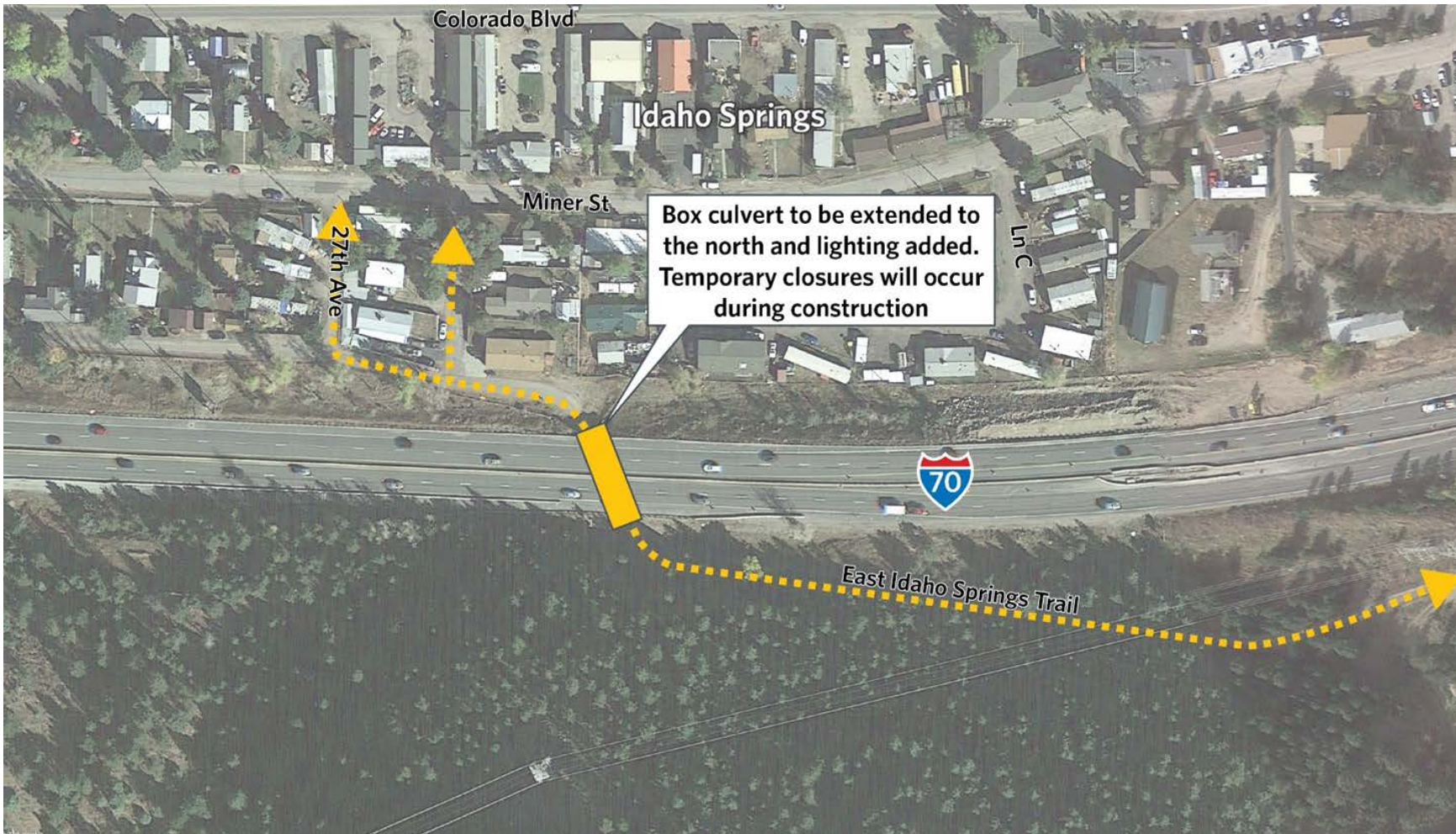
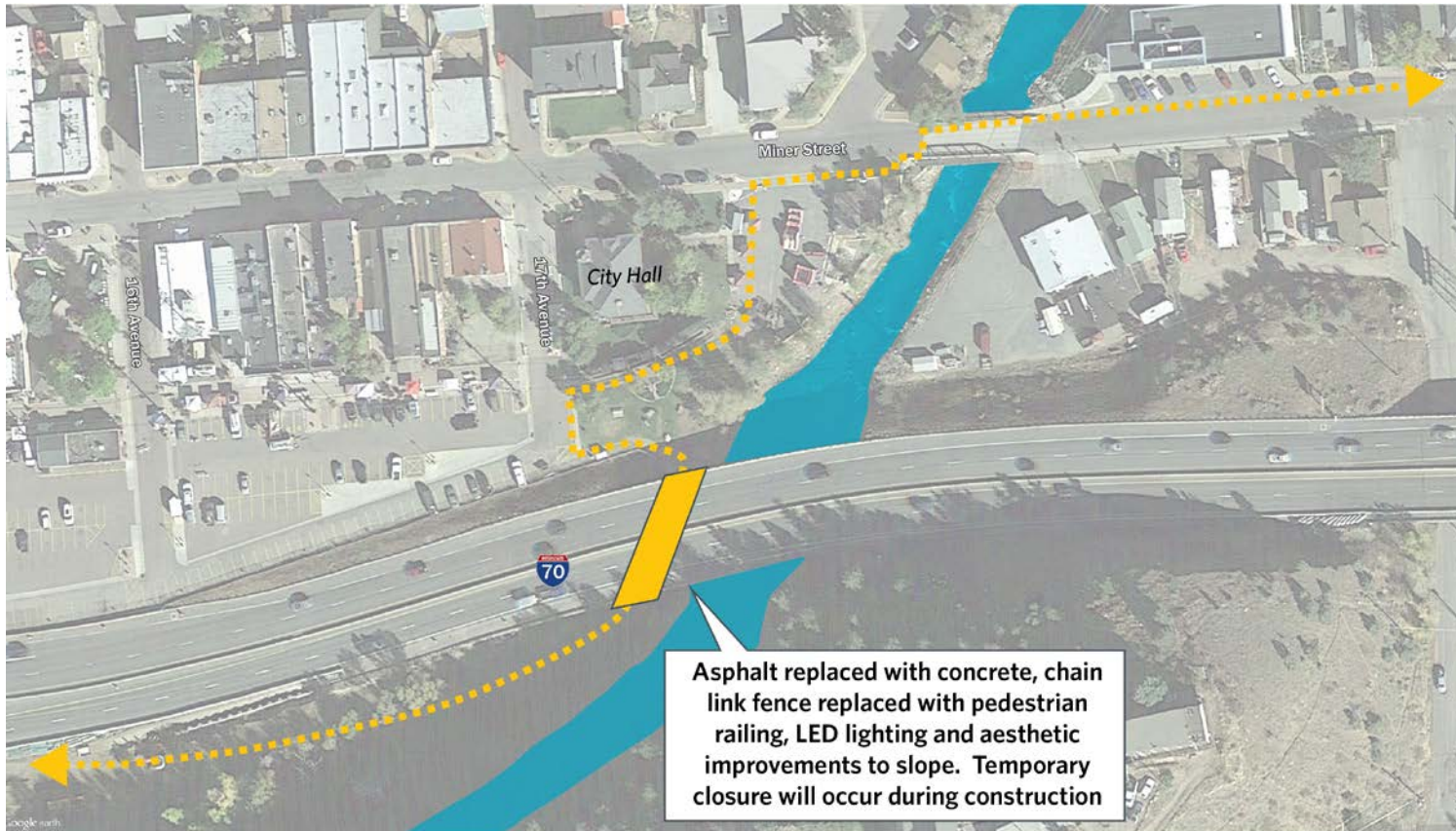


Figure 2: Improvements to Clear Creek Greenway crossing



LEGEND

- Clear Creek
- - - Clear Creek Greenway

