

I-70 Mountain Corridor PEIS Section 4(f) Evaluation Technical Report

August 2010

With Corrections March 2011

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Revision and Errata List

I-70 Mountain Corridor PEIS Section 4(f) Evaluation Technical Report
March 2011

The following list represents revisions to the *I-70 Mountain Corridor PEIS Section 4(f) Evaluation Technical Report* (CDOT, August 2010).

Page	Item
3	Revise last sentence on page to: "It is likely that any noise, visual or access impacts to these Section 4(f) properties will occur within this project footprint, however, during Tier 2 processes, constructive uses may be identified that are outside of this 30-foot buffer zone."
Entire document	The highway segment State Highway 103—Idaho Springs to Echo Lake (also referred to as Mount Evans Road) has been added to the list of historic properties treated as National Register-eligible. Its site number is 5CC.1151.1. All Action Alternatives result in a potential Section 4(f) use of this resource.
Entire document	The Charlie Tayler Waterwheel, a State Register-listed historic resource, has been removed from the list of potential 4(f) properties historic resources because it has been determined officially not eligible for the national Register of Historic Places and, therefore, does not meet the Section 4(f) definition of an historic property. It remains on the list of potential 4(f) properties parks and recreation areas and is also included in Section 3.13, Historic Resources and Native American Consultation . All Action Alternatives result in a potential Section 4(f) use of this resource.
Entire document	The Continental Divide National Scenic Trail, map identification number 381, has been removed from the list of potential 4(f) properties parks and recreation areas. The trail's primary function is not recreation and, therefore, does not meet the Section 4(f) definition for a recreational resource. All Action Alternatives would have affected this trail.
Table 2	The park Georgetown Lake Recreation Area, map identification number 815, has been added to Table 2 as an existing park in the Town of Georgetown; it was inadvertently left out of this table, although it is evaluated in the remainder of the report and is included in the numerical summary of potential uses.

Section 4(f) Evaluation Technical Report

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Table of Contents

Section 1. Purpose of the Report	1
Section 2. Methodology.....	1
2.1 Identification of Historic Properties	1
2.2 Identification of Parks, Recreation Areas, and Wildlife Refuges.....	2
2.3 Potential Use	3
Section 3. Description of Properties	5
3.1 Historic Properties	5
3.1.1 National Register of Historic Places Listed Properties.....	5
3.1.2 State Register of Historic Places Listed.....	8
3.1.3 Nationally Significant Interstate Features	8
3.1.4 Officially National Register Eligible	9
3.1.5 Treated as National Register Eligible.....	11
3.2 Public Parks Recreation Areas and Wildlife Refuges	13
3.2.1 Summary of Potential Parks, Recreation Area and Wildlife Refuge Properties...	13
3.2.2 Parks and Recreation Areas	18
3.2.3 Wildlife Refuges	21
3.2.4 Open Space Properties Not Included in the Section 4(f) Inventory	22
Section 4. Potential Uses of Section 4(f) Properties	23
4.1 Potential Use of Historic Properties	23
4.2 Potential Use of Parks and Recreation Areas	35
4.3 Potential Use of Wildlife Refuges	42
Section 5. Least Harm Data.....	43
Section 6. Agency Coordination.....	48
Section 7. References.....	51

Appendices

- Appendix A. Agency Coordination
- Appendix B. Maps

List of Figures

Figure 1. Historic Properties in the Vicinity of Georgetown-Silver Plume National Historic Landmark District.....	6
Figure 2. Loveland Ski Area.....	16
Figure 3. USFS Clear Creek Visitors Center and Charlie Tayler Water Wheel Park.....	17
Figure 4. Potential Use of Historic Properties	23
Figure 5. Potential Use of Publicly Owned Parks and Recreation Areas.....	35

List of Tables

Table 1. Historic Properties Treated as National Register-Eligible 11
Table 2. Potential 4(f) Properties Parks and Recreation Areas 18
Table 3. Potential 4(f) Properties Wildlife Refuges 21
Table 4. Open Space Not Included in 4(f) Property Inventory 22
Table 5. Potential 4(f) Property Use by Alternative Wildlife Refuges 24
Table 6. Historic Property 4(f) Potential Use by Alternative 24
Table 7. Eisenhower Johnson Memorial Tunnels—I-70 31
Table 8. Colorado Central Railroad 32
Table 9. Denver and Rio Grand Railway Company Line and Western Railroad Segments 33
Table 10. Interstate 70 Segments 34
Table 11. Lusher Ditch 34
Table 12. Potential 4(f) Property Use by Alternative Publicly Owned Parks and
Recreation Areas 36
Table 13. Potential 4(f) Property Use by Alternative Wildlife Refuges 42
Table 14. Comparative Factors for Least Harm Analysis 45
Table 15. Officials with Jurisdictions Comments Identifying Section 4(f) Properties 48

List of Maps (In Appendix B)

Map 1. In the Vicinity of Glenwood Springs B-1
Map 2. In the Vicinity of Glenwood Canyon and Dotsero B-2
Map 3. In the Vicinity of Gypsum and Eagle B-3
Map 4. In the Vicinity of Wolcott B-4
Map 5. In the Vicinity of Edwards and Avon B-5
Map 6. In the Vicinity of Minturn and Vail B-6
Map 7. In the Vicinity of Vail Pass B-7
Map 8. In the Vicinity of Copper Mountain B-8
Map 9. In the Vicinity of Frisco, Silverthorne and Dillon B-9
Map 10. In the Vicinity of Eisenhower Tunnel B-10
Map 11. In the Vicinity of Silver Plume, Georgetown and Empire B-11
Map 12. In the Vicinity of Lawson, Downieville, Dumont and Idaho Springs B-12
Map 13. In the Vicinity of Evergreen and Genesee B-13
Map 14. In the Vicinity of Golden B-14

Section 1. Purpose of the Report

This *I-70 Mountain Corridor PEIS Section 4(f) Evaluation Technical Report* supports the information contained in **Chapter 3, Section 3.14** of the I-70 Mountain Corridor PEIS. It identifies

- Methods used to define Section 4(f) properties in the Corridor;
- Methods used to evaluate potential uses of those properties;
- Information comparing the alternatives; and
- Full documentation of coordination that occurred with Officials with Jurisdiction over the Section 4(f) properties in the Corridor.

Section 2. Methodology

The Colorado Department of Transportation (CDOT) and Federal Highway Administration (FHWA) (lead agencies) used the following approach to identify Section 4(f) properties and to determine whether there is a potential use of those properties:

- A reconnaissance survey of historic sites, publicly owned public parks, recreation areas, and wildlife and waterfowl refuges was conducted within 3 miles on either side of I-70 throughout the study Corridor. This was done twice in the process: initially in 2001-2003 and then again in 2009. There was considerable outreach done in 2009 and 2010 to make sure the inventory data are complete.
- Historic resources and resources that may be historic were identified through a review of existing literature, a file and records search, a “windshield” survey, and input from local communities.
- Parks, recreation and wildlife and waterfowl refuges were identified through searches of community maps, local planning documents and scoping with Officials with Jurisdiction, including the Colorado Division of Wildlife.
- A process of verifying the lists of properties and their significance was undertaken by coordinating with the State Historic Preservation Officer (SHPO) and the Officials with Jurisdiction.
- Section 4(f) properties were treated as having a potential use if they were within the project footprint of alternatives considered in the NEPA process.

The Tier 1 approach has been as inclusive as possible so as not to miss any potential uses to potential Section 4(f) resources. As a result, more detailed analysis at Tier 2 may result in a determination that some properties identified as potential Section 4(f) properties at Tier 1 are not in fact Section 4(f) resources. These changes are unlikely to affect the relative comparison of Section 4(f) use among the Action Alternatives because of the similarity in footprint among many of the alternatives.

2.1 Identification of Historic Properties

Historic resources and resources that may be historic were identified through a review of existing literature, a file and records search, a “windshield” survey, and input from local communities. A records or file search was conducted at the Colorado Office of Archaeology and Historic Preservation for the defined area of potential effect. The original file search was conducted in 2001 and updated in 2003 and in 2009.

The data collection by local input and windshield survey was initiated by contacting local preservation groups and boards. By February 2001, all local and county governments located along the Corridor with historic preservation ordinances or boards had been contacted. These groups were contacted again in

Section 4(f) Evaluation Technical Report

December 2001, with follow-ups in January 2002. This resulted in discussions with residents of Clear Creek County in the summer of 2001 to identify areas of local concern.

A windshield survey is an informal survey that involves drive-by observations without accessing each property directly. The windshield survey along the Corridor identified areas of concern along the Corridor and properties that may not have been previously recorded and appeared to be potentially historic. The study area for the windshield survey extended from Glenwood Springs (milepost 116) to the Clear Creek-Jefferson County line (approximately milepost 247) along I-70. The windshield survey consisted of driving the Corridor, examining United States Geological Survey topographic maps, and comparing the locations identified with previously recorded resources found during the initial Colorado Office of Archaeology and Historic Preservation file search for the project. As another part of this effort, the researchers attempted to verify the locations by local informants and found that some sites previously determined not eligible for the NRHP were still considered important by local residents. The field and public contact work was initially completed during 2001 and then reconfirmed over the next few years.

Section 4(f) applies to historic sites that are listed on, or eligible for, the National Register of Historic Places and may include resources that are of local or state significance if FHWA determines application of Section 4(f) is appropriate. Because the Section 4(f) evaluation is being prepared for a first tier environmental impact statement, properties with unknown eligibility status or significance are being treated as eligible to the National Register of Historic Places and, therefore, are identified as potential Section 4(f) properties.

Historic properties are grouped in the following categories:

- National Register Listed
- State Register Listed
- Nationally Significant Interstate Features
- Officially National Register Eligible
- Treated as National Register Eligible

2.2 Identification of Parks, Recreation Areas, and Wildlife Refuges

Parks, recreation areas, and wildlife and waterfowl refuges were identified through searches of community maps, local planning documents, and extensive scoping with local jurisdictions, land management agencies and agencies such as the Colorado Division of Wildlife. Community maps that were reviewed include the maps produced by municipal and county planning agencies for the purposes of land use, recreation, and resource management. Maps available vary from community to community. Local planning documents reviewed include master plans, land management plans, comprehensive plans, and open space plans. **Appendix A** contains documentation for scoping with local jurisdictions and land management agencies. Local jurisdictions such as Clear Creek and Summit counties assisted in identifying important recreation developments and plans for the future. Land management agencies such as the Colorado Division of Wildlife were concerned about properties managed for the protection of wildlife and wanted to make sure such properties were considered as Section 4(f) properties.

These properties are only considered to be Section 4(f) properties if:

- They are publicly owned;
- The major purposes and functions are as a park, recreation or refuge; and
- There is a potential use of the land.

In addition, the data collection identified future parks or open space areas and determined if they also met the criteria of protection by Section 4(f).

All of the park, recreation, and refuge properties that met these criteria were treated as being significant in accordance with 23 CFR §774.11(c) and are, therefore, considered Section 4(f) properties.

Although open space is usually publicly owned, it is generally not protected by Section 4(f) because it does not meet other criteria required for protection. However, in certain cases the lead agencies identified open space that is managed by the Official with Jurisdiction specifically for recreation, as evidenced by its inclusion in a recreation plan. This is the case for the Silverthorne open space, and for several open space properties included as part of the Clear Creek County Greenway Plan. Open space specifically managed for the protection of habitat and animal species such as Vail Deer Underpass State Wildlife Area and Whisky Creek, has also been included because it fits the criteria of wildlife refuge. The footnote in **Table 2** identifies these properties.

To be subject to Section 4(f) protection, a property must be publicly owned. However, certain privately owned properties were included because they are part of a long range plan for acquisition by the Clear Creek County Open Space Commission.

The boundaries of the Section 4(f) properties were not defined in detail and confirmed with the Officials with Jurisdiction. Rather, outside limits of possible boundaries were identified and placed into the GIS to be used in the subsequent evaluation of potential uses.

2.3 Potential Use

The Section 4(f) Discussion in the *I-70 Mountain Corridor PEIS* (CDOT, 2010) focuses on direct footprint uses (that is instances where a 4(f) property is permanently incorporated into the transportation facility or where a Section 4(f) property is temporarily occupied in a manner that is adverse in terms of the statue's preservation purpose) and does not address the potential for constructive use.

Potential uses were identified by overlaying a project footprint of each alternative on a Geographic Information System (GIS) map containing locations and/or assumed conservative boundaries of historic, parks, recreation areas and wildlife and waterfowl refuges. The project footprint includes the physical footprint of the alternatives plus an additional 30 feet on each side. The 30 feet includes a 15-foot construction disturbance zone and an additional 15-foot sensitivity zone. The construction disturbance zone is the expected limit of cuts into slopes, fills of material, toes of slopes, retaining walls, and other highway improvements related to construction of the project. The project footprint is defined geographically on the maps contained in **Appendix B** of this Technical Report, **Map 1** to **Map 14**

If any portion of an identified Section 4(f) property intersected the project footprint of an alternative, that property was treated as having a potential use. This assumption of potential uses was also defined to include temporary impacts. No attempt was made at the first tier to determine whether an alternative has a temporary occupancy of a Section 4(f) property as compared to a temporary use. All temporary impacts are defined as potential uses for the purposes of the Section 4(f) Discussion.

In addition, because the exact alignment of the alternatives is not known in this first tier study, the project footprint as described above is wide enough to allow for minor design variations that are identified during Tier 2 processes. It is also likely that any noise, visual or access impacts to these Section 4(f) properties will occur within this project footprint, so that the likelihood of identifying a constructive use during Tier 2 processes over and above the potential use already identified in this Discussion, is considered remote, but nonetheless will be carefully evaluated at Tier 2.

Section 4(f) Evaluation Technical Report

Similarly, no attempt at first tier as been made to identify whether any of the potential uses are more appropriately classified as *de minimis* impacts. The width of the project footprint allows for further refinement and options to minimize harm that are appropriately defined during Tier 2 processes. These design strategies are discussed further in **Section 3.14.10** of the *I-70 Mountain Corridor PEIS* (CDOT, 2010). Application of any of these strategies may result in the potential uses described in the Discussion being identified as *de minimis* impacts at Tier 2

Section 3. Description of Properties

3.1 Historic Properties

Of the more than 2,000 historic properties identified in the study area, project alternatives potentially use 75 of these properties. A full list of historic properties identified in the Corridor in coordination with federal and state agencies and county and municipal governments can be found in the *I-70 Mountain Corridor PEIS Historic Resources Technical Report* (CDOT, August 2010). See **Figure 1** for the locations of historic properties in the vicinity of Georgetown-Silver Plume National Historic Landmark District.

The following **Section 3.1.1** through **Section 3.1.4** provide narrative information on all historic properties that are National Register listed, State Register listed, nationally significant interstate features, and officially National Register eligible, that are affected by project alternatives. **Table 1** in **Section 3.1.5** provides information on affected properties that are treated as eligible for the National Register. **Map 1** through **Map 14** of **Appendix B** show the locations of all 4(f) properties.

Section 4 of this Technical Report shows the analysis of use by alternative for each property.

3.1.1 National Register of Historic Places Listed Properties

Silver Plume Depot (5CC4)

The depot was constructed in 1884 as the terminal location for the Colorado Central Railroad route from Denver to the Clear Creek mining region. It is located within the boundary of the Georgetown-Silver Plume NHL (5CC3) and is also associated with the NRHP-listed Georgetown Loop Railroad (5CC9). The depot was relocated twice to accommodate the construction of Interstate 70 in the 1960s, and was eventually restored in 1984. It is significant for its association with the Clear Creek mining district in the nineteenth century and as a good example of a railroad depot constructed during Colorado's narrow gauge railroad era.

Lebanon and Everett Mine Tunnels (5CC7)

These tunnels are located within the boundary of the Georgetown-Silver Plume NHL and were built to develop silver mining lodes in Republican Mountain. Excavation on the Lebanon Tunnel began in 1870 and continued through that decade. The Everett Tunnel was in use as early as 1880. Both of these features are significant under Criterion A for their association with the silver mining industry in the Griffith Mining District and for their role in typifying "the wealth and disappointment of the Colorado mining frontier." (Quote from NRHP Nomination for 5CC7)

Dumont School (5CC654)

The Dumont School property consists of a school and a small privy located between Clear Creek County Road 260 and the Interstate 70 frontage road. Built in 1909, the school is significant under Criterion A for its association with the educational development in the Dumont community and for community planning and development. It is also significant under Criterion C as a good local example of the Italianate architectural style.



Georgetown-Silver Plume
National Historic
Landmark District

GEORGETOWN
228

Dunderberg
Mine

Mendota
Mine

Interstate 70 - Segment

Toll House, Mine
Managers House,
Pohle Property

SILVER PLUME

Lebanon and Everett
Mine Tunnels

Brownville
Site

Silver Plume Depot

224

225

226



227

229

Legend

- Mileposts
- ▭ County Boundary
- ▭ 4(f) Properties With a Potential Use Over 5 Acres
- ▬ Limited Access Highways
- ▭ Urban Areas
- ▬ Major Highways
- ▭ 4(f) Properties With a Potential Use - Historic Districts
- ▬ Highways
- ▬ 4(f) Properties With a Potential Use Under 5 Acres
- ☁ Lakes

0 1,333 2,666 Feet
Scale - 1:32,000
or 1" = 2,666 Feet

I-70 Mountain Corridor PEIS  
 Technical Reports
**Historic Properties in the Vicinity
 of Georgetown-Silver Plume
 National Historic Landmark District**

Genesee Park (5JF590)

Genesee Park was the first acquisition in the Denver Mountain Parks system, which includes 31 named parks and other parcels encompassing 13,488 acres of land owned by the City of Denver. Consisting of 2400 acres, Genesee Park was in use as early 1912 and purchased in 1913. The park is significant under Criterion A for its association with community planning, recreation, and wildlife conservation. Under Criterion C, it is significant for its architecture-- both the Chief Hosa Lodge and Genesee Picnic Shelter were designed by Colorado architect J. B. Benedict and are good examples of rustic architecture. The park is also important under engineering for its association with the Civilian Conservation Corps, which graded the roads within the park. The park is part of the Denver Mountain Parks Multiple property nomination and was listed on the NRHP in November 1990.

Georgetown-Silver Plume National Historic Landmark (5CC3; NHL)

This property is located in Clear Creek County. It was listed on the National Register of Historic Places and was designated a National Historic Landmark in 1966. The district includes the entire commercial and residential areas of Georgetown and Silver Plume, and the Georgetown Loop Railroad that connects them. The district boundary also encompasses the nearby mountainsides that contribute to a larger mining landscape. It is significant under NRHP Criterion for its association with the development of gold and silver mining in the region. The property is also significant under NRHP Criterion C for its intact examples of Victorian architecture in Georgetown and the simpler wood frame architecture of Silver Plume.

Idaho Springs Downtown Commercial Historic District (5CC201)

The district is located in Idaho Springs. Its boundary includes Miner Street between 14th Avenue to the west and Clear Creek to the east. The district is bounded to the south by rear property lines facing Miner Street and to the north the boundary extends along the south side of Center Alley to the west side of Clear Creek. The district was listed in the National Register of Historic Places in 1984 and is significant under NRHP Criterion A as the site of the first major discovery of placer gold in Colorado and as an important milling and supply center for mining, which contributed to the settlement of Colorado. Under Criterion C the district is important for its examples of Victorian architecture.

Toll House/Mine Manager's House/ Julius G. Pohle House (5CC13)



Toll House, Mine Manager's House (5CC.13)

Section 4(f) Evaluation Technical Report

Located in the Georgetown-Silver Plume NHL (5CC3), records indicate the house was built prior to 1878. Julius G. Pohle, the superintendent of the Lebanon Mining Company, purchased the house in 1878. The house once stood near toll gates to a private road that linked mines located between Silver Plume and Georgetown but it is unclear if it ever functioned as a toll collection facility. The house was relocated to its current setting during the construction of Interstate 70 and is significant under Criterion C as a good example of the Early Gothic Revival style.

3.1.2 State Register of Historic Places Listed

Charlie Tayler Waterwheel (5CC229)

Built sometime between 1893 and 1907, the waterwheel originally powered Charles Tayler's series of five stamp mills located on Ute Creek just south of Idaho Springs. The mill remained active until 1940 and fell into disrepair. In 1945, the City of Idaho Springs relocated the waterwheel to its current location at the base of Bridal Veil Falls on the south side of Clear Creek adjacent to Interstate 70. The waterwheel is significant under State Register Criterion D as a significant roadside symbol of community identity. It was listed on the State Register in September 1998.



Oblique View of Charlie Tayler Water Wheel Park

3.1.3 Nationally Significant Interstate Features

Glenwood Canyon

The stretch of Interstate 70 between milepost 118.5 and 130 is on the FHWA List of Nationally and Exceptionally Significant Features of the Federal Interstate Highway System. This resource has not been formally documented but was included on this list for its innovative design (by Joseph Passonneau and Edgardo Contin) that not only complied with AASHTO design standards but also preserved some of the

natural beauty of the canyon. Identified areas of significance include engineering and social history. (Information taken from http://www.environment.fhwa.dot.gov/histpres/final_task4ListFinal.pdf)

Vail Pass

The stretch of Interstate 70 between mileposts 180 and 195.2 is on the list of Nationally and Exceptionally Significant Features of the Federal Interstate Highway System. This resource has not been formally documented but was included because its engineering incorporated environmental sensitivity and mitigation (an early representation of context sensitive solutions). The project was also one of the first Colorado highway projects that sculpted cut and fill slopes to match the surrounding landscape and that incorporated landscaping that included native flora. It was also the first project in Colorado to utilize precast and cast-in-place segmental bridges, some of the earliest such features in the country. Identified areas of significance include engineering and environmental design concerns. (Information taken from http://www.environment.fhwa.dot.gov/histpres/final_task4ListFinal.pdf)

Twin Tunnels (5CC1189.3)

This resource is located two miles east of Idaho Springs and north of Clear Creek on Interstate 70. Completed in 1961, the tunnels are significant under Criterion Consideration G for properties that have gained significance within the past 50 years. The resource is eligible under Criterion C for engineering and as the first successful tunneling operation associated with the construction of Interstate 70. The tunnels are included on FHWA's Final List of Nationally and Exceptionally Significant Features of the Federal Interstate Highway System. Identified areas of significance include engineering and transportation. (Information taken from http://www.environment.fhwa.dot.gov/histpres/final_task4ListFinal.pdf)

Genesee Park Bridge (5JF398)

Built in 1970, the Genesee Park Interchange is significant under Criterion C as the first continuous steel box girder bridge constructed in Colorado. The structure's design eliminated a center pier so westbound motorists could enjoy a clear view of the Rocky Mountains when approaching the interchange. The Genesee Park Bridge is included on FHWA's Final List of Nationally and Exceptionally Significant Features of the Federal Interstate Highway System. Identified areas of significance include engineering and transportation. (Information taken from http://www.environment.fhwa.dot.gov/histpres/final_task4ListFinal.pdf)

Eisenhower-Johnson Memorial Tunnels (5CC1189.4/5ST892.3)

These twin tunnels extend 1.7 miles through the Continental Divide and connect the Clear Creek Valley to the east with Straight Creek to the west. They extend through both Clear Creek and Summit Counties. The west portals are located along Interstate 70 near the Loveland Ski Area. The east portals open west of the Divide as Interstate 70 extends into Silverthorne and Dillon. This property was determined officially eligible to the National Register of Historic Places in March 2006. Opened for traffic in 1973 (Eisenhower Tunnel) and 1979 (Johnson Tunnel), the property is significant under NRHP Criterion C for engineering significance and Criterion Consideration G as a property that achieved significance within the past 50 years. The property is also on FHWA's Final List of Nationally and Exceptionally Significant Features of the Federal Interstate Highway System. Identified areas of significance include engineering.

3.1.4 Officially National Register Eligible

Big Five Mine (5CC328)

Features associated with this site, including mine waste piles, are located on both sides of Clear Creek south of Idaho Springs between Chicago Creek on the east and a concrete tunnel under Interstate 70. The mine portal is located on the north side of Clear Creek. It started operations in 1880 and is significant under Criteria A and C. It was determined National Register eligible in August 1998.

Section 4(f) Evaluation Technical Report

Multicomponent Site (5CC389)

This resource consists of prehistoric and historic elements located on a terrace between Clear Creek and a ridge. The prehistoric element—a campsite—is on the southwest end of the site. Two historic stone foundations are located on the northeast end of the site. The prehistoric component was determined officially eligible under Criterion D in October 1990. It is significant for its potential to yield information about subsistence and settlement, and chronological data.

Colorado Central Railroad (5CC427.1 and 5CC427.8)

Organized in 1869, the Colorado Central Railroad was originally constructed to function as the mountain segment of the transcontinental railroad, and to serve gold and silver mining camps. It is significant under Criterion A as the earliest railroad in Colorado. It is also significant under Criterion B for its association with William. A. H. Loveland, who was responsible for introducing railroad transportation to Colorado's mountains. Under Criterion C, the railroad is important for its type of construction.

Darragh Placer (5CC985)

This resource is located on the south side of Clear Creek at the west end of Idaho Springs. Dating to between 1860 and 1900, it is significant under Criterion C as an example of late nineteenth century placer mining techniques.

Denver & Rio Grande Western Railway Company Line (5EA1595.2, 5EA1595.12)

The Denver and Rio Grande Railway Company was incorporated in 1870. The original line was constructed between 1871 and 1886. Additional lines were built under the Denver & Rio Grande Railroad Company (incorporated 1886) and the Rio Grande Western Railway Company (incorporated 1889), which merged in 1920 to form the Denver & Rio Grande Western Railroad Company, which ran the railroad from 1921 to 1996. The railroad is significant under Criterion A for its role in the economic and socio-political development of Colorado's Western Slope.

F-11-AU (5EA727)

This concrete box girder carries Interstate 70 on Vail Pass. Constructed in 1977, the bridge is one of eight segmented concrete box girders on Vail Pass. The bridge is significant under Criterion C for its complex geometry and mountain setting and as a good example of its structure type. This bridge is within the limits of Vail Pass as identified on FHWA's Final List of Nationally and Exceptionally Significant Features of the Federal Interstate Highway System.

F-11-AV (5EA728)

This concrete box girder carries Interstate 70 on Vail Pass. Constructed in 1977, the bridge is significant under Criterion C for its complex geometry in a mountain setting and as a good example of its structure type. This bridge is within the limits of Vail Pass as identified on FHWA's Final List of Nationally and Exceptionally Significant Features of the Federal Interstate Highway System.

F-10-AA/F-10-AB (5EA739)

These twin structures carry US Highway 6 over Interstate 70, the Denver & Rio Grande Western railroad, and Eagle River. At an impressive 1126 feet, they are significant under Criterion C as long span examples of their type—the continuous and composite welded girder. These bridges were among the first structures to incorporate the surrounding landscape into the design by leaving the existing trees in the median.

Glenwood Springs Viaduct (5GF2717)

Built in 1953, the Glenwood Springs Viaduct carries State Highway 82 over the Colorado River into Glenwood Springs. The bridge is a steel plate deck girder with concrete abutments and spill-through piers. It features standard Colorado Department of Highways steel baluster guardrails. The bridge was determined eligible to the National Register of Historic Places as part of the 2000 Colorado Statewide

Historic Bridge Inventory. It is significant under NRHP Criterion A for its role in regional traffic and under Criterion C as a long-span example of its structural type.

3.1.5 Treated as National Register Eligible

Table 1 provides available information on historic properties treated as National Register eligible that are affected by the Action Alternatives.

Table 1. Historic Properties Treated as National Register-Eligible

Site Number	Property Name	Property Type/Description
Clear Creek County		
5CC.1031	Historic Structures and Associated Trash	Historic structures and associated debris
5CC.1184.1	US Highway 6 (segment)~Highway 6	Highway segment
5CC.1189.2 and 5ST.892.1	Interstate 70--Segments	Highway segment
5CC.179	The Town of Free America—Lawson Townsite—Lawson	Townsite
5CC.197	I-70 Adits	Mining feature
5CC.228	Theobald House	Architectural
5CC.424	No Name	Isolated find (archaeological)
5CC.261	Floyd Hill Stage Station	Stage stop
5CC.3.104	Brownville Site	Habitation (historic archaeological, within 5CC.3, NHL)
5CC.3.107	Dunderberg Mine	Mining feature (within 5CC3, NHL)
5CC.3.217	Mendota Mine	Mining feature (within 5CC3, NHL)
5CC.339	Maude Munroe Mine, Dona Juanita	Mining feature
5CC.425	No Name	Ruins, including foundation and stone wall
5CC.426	No Name	Camp (historic archaeology)
5CC.698	Idaho Springs Work Center	Multi-purpose building/garage
No Number	Graymont	Complex of domestic/residential features
No Number	Lawson, Downieville, and Dumont Historic Area	Complex of domestic, residential, and commercial architectural sites
No Number	Chinese Mines	Complex of mining-related features
No Number	Loveland Ski Area	Ski/outdoor recreation
No Number	Idaho Springs Historic Area	Includes Idaho Springs, Clear Creek Canyon ridges, and Chicago Creek
No Number	Twin Tunnels Archaeological Area	Prehistoric site
Eagle County		
5EA.1377	No Name	Open lithic, isolated feature (archaeological, historic archaeological)
5EA.1599.2	Nottingham and Puder Ditch—Segment	Irrigation feature
5EA.1804		Open camp (archaeological)
5EA.2544	Theoberg Homestead	Open lithic/homestead (archaeology/historic archaeological)

Section 4(f) Evaluation Technical Report

Table 1. Historic Properties Treated as National Register-Eligible

Site Number	Property Name	Property Type/Description
5EA.4	No Name	Open camp (archaeological)
5EA.5	No Name	Open camp (archaeological)
5EA.50	Price Ranch	Ranch
5EA.55	Lithic Scatter	Open lithic (Archaeological)
5EA.6	No Name	Open lithic (archaeological)
5EA.870	No Name	Isolated find (archaeological)
5EA.915	Nelson Ranch—Meadow Mountain Complex— Meadow Mountain Work Center	Ranch
5EA.916	No Name	Open lithic (archaeological)
5EA.970	No Name	Open lithic (archaeological)
No Number	Sherwood Ditch	Irrigation ditch system
No Number	Holland Ditch	Irrigation ditch system
Garfield County		
5GF.1050	Hot Springs Historic District	Historic district
5GF.1050.2	Glenwood Hot Springs Bathhouse— Natatorium—Yampa Spring—Glenwood Springs Hot Springs Lodge and Pool	Feature of historic district
No Number	Glenwood Canyon ¹	Interstate feature
Jefferson County		
5JF.2118	No Name	Isolated find (historic archaeology)
5JF.2733	State Highway 74	Highway
5JF.2733.1	F-15-CF>East Evergreen Interchange	Bridge
5JF.2788	Ralston Residence	Former fur farm complex
5JF.817.6	Denver and Intermountain Railroad—Segment	Railroad
Summit County		
5ST.1	No Name	Trash dump
5ST.534 5ST.534.1	Lusher Ditch	Irrigation feature
5ST.535	No Name	Irrigation feature
5ST.550	Shrine Pass Road, Holy Cross Trail	Road
5ST.648	Old Dillon Reservoir, Dillon Ditch and Associated Structures	Irrigation ditch and reservoir
5ST.745	Blue River to Summit Transmission Line	Transmission line
No Number	Excelsior Mine	Mining resource

Table 1. Historic Properties Treated as National Register-Eligible

Site Number	Property Name	Property Type/Description
Location Unknown		
No Number	Two Barns	Farm/Ranch feature
Unknown	Water Flume	Irrigation/water conveyance structure

¹Glenwood Canyon appears on this table although no use is currently identified. It is included in this evaluation because of the national significance of this resource and the possibility of future alternative design refinements that may be examined during Tier 2 NEPA processes.

3.2 Public Parks Recreation Areas and Wildlife Refuges

The Tier 1 level identified a total of 92 publicly owned parks, recreation areas, and wildlife refuges potentially used by the Action Alternatives. A full list of publicly owned park, recreation area, and wildlife properties identified in the Corridor in coordination with federal and state agencies and county and municipal governments can be found in the *I-70 Mountain Corridor PEIS Recreation Resources Technical Report* (CDOT, August 2010).

Section 3.2.1 briefly summarizes the potential parks, recreation area, and wildlife or waterfowl resources assumed protected by Section 4(f). They are discussed by the county they fall in or the federal or state agency with jurisdiction over the resource. **Table 2** in **Section 3.2.2** provides more specific information on parks and recreation areas, and **Table 3** in **Section 3.2.3** provides similar information on wildlife refuges. **Map 1** through **Map 14** of Appendix B show the locations of all Section 4(f) properties.

3.2.1 Summary of Potential Parks, Recreation Area and Wildlife Refuge Properties

Clear Creek County

A total of 56 separate properties are identified within the Clear Creek County portion of the Project Corridor. Jurisdiction over the resources falls either with the county or the cities of Georgetown, Idaho Springs and Silver Plume. Forty-two of these properties are components of the *Clear Creek County Greenway Plan* (November 2005). This Plan describes a system of parks, open space, recreation facilities, and other recreational opportunities that follow Clear Creek from the Jefferson County line to the Continental Divide. The Plan is a local/ regional trail/recreation system that generally follows I-70 through the County and which would include access points to Clear Creek for kayaking, rafting, fishing and general use.



Oblique View of USFS Visitors Center (Clear Creek District) and Prospector Trail

In November 2005, Clear Creek County published its Greenway Plan. The plan states:

The development of a greenway for Clear Creek County’s residents and visitors has become a priority of the Clear Creek County Open Space Program, and a focal point of its 2003 Open Space Plan. Running alongside Clear Creek between Jefferson County and the

Section 4(f) Evaluation Technical Report

Continental Divide, a greenway is envisioned to serve as the backbone of the County. It will tie together communities with a string of parks, recreational facilities, open space and commercial recreational opportunities.

Certain elements of the Plan have been developed, while many others are proposed. This update has looked closely at the Greenway Plan to determine recreation components to be screened for Section 4(f) protection. Forty-two such sites are identified, twenty of which are still only proposed.

As stated above, an inclusive approach has been taken to analyze properties for potential 4(f) protection. Much of the Greenway Plan trail and its facilities exist on, or are proposed to exist on, CDOT right-of-way or private lands. Section 4(f) protection is assumed for these properties at this Tier 1 level on the basis of maintaining the continuity of the physical trail and facilities, and the overall concept of the Greenway Plan. The Greenway Plan discusses coordination with major stakeholders, including CDOT, and specifically addresses the issue of the development of Greenway Plan trail within CDOT right-of-way. This approach is a conservative approach, erring on the side of inclusivity. As a result, additional analysis done during Tier 2 processes will include confirmation of all properties, considering the characteristics of these properties to confirm they are protected by Section 4(f). This may change assumptions in terms of actual properties determined eligible for Section 4(f) protection.

Included in those forty-two resources are ten bridges, eight trail segments, and four trailheads, existing or proposed as elements of the Clear Creek Greenway trail. There are also 17 river access points, a rest area and scenic overlook, parks and open space areas all managed by the county for recreation and a part of the Clear Creek Greenway Plan. The recently constructed Lawson Whitewater Park is included in this list.

Under the jurisdiction of the various cities and towns in Clear Creek County are three parks and a community recreation center managed by Idaho Springs, one park located in Silver Plume, and a bighorn sheep viewing area in Georgetown.

There are two properties owned by Clear Creek County that may qualify for Section 4(f) protection as wildlife refuges, the Sheep Keep Property and the Twin Tunnels Wildlife Land Bridge. The Clear Creek County Open Space Plan, adopted in April 2005, identifies 1,600 acres of bighorn sheep habitat as part of the Clear Creek Open Space system and known as the Sheep Keep Property. The property is former BLM land on the north side of I-70, roughly Empire to Fall River Road.

During the update, Clear Creek County identified the land above the Twin Tunnels as potentially subject to Section 4(f) protection. The Twin Tunnels themselves are subject to Section 4(f) protection as a historic site. The land above the tunnels is important for wildlife movement in the Corridor. The Twin Tunnels Wildlife Land Bridge is not an official designation for wildlife protection or wildlife refuge nor is it identified as such in any plan. In keeping with the inclusive nature at the Tier 1 level this property has been included in this Section 4(f) Technical Report as a Section 4(f) property and its status will be revisited during Tier 2 processes.

Eagle County

Within Eagle County and including the cities of Eagle, Vail, and Avon, nine resources are identified within the Project Footprint. These include six existing individual trails, and one proposed trail, many of which are identified in the Eagle Valley Regional Trails Plan.

The Eagle Valley Regional Trails Plan (2001) was created to specifically describe the vision for an Eagle Valley Regional Trails System that connects the communities of the Eagle River and Gore Creek Valleys.

The primary focus of this Plan is the creation of a paved arterial “core” trail, the Eagle Valley Trail, that will span the county from Vail Pass at the east end to Glenwood Canyon at the west end. The Plan also

depicts a major “spur” trail traveling from Dowd Junction to the town of Red Cliff, through Minturn. Additionally, links to other existing or planned public trails, paved and unpaved, are included in the Plan. Shared use of roads by bicycles, pedestrians, and motor vehicles is also an important part of the total system.

Garfield County

Two resources are identified as falling within the Project Footprint in Garfield County, both of which are publicly owned parks located in and managed by the city of Glenwood Springs.

Jefferson County

Under the jurisdiction of Jefferson County are the existing Genesee and Hogback Parks and the Genesee-El Rancho Bike Trail. Located in western Jefferson County, Genesee Denver Mountain Park is the largest of the Denver Mountain Parks. It was the first to be established, with portions of the Park acquired in 1912 and a second portion acquired in 1937. Recreation activities include picnicking, hiking, wildlife viewing, and formal park developments such as volleyball and softball fields. Genesee Park is bisected by or directly adjacent to the Corridor for approximately 2 miles.

Summit County

One trail in the Town of Frisco and one trail and an open space in the Town of Silverthorne are identified within the Project Footprint in Summit County.

The Blue River Trail Plan (2004) is a guide for the design and construction of the Blue River Trail in Silverthorne which extends from the Town Hall to the northern town limits of the town. The trail crosses beneath I-70 to the northeast of milepost 205 where it is closely in line with the Blue River.

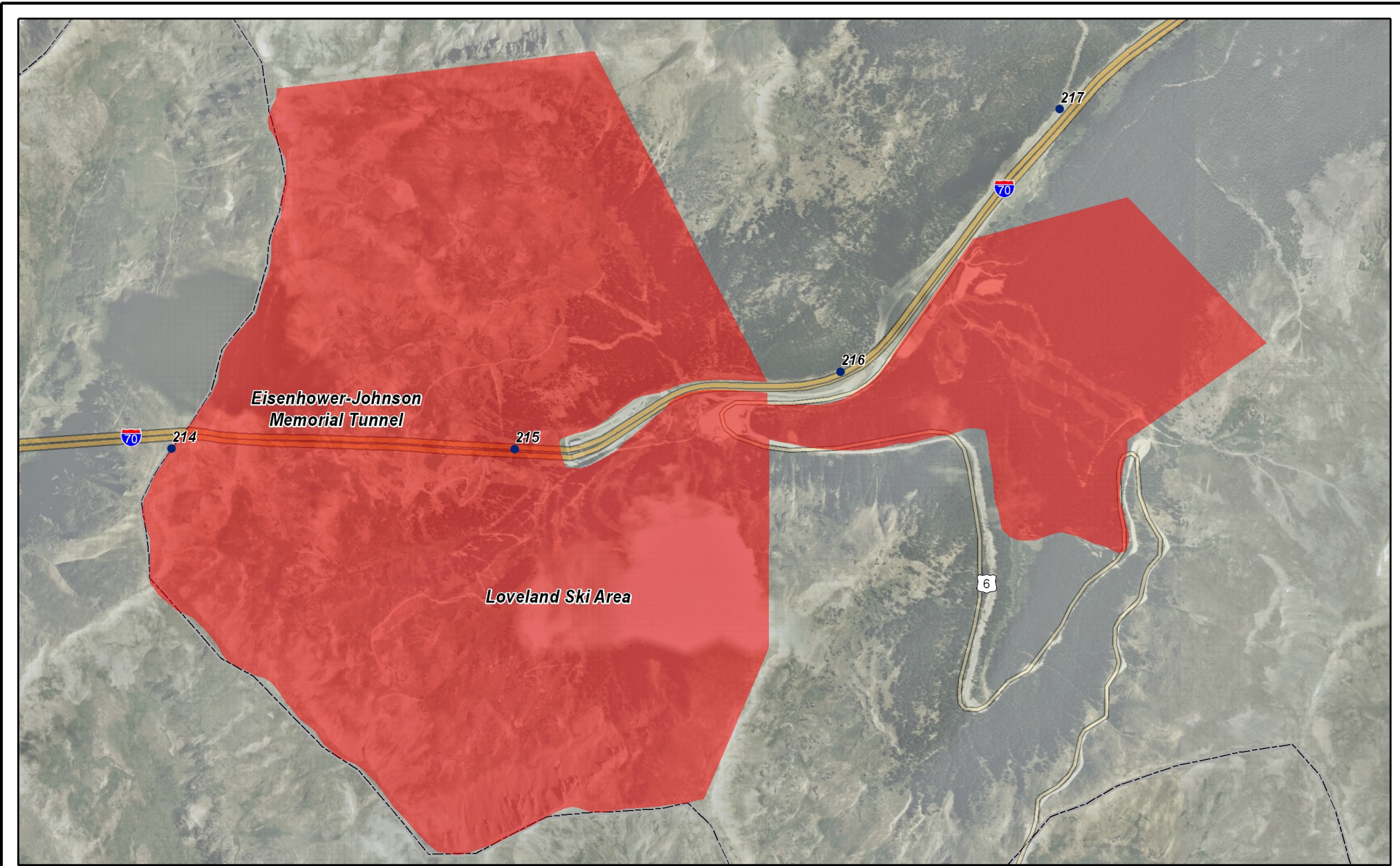
Federal Land Management Agencies

The White River and Arapahoe/Roosevelt National Forests have federal jurisdiction over much of the county lands outside of the incorporated city limits. The White River National Forest is between Glenwood Springs and Dotsero and between Edwards and Vail Pass. The Arapaho and Roosevelt National Forests are located from Vail Pass east to Idaho Springs. Additionally the BLM manages a large portion of property west of Edwards.

These federal lands are predominantly managed for multiple uses; however specific areas and resources are designated for recreation. In these cases those specific areas or the actual footprint of the resource is considered to be protected by Section 4(f). Throughout the Project Corridor eighteen of these resources are identified. The USFS properties consist of Copper Mountain, and Loveland Ski Areas (as shown on **Figure 2**), eight individual trails, two trailheads, the ARNF Visitors Center (as shown on **Figure 3**) and proposed adjacent park, and the Berry Creek/Miller Ranch Park. The BLM manages three trails identified as falling within the Project Footprint.

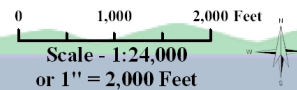
Colorado Division of Wildlife

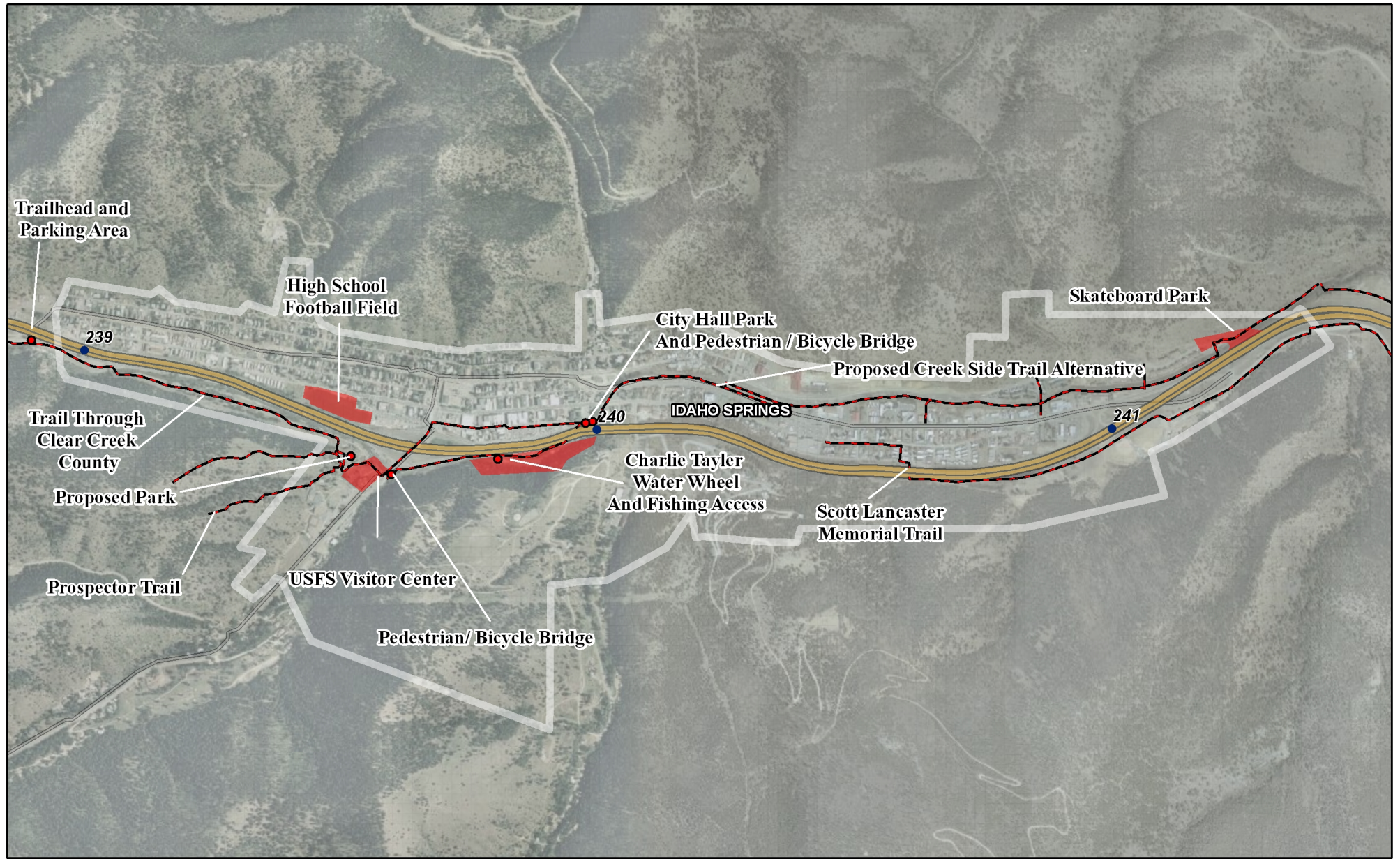
Three properties managed by the Colorado Division of Wildlife were identified as falling within the Project Footprint. These include the Gypsum Ponds State Wildlife Area, the Vail Deer Underpass State Wildlife Area and Whisky Creek. The open space properties are protected under Section 4(f) because they are managed for the protection of wildlife species.



Legend

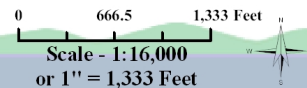
- Mileposts
- ▭ County Boundary
- ▬ Limited Access Highways
- ▬ Urban Areas
- ▬ Major Highways
- ▬ 4(f) Properties With a Potential Use
- ▬ Highways
- ▬ Lakes





Legend

- Mileposts
- ▭ County Boundary
- ▭ 4(f) Properties With a Potential Use Over 1 Acre
- ▭ Limited Access Highways
- ▭ Urban Areas
- ▭ 4(f) Properties With a Potential Use Under 1 Acre
- ▭ Major Highways
- ▭ 4(f) Properties With a Potential Use - Trails
- ▭ Highways
- ▭ Lakes



Recreation Resources in the Vicinity of Idaho Springs

Section 4(f) Evaluation Technical Report

Gypsum Ponds State Wildlife Area is a 90-acre refuge managed for the benefit of deer and a variety of waterfowl species. This property is located on the south side of the Corridor east of the town of Gypsum in Eagle County. The property is open to the public year round for fishing, hunting, and wildlife observation.

Whiskey Creek is identified and mapped as a State Land Board property. CDOW currently manages this property. Whiskey Creek includes land both to the north and to the south of I-70. The property is leased by CDOW and managed under Game Management Units (GMU) 36 and 45 for the protection of wildlife habitat (elk winter range, calving) and hunting and fishing access. The property is open to the public September 1 to February 28 for the hunting of deer, elk, bears, blue grouse, rabbits, and coyotes. Parking is at the USFS office at Meadow Mountain (off I-70 Exit 171, 0.25 mile E). There are no other facilities on the property.

Whiskey Creek is identified in the Southern Rockies Network Vision (Southern Rockies Ecosystem Project) as a medium compatible use property to core wildlife properties in the Colorado headwaters watershed. According to the report:

Compatible-use lands have important ecological functions: They ameliorate edge effects on core wild areas by insulating core wild areas from intensive land use; they provide a suitable habitat matrix for animals to move between core wild areas (i.e., enhance connectivity); they provide supplemental habitat for populations of many native species inhabiting core wild areas, and stabilize population dynamics; they protect adjacent developed areas from any adverse impacts by large mammals that reach relatively high densities in core wild areas.

Vail Deer Underpass State Wildlife Area is about 114 acres and is managed by CDOW as critical wildlife habitat as it is the staging area for deer as they prepare to migrate under I-70 at the Mud Springs deer underpass. CDOW purchased lots that were up for sale to obtain this property. The underpass was the first one built in Colorado and was created for the sole purpose of providing a safe passage to the mule deer migration route that has used Mud Springs for centuries. There are no facilities currently on the property or planned for the property. The property is closed to hunting and is closed from November 1 to June 15 for all uses.

3.2.2 Parks and Recreation Areas

Table 2. Potential 4(f) Properties Parks and Recreation Areas

Map ID	Site Name	Facility Type	Status	OWJ
12	Bakerville Fishing Access	River Access	Existing	Clear Creek County
13	East of Bakerville Fishing Access	River Access	Existing	Clear Creek County
18	Pedestrian/Bicycle Bridge	Bridge	Proposed	Clear Creek County
24	Silver Plume Plaza Near Proposed Silver Plume Interchange.	Park	Proposed	Town of Silver Plume
40	Trailhead And Bighorn Sheep Viewing Area	Trailhead	Existing	City of Georgetown
44	Potential Open Space	Open Space ^a	Proposed	Clear Creek County ¹
46	Potential Open Space	Open Space ^a	Proposed	Clear Creek County ¹
48	Creekside Trail along Alvarado road	Trail	Proposed	Clear Creek County ¹
50	Potential Open Space Between US 40 Junction and Georgetown	Open Space ^a	Proposed	Clear Creek County

Table 2. Potential 4(f) Properties Parks and Recreation Areas

Map ID	Site Name	Facility Type	Status	OWJ
51	Cemetery Boating Access	River Access	Existing	Clear Creek County
52	Pedestrian/Bicycle Underpass (under I-70) and Overpass (over Clear Creek)	Bridge	Proposed	Clear Creek County
55	Pedestrian/Bicycle Bridge	Bridge	Proposed	Clear Creek County
56	Pedestrian/Bicycle Underpass or Bridge at Gateway Bridge	Bridge	Proposed	Clear Creek County
58	White Water Kayak Park & Fishing and Boating Access	River Access	Existing	Clear Creek County
64	Proposed Pedestrian/Bicycle Bridge	Bridge	Proposed	Clear Creek County
65	Tubes Boating Access	River Access	Existing	Clear Creek County
69	Weigh Station Boating Access	River Access	Existing	Clear Creek County
72	Upper Dumont Boating Access	River Access	Existing	Clear Creek County
75	Fairgrounds (Hiawatha) Boating Access	River Access	Existing	Clear Creek County
78	Spring Gulch Boating Access	River Access	Existing	Clear Creek County
80	Trailhead, parking, and campground east of Dumont (Philadelphia Millsite)	Trailhead	Existing	Clear Creek County
81	Potential Open Space and Pedestrian/Bicycle Bridges	Open Space ^a	Proposed	Clear Creek County ¹
82	Potential Open Space and Pedestrian/Bicycle Bridges	Open Space ^a	Proposed	Clear Creek County ¹
83	Pedestrian/Bicycle Bridge for Connection to Fall River Road	Bridge	Proposed	Clear Creek County
84	Outer Limits Boating Access	River Access	Existing	Clear Creek County
85	Scenic Overlook and Rest Area	Rest Area	Unknown	Clear Creek County
86	Stanley Bridge Pedestrian/bicycle bridge at scenic overlook, west end of Idaho Springs	Bridge	Existing	Clear Creek County
87	Trailhead and Parking Area, West End of Idaho Springs	Trailhead	Unknown	Clear Creek County
90	Idaho Springs High School Football Fields	School/Community Recreation Center	Existing	City of Idaho Springs
92	Prospector Trail	Trail	Existing	ARNF
92	USFS Visitor Center	Visitor Center	Existing	ARNF
93	Potential Park Next to USFS Visitors Center	Park	Proposed	ARNF
94	Pedestrian/bicycle bridge near USFS Visitor Center on Chicago Creek Road	Bridge	Existing	City of Idaho Springs
97	Business Loop Alternative	Trail	Existing	City of Idaho Springs
97	Business Loop Alternative	Trail	Proposed	City of Idaho Springs
98	Charlie Tayler Water Wheel Fishing Access	River Access	Existing	City of Idaho Springs

Section 4(f) Evaluation Technical Report

Table 2. Potential 4(f) Properties Parks and Recreation Areas

Map ID	Site Name	Facility Type	Status	OWJ
100	Pedestrian/bicycle bridge (near Idaho Springs Town Hall)	Bridge	Existing	City of Idaho Springs
105	Creekside Trail Alternative	Trail	Proposed	City of Idaho Springs ¹
110	Scott Lancaster Bridge	Bridge	Existing	City of Idaho Springs
111	Clear Creek Rafting Boating and Fishing Access	River Access	Existing	City of Idaho Springs ¹
112	Trailhead, parking, restroom and park at Twin Tunnels (old Game Check Area)	Trailhead	Proposed	Clear Creek County
114	Below Box Boating Access	River Access	Existing	Clear Creek County
115	Hidden Valley Fishing Access	River Access	Existing	Clear Creek County
117	Trail at Hidden Valley Interchange	Trail	Proposed	Clear Creek County ¹
121	Li'l Easy Boating Access	River Access	Existing	Clear Creek County
122	Kermits Fishing Access	River Access	Existing	Clear Creek County
124	Proposed alternative trailhead and parking at Kermits	Trailhead	Proposed	Clear Creek County
125	Frei Quarry Boating Access	River Access	Existing	Clear Creek County
130	Trail through Clear Creek County	Trail	Existing	Various
130	Trail through Clear Creek County	Trail	Proposed	Unknown
137	Fall River Road Trail	Trail	Proposed	Clear Creek County ¹
152	Genesee—El Rancho Bike Trail	Trail	Proposed	Jefferson County
154	Eagle Valley Regional Trails Plan Network—Complete	Trail	Existing	Eagle County
155	Eagle Valley Regional Trails Plan Network—Proposed	Trail	Proposed	Eagle County
158	Blue River Trail	Trail	Existing	Town of Silverthorne
200	City Hall Park	Park	Existing	City of Idaho Springs
213	Berry Creek / Miller Ranch	Park	Existing	WRNF
225	Charlie Tayler Waterwheel Park	Park	Existing	City of Idaho Springs
231	Copper Mountain Ski Area	Ski Area	Existing	WRNF
268	Genesee Park	Park	Existing	Jefferson County
274	Glenwood Hot Springs	Park	Existing	City of Glenwood Springs
287	Hogback Park	Park	Existing	Jefferson County
304	Loveland Ski Area	Ski Area	Existing	ARNF
342	Silverthorne Open Space	Open Space ^b	Existing	Town of Silverthorne
343	Skateboard Park	Park	Existing	City of Idaho Springs
354	Two Rivers Park	Park	Existing	City of Glenwood Springs Parks Department
369	Vail Trail	Trail	Existing	Town of Vail
370	Vail Pass—Tenmile Trail	Trail	Existing	WRNF

Table 2. Potential 4(f) Properties Parks and Recreation Areas

Map ID	Site Name	Facility Type	Status	OWJ
372	Gore Range Trail	Trail	Existing	WRNF
373	Two Elk Trail	Trail	Existing	WRNF
374	Corral Creek Trail	Trail	Existing	WRNF
375	Georgetown to Silver Plume Bike Trail	Trail	Existing	Town of Silver Plume
376	Scott Lancaster Memorial Trail	Trail	Existing	Clear Creek County City of Idaho Springs
376	Scott Lancaster Memorial Trail—Proposed	Trail	Proposed	City of Idaho Springs
381	Continental Divide National Scenic Trail	Trail	Existing	ARNF
404	BLM008480T	Trail	Existing	BLM
432	BLM08480CT	Trail	Existing	BLM
471	CDOW/Vail Underpass Trail	Trail	Existing	Town of Vail
480	Eagle Trails	Trail	Existing	Town of Eagle
510	Hells Pocket Trail	Trail	Existing	BLM Eagle County
561	Spur Trails at Avon & Edwards	Trail	Existing	Town of Avon
572	West Edwards to Avon Trail	Trail	Existing	Eagle County
590	Name Unknown—Summit County	Trail	Existing	Town of Frisco
731	7:30 TRAIL	Trail	Existing	ARNF
741	Herman Gulch Trailhead	Trailhead	Existing	ARNF
773	Mount Meadow Trailhead	Trailhead	Existing	WRNF
810	Bakerville—Loveland Access Trail	Trail	Proposed	ARNF

a Open space components managed for recreation under the Clear Creek County Greenway Plan, November 2005.

b Silverthorne open space managed for recreation under the Silverthorne Parks, Trails, and Open Space Master Plan, January 2001.

1 Currently these properties are privately owned in whole or in part, and are part of a long range plan for acquisition by the Clear Creek County Open Space Commission.

3.2.3 Wildlife Refuges

Five properties, three of which are managed by the Colorado Division of Wildlife, are identified as potential Section 4(f) properties within the project footprint of the Action Alternatives:

**Table 3. Potential 4(f) Properties
Wildlife Refuges**

Map ID	Site Name	Facility Type	Status	OWJ
76	Sheep Keep Property	Open Space ^a	Existing	Clear Creek County
132	Vail Deer Underpass State Wildlife Area	Open Space ^b	Unknown	Eagle County Managed by CDOW
113	Twin Tunnels Wildlife Land Bridge	Nature Preserve	Existing	Clear Creek County
133	Whisky Creek	Open Space ^c	Unknown	Managed by CDOW

Section 4(f) Evaluation Technical Report

Map ID	Site Name	Facility Type	Status	OWJ
278	Gypsum Ponds State Wildlife Area	State Wildlife Area	Existing	Eagle County Managed by CDOW

a Sheep Keep property is approximately 1,600 acres of prime mountain sheep habitat managed by the Clear Creek County Open Space Commission.

b Vail Deer Underpass State Wildlife Area managed by CDOW as critical wildlife habitat.

c Whisky Creek managed by CDOW as a wildlife refuge.

3.2.4 Open Space Properties Not Included in the Section 4(f) Inventory

Table 4 describes the reason why certain open space properties were not included as Section 4(f) properties.

Table 4. Open Space Not Included in 4(f) Property Inventory

Open Space Site Name	OWJ	Reason for Exclusion
Saxon Mountain Motorized Recreation Area	Clear Creek County	Outside project footprint
Arrastra Site at Mill Creek	Clear Creek County	Outside project footprint
Alps Mountain	Clear Creek County	Outside project footprint
Elmgreen Homestead	Clear Creek County	Outside project footprint
Beaver Brook Watershed	Clear Creek County	Outside project footprint
Silverdale Non-motorized Recreation Area	Clear Creek County	Outside project footprint
City of Idaho Springs Open Space	City of Idaho Springs	Outside project footprint
Avon Open Space	Town of Avon	Not managed for recreation or wildlife protection (see Town of Avon Comprehensive Plan February 2006, Revised March 2008)
Vail Designated Open Space	Town of Vail	Portion affected is privately owned.

Section 4. Potential Uses of Section 4(f) Properties

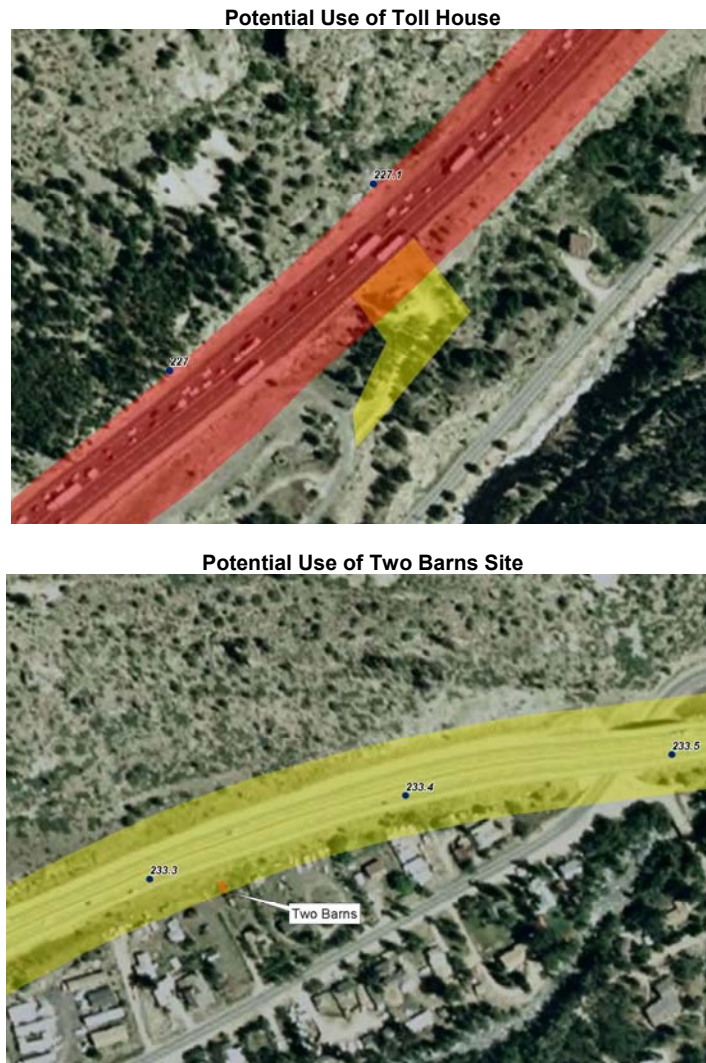
The following tables provide information about the potential uses of the Section 4(f) properties by each of the PEIS alternatives that meet the project purpose and need.

4.1 Potential Use of Historic Properties

Figure 4 and Table 5 through Table 10 show potential uses of historic properties in the Corridor by alternative.

Although segments of linear resources are documented separately, they are still just components of a single larger resource. As such, linear resource segments and their associated resource numbers are clustered in single rows and are treated as a single resource. The segments are broken into separate rows in auxiliary tables following.

Figure 4. Potential Use of Historic Properties



Section 4(f) Evaluation Technical Report

Table 5. Potential 4(f) Property Use by Alternative Wildlife Refuges

Map ID	Site Name	Minimal Action										Preferred Alternative			
			Transit			Highway			Combination			Minimum Program		Maximum Program	
			Rail	AGS	Bus	55 mph	65 mph	Rever	Rail	AGS	Bus	55 mph	65 mph	55 mph	65 mph
76	Sheep Keep Property	1	1	1	1	1	1	1	1	1	1	0	0	1	1
113	Twin Tunnels Wildlife Land Bridge	0	1	1	1	1	1	1	1	1	1	1	1	1	1
132	Vail Deer Underpass State Wildlife Area	0	1	1	0	0	1	0	1	0	0	0	1	0	1
133	Whisky Creek	1	0	0	1	1	1	1	1	1	1	1	1	1	1
278	Gypsum Ponds State Wildlife Area	1	1	1	1	1	1	1	1	1	1	1	1	1	1

Table 6. Historic Property 4(f) Potential Use by Alternative

Map ID	Site Name	Minimal Action										Preferred Alternative			
			Transit			Highway			Combination			Minimum Program		Maximum Program	
			Rail	AGS	Bus	55 mph	65 mph	Rever.	Rail	AGS	Bus	55 mph	65 mph	55 mph	65 mph
National Register Listed															
5CC.13	Toll House, Mine Managers House, Pohle Property	1	1	1	1	1	1	1	1	1	1	1	1	1	1
5CC.7	Lebanon and Everett Mine Tunnels	0	1	0	0	1	1	1	1	1	1	0	0	1	1
5CC.3	Georgetown-Silver Plume National Historic Landmark District	1	1	1	1	1	1	1	1	1	1	1	1	1	1

Table 6. Historic Property 4(f) Potential Use by Alternative

Map ID	Site Name	Minimal Action	Preferred Alternative												
			Transit			Highway			Combination			Minimum Program		Maximum Program	
			Rail	AGS	Bus	55 mph	65 mph	Rever.	Rail	AGS	Bus	55 mph	65 mph	55 mph	65 mph
5CC.201.0	Idaho Springs Commercial District	0	0	0	1	1	1	1	1	1	1	0	0	1	1
5CC.4	Silver Plume Depot	0	0	0	0	0	0	0	1	0	0	0	0	0	0
5CC.654	Dumont School	0	1	0	0	0	0	0	1	1	1	0	0	1	1
5JF.590	Genesee Park	0	0	0	0	0	0	0	1	0	1	0	0	0	0
State Register Listed															
5CC.229	Charlie Tayler Waterwheel	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Nationally Significant Interstate Features															
No Number	Glenwood Canyon	0	0	0	0	0	0	0	0	0	0	0	0	0	0
No Number	Vail Pass	1	1	1	1	1	1	1	1	1	1	1	1	1	1
5CC.1189.3	Twin Tunnels—Interstate 70	1	1	1	1	1	1	1	1	1	1	1	1	1	1
5CC.1189.45 ST.892.3	Eisenhower Johnson Memorial Tunnel—Interstate 70	0	0	0	1	1	1	1	1	1	1	1	1	1	1
5JF.398	Genesee Park Bridge	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Officially National Register Eligible															
5CC.328	Big Five Mine	1	1	1	1	1	1	1	1	1	1	1	1	1	1

Section 4(f) Evaluation Technical Report

Table 6. Historic Property 4(f) Potential Use by Alternative

Map ID	Site Name	Minimal Action	Preferred Alternative												
			Transit			Highway			Combination			Minimum Program		Maximum Program	
			Rail	AGS	Bus	55 mph	65 mph	Rever.	Rail	AGS	Bus	55 mph	65 mph	55 mph	65 mph
5CC.389	Multicomponent Site (Prehistoric and Historic)	1	1	1	1	1	1	1	1	1	1	1	1	1	1
5CC.427.1 to 5CC.427.8	Colorado Central Railroad*	1	1	1	1	1	1	1	1	1	1	0	1	1	1
5CC.985	Darragh Placer	1	1	1	1	1	1	1	1	1	1	1	1	1	1
5EA.1595.2 to 5EA.1595.12	Denver and Rio Grand Railway Company Line and Western Railroad Segments	1	1	1	1	1	0	1	1	1	1	1	1	1	1
5EA.198.42	Denver and Rio Grande Western Railroad (Segment)	1	1	1	1	1	1	1	1	1	1	1	1	1	1
5EA.727	F-11-AU	1	1	1	1	1	1	1	1	1	1	1	1	1	1
5EA.728	F-11-AV	1	0	0	0	1	1	1	1	1	1	1	1	1	1
5EA.739	F-10-AA/F-10-AB	0	0	1	1	0	0	0	0	1	1	1	1	1	1
5GF.2717	Glenwood Springs Viaduct F-07-A	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Treated as National Register Eligible															
5CC.1031	Historic Structures and Associated Trash	0	1	1	1	1	1	1	1	1	1	1	1	1	1
5CC.1184.1	U.S. Highway 6 (Segment)—Highway 6	1	1	1	1	1	1	1	1	1	1	1	0	1	0
5CC.1189.2 and 5ST.892.1	Interstate 70—Segments	1	1	1	1	1	1	1	1	1	1	1	1	1	1

Table 6. Historic Property 4(f) Potential Use by Alternative

Map ID	Site Name	Minimal Action	Preferred Alternative												
			Transit			Highway			Combination			Minimum Program		Maximum Program	
			Rail	AGS	Bus	55 mph	65 mph	Rever.	Rail	AGS	Bus	55 mph	65 mph	55 mph	65 mph
5CC.179	The Town of Free America—Lawson Townsite—Lawson	1	1	1	1	1	1	1	1	1	1	1	1	1	1
5CC.197	I-70 Adits	1	1	1	1	1	1	1	1	1	1	0	0	1	1
5CC.228	Theobald House	1	1	1	1	1	1	1	1	1	1	0	0	1	1
5CC.424	No Name	1	1	1	1	1	1	1	1	1	1	1	1	1	1
5CC.261	Floyd Hill Stage Station	1	1	1	1	1	1	1	1	1	1	1	1	1	1
5CC.3.104	Brownville Site	1	1	1	1	1	1	1	1	1	1	1	1	1	1
5CC.3.107	Dunderberg Mine	1	1	1	1	1	1	1	1	1	1	1	1	1	1
5CC.3.217	Mendota Mine	0	1	0	0	0	0	1	1	1	1	0	0	1	1
5CC.339	Maude Munroe Mine, Dona Juanita	1	1	1	1	1	1	1	0	0	0	0	0	0	0
5CC.425	No Name	0	0	0	1	0	0	0	0	0	0	0	1	0	1
5CC.426	No Name	1	1	1	1	1	1	1	1	1	1	1	1	1	1
5CC.698	Idaho Springs Work Center	0	1	1	1	1	1	1	1	1	1	1	1	1	1
No Number	Graymont Residential	1	0	0	1	1	0	1	1	0	0	0	0	0	0

Section 4(f) Evaluation Technical Report

Table 6. Historic Property 4(f) Potential Use by Alternative

Map ID	Site Name	Minimal Action	Transit			Highway			Combination			Preferred Alternative			
			Rail	AGS	Bus	55 mph	65 mph	Rever.	Rail	AGS	Bus	Minimum Program		Maximum Program	
													55 mph	65 mph	55 mph
No Number	Lawson, Downieville, and Dumont Historic Area	1	0	1	1	1	1	1	1	1	1	1	1	1	1
No Number	Chinese Mines	0	0	1	1	0	0	0	1	1	1	1	1	1	1
No Number	Loveland Ski Area	0	0	0	1	0	0	0	1	1	1	1	1	1	1
No Number	Idaho Springs Historic Area	0	0	1	1	0	0	0	1	1	1	1	1	1	1
No Number	Twin Tunnels Archeological Area	0	0	1	1	0	0	0	1	1	1	1	1	1	1
5EA.1377	No Name	1	1	1	1	1	1	1	1	1	1	1	0	1	0
5EA.1599.2	Nottingham and Puder Ditch—Segment	1	1	1	0	1	1	1	1	1	1	1	1	1	1
5EA.1804		0	0	1	1	0	0	0	0	1	1	1	1	1	1
5EA.2544	Theoberg Homestead	1	0	0	1	1	1	1	0	0	1	0	0	0	0
5EA.4	No Name	1	0	0	1	1	0	1	0	1	1	1	1	1	1
5EA.5	No Name	1	0	0	1	1	0	1	0	1	1	1	1	1	1
5EA.50	Price Ranch	0	0	0	1	0	0	0	1	1	1	1	1	1	1
5EA.55	Lithic Scatter	1	1	1	1	1	1	1	1	1	1	1	1	1	1
5EA.6	No Name	1	1	1	1	1	1	1	0	1	1	1	1	1	1

Table 6. Historic Property 4(f) Potential Use by Alternative

Map ID	Site Name	Minimal Action	Preferred Alternative												
			Transit			Highway			Combination			Minimum Program		Maximum Program	
			Rail	AGS	Bus	55 mph	65 mph	Rever.	Rail	AGS	Bus	55 mph	65 mph	55 mph	65 mph
5EA.870	No Name	1	1	1	1	1	1	1	1	1	1	1	1	1	1
5EA.915	Nelson Ranch—Meadow Mountain Complex—Meadow Mountain Work Center	0	1	1	1	0	0	0	1	1	1	1	0	1	0
5EA.916	No Name	0	1	1	1	0	0	0	1	1	1	1	0	1	0
5EA.970	No Name	1	0	0	0	1	1	1	0	0	1	0	0	0	0
No Number	Sherwood Ditch	0	1	1	1	0	0	0	0	1	1	1	1	1	1
No Number	Holland Ditch	1	1	1	1	1	1	1	1	1	1	1	1	1	1
5GF.1050	Hot Springs Historic District	0	1	1	1	0	0	0	1	1	1	1	1	1	1
5GF.1050.2	Glenwood Hot Springs Bathhouse—Natatorium—Yampa Spring—Glenwood Springs Hot Springs Lodge and Pool	0	1	1	1	0	0	0	1	1	1	1	1	1	1
5JF.2118	No Name	0	1	0	0	0	0	0	1	1	1	1	1	1	1
5JF.2733	State Highway 74	1	1	1	1	1	1	1	1	1	1	1	1	1	1
5JF.2733.1	F-15-CF—East Evergreen Interchange	1	1	1	1	1	1	1	1	1	1	1	1	1	1
5JF.2788	Ralston Residence	1	1	1	1	1	1	1	1	1	1	1	1	1	1

Section 4(f) Evaluation Technical Report

Table 6. Historic Property 4(f) Potential Use by Alternative

Map ID	Site Name	Minimal Action	Preferred Alternative													
			Transit			Highway			Combination			Minimum Program		Maximum Program		
			Rail	AGS	Bus	55 mph	65 mph	Rever.	Rail	AGS	Bus	55 mph	65 mph	55 mph	65 mph	
5JF.817.6	Denver and Intermountain Railroad—Segment	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
5ST.1	No Name	0	1	1	1	1	1	1	1	1	1	1	1	1	1	1
5ST.534 5ST.534.1	Lusher Ditch	0	0	0	0	0	0	0	1	1	1	1	1	1	1	1
5ST.535	No Name	0	0	1	1	0	0	0	1	1	1	1	1	1	1	1
5ST.550	Shrine Pass Road, Holy Cross Trail	1	1	1	1	1	1	1	1	0	0	0	0	0	0	0
5ST.648	Old Dillon Reservoir, Dillon Ditch and Associated Structures	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
5ST.745	Blue River to Summit Transmission Line	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
No Number	Excelsior Mine	0	0	0	1	1	1	1	1	1	1	1	1	1	1	1
No Number	Two Barns	1	1	1	1	1	1	1	1	1	1	0	0	1	1	1
Unknown	Water Flume	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Total Historic Impact (across 75 properties)		47	52	55	64	54	50	55	64	66	69	58	56	66	63	

Table 7. Eisenhower Johnson Memorial Tunnels—I-70

												Preferred Alternative			
		Transit			Highway			Combination			Minimum Program		Maximum Program		
Map ID	Site Name	Minimal Action	Rail	AGS	Bus	55 mph	65 mph	Rever	Rail	AGS	Bus	55 mph	65 mph	55 mph	65 mph
Whole Resource		1	1	1	1	1	1	1	1	1	1	1	1	1	1
5CC.1189.4	Eisenhower Johnson Memorial Tunnels—I-70	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5CC.1189.4	Eisenhower Johnson Memorial Tunnels—I-70	1	1	1	1	1	1	1	1	1	1	1	1	1	1
5ST.892.3	Eisenhower Johnson Memorial Tunnels—I-70	1	1	1	1	1	1	1	1	1	1	1	1	1	1

Section 4(f) Evaluation Technical Report

Table 8. Colorado Central Railroad

												Preferred Alternative			
												Minimum Program		Maximum Program	
Map ID	Site Name	Minimal Action	Transit			Highway			Combination			55 mph	65 mph	55 mph	65 mph
			Rail	AGS	Bus	55 mph	65 mph	Rever	Rail	AGS	Bus				
Whole Resource 5CC.427		1	1	1	1	1	1	1	1	1	1	0	1	1	1
5CC.427.1	Colorado Central Railroad Grade	0	0	0	0	0	1	0	0	0	0	0	1	0	1
5CC.427.3	Colorado Central Railroad Grade	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5CC.427.5	Colorado Central Railroad	1	1	1	1	1	1	1	1	1	1	0	0	1	1
5CC.427.6	Colorado Central Railroad (Segment)—Union Pacific, Denver and Gulf Railway—Colorado and Southern Railroad Company	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5CC.427.7	Colorado Central Railroad (Segment)	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5CC.427.8	Colorado Central Railroad (Segment)	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Table 9. Denver and Rio Grand Railway Company Line and Western Railroad Segments

												Preferred Alternative			
												Minimum Program		Maximum Program	
Map ID	Site Name	Minimal Action	Transit			Highway			Combination			55 mph	65 mph	55 mph	65 mph
			Rail	AGS	Bus	55 mph	65 mph	Rever	Rail	AGS	Bus				
Whole Resource 5EA.1595		1	1	1	1	1	0	1	1	1	1	1	1	1	1
5EA.1595.2	Denver and Rio Grand Railway Company Line	0	0	1	1	0	0	0	0	1	1	1	1	1	1
5EA.1595.3	Denver and Rio Grand Railway Company Line	0	0	1	1	0	0	0	0	1	1	1	1	1	1
5EA.1595.4	Denver and Rio Grand Railway Company Line	0	0	1	1	0	0	0	0	1	1	1	1	1	1
5EA.1595.5	Denver and Rio Grand Railway Company Line	1	1	1	1	1	0	1	1	1	1	1	1	1	1
5EA.1595.6	Denver and Rio Grand Railroad	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5EA.1595.7		0	0	0	0	0	0	0	0	0	0	0	0	0	0
5EA.1595.9	Denver and Rio Grand Western Railroad Segment	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5EA.1595.11	Denver and Rio Grand Western Railroad Segment	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5EA.1595.12	Denver and Rio Grand Railroad Segment	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Section 4(f) Evaluation Technical Report

Table 10. Interstate 70 Segments

												Preferred Alternative			
		Transit				Highway			Combination			Minimum Program		Maximum Program	
Map ID	Site Name	Minimal Action	Rail	AGS	Bus	55 mph	65 mph	Rever	Rail	AGS	Bus	55 mph	65 mph	55 mph	65 mph
Whole Resource		1	1	1	1	1	1	1	1	1	1	1	1	1	1
5CC.1189.2	Interstate 70—Segment	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5CC.1189.2	Interstate 70—Segment	1	1	1	1	1	1	1	1	1	1	1	1	1	1
5ST.892.1	Interstate 70—Segment	1	1	1	1	1	1	1	1	1	1	1	1	1	1
5ST.892.1	Interstate 70—Segment	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Table 11. Lusher Ditch

												Preferred Alternative			
		Transit				Highway			Combination			Minimum Program		Maximum Program	
Map ID	Site Name	Minimal Action	Rail	AGS	Bus	55 mph	65 mph	Rever	Rail	AGS	Bus	55 mph	65 mph	55 mph	65 mph
Whole Resource 5ST.534		0	1	1	1	0	0	0	1	1	1	1	1	1	1
5ST.534	Lusher Ditch	0	1	1	1	0	0	0	1	1	1	1	1	1	1
5ST.534.1	Lusher Ditch—Segment	0	1	0	0	0	0	0	1	0	0	0	0	0	0

4.2 Potential Use of Parks and Recreation Areas

Table 12 shows potential uses of parks and recreation areas for the alternatives that meet the project purpose and need. Figure 5 includes representative aerial photo drawings of three of the Section 4(f) properties.

Figure 5. Potential Use of Publicly Owned Parks and Recreation Areas

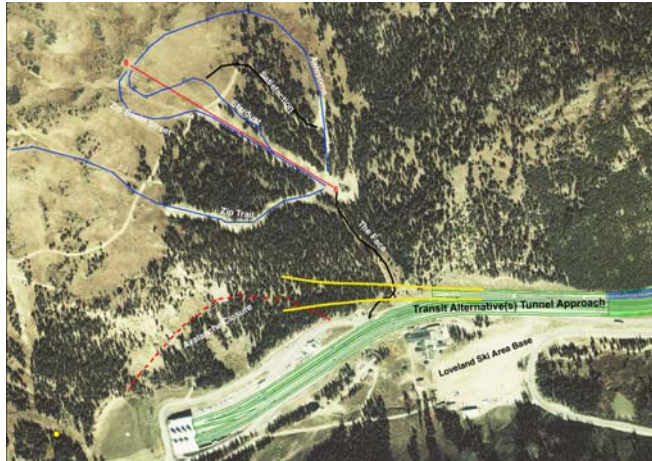
Potential Use of Prospector Trail and USFS Visitor Center Parking Lot/Trailhead



Potential Use of Charlie Taylor Water Wheel Park



Potential Use of Loveland Ski Area



Section 4(f) Evaluation Technical Report

Table 12. Potential 4(f) Property Use by Alternative Publicly Owned Parks and Recreation Areas

Map ID	Site Name	Minimal Action	Transit			Highway			Combination			Preferred Alternative			
			Rail	AGS	Bus	55 mph	65 mph	Rever	Rail	AGS	Bus	Minimum Program		Maximum Program	
												55 mph	65 mph	55 mph	65 mph
12	Bakerville Fishing Access	0	0	0	0	1	1	1	1	1	1	0	0	1	1
13	East of Bakerville Fishing Access	0	0	0	0	0	0	1	1	1	1	0	0	1	1
18	Pedestrian/Bicycle Bridge	1	1	1	1	1	1	1	1	1	1	0	0	1	1
24	Silver Plume Plaza Near Proposed Silver Plume Interchange.	0	1	0	1	1	1	1	1	1	1	0	0	1	1
40	Trailhead and Bighorn Sheep Viewing Area	0	0	0	0	0	0	0	1	1	1	0	0	1	1
44	Potential Open Space	0	0	0	0	1	1	1	1	1	1	0	0	1	1
46	Potential Open Space	0	0	0	0	1	1	1	1	1	1	0	0	1	1
48	Creekside Trail along Alvarado road	0	0	0	0	1	1	1	1	1	1	0	0	1	1
50	Potential Open Space Between US 40 Junction and Georgetown	0	0	0	0	1	1	1	1	1	1	0	0	1	1
51	Cemetery Boating Access	0	0	0	0	1	1	1	1	1	1	0	0	1	1
52	Pedestrian/Bicycle Underpass (under I-70) and Overpass (over Clear Creek)	0	1	1	1	1	1	1	1	1	1	1	1	1	1
55	Pedestrian/Bicycle Bridge	0	1	0	0	0	0	0	0	0	1	0	0	0	0
56	Pedestrian/Bicycle Underpass or Bridge at Gateway Bridge	1	1	1	1	1	1	1	1	1	1	1	1	1	1
58	White Water Kayak Park & Fishing and Boating Access	1	0	0	0	1	1	1	1	1	1	0	0	1	1
64	Proposed Pedestrian/Bicycle Bridge	0	0	0	1	0	1	1	1	1	1	0	0	1	1

Table 12. Potential 4(f) Property Use by Alternative Publicly Owned Parks and Recreation Areas

Map ID	Site Name	Minimal Action	Transit			Highway			Combination			Preferred Alternative			
			Rail	AGS	Bus	55 mph	65 mph	Rever	Minimum Program			Maximum Program			
									Rail	AGS	Bus	55 mph	65 mph	55 mph	65 mph
65	Tubes Boating Access	1	1	1	1	1	1	1	1	1	1	1	1	1	1
69	Weigh Station Boating Access	1	1	1	1	1	1	1	1	1	1	1	1	1	1
72	Upper Dumont Boating Access	0	0	0	1	1	1	1	1	1	1	0	0	1	1
75	Fairgrounds (Hiawatha) Boating Access	0	0	0	0	1	1	1	1	1	1	0	0	1	1
78	Spring Gulch Boating Access	0	1	1	1	1	1	1	1	1	1	1	1	1	1
80	Trailhead, parking, and campground east of Dumont (Philadelphia Mill Site)	0	1	1	1	1	1	1	1	1	1	1	1	1	1
81	Potential Open Space and Pedestrian/ Bicycle Bridges	0	1	1	0	0	0	1	1	1	1	1	1	1	1
82	Potential Open Space and Pedestrian/ Bicycle Bridges	0	1	1	1	1	1	1	1	1	1	1	1	1	1
83	Pedestrian/Bicycle Bridge for Connection to Fall River Road	1	1	1	1	1	1	1	1	1	1	1	1	1	1
84	Outer Limits Boating Access	1	1	1	1	1	1	1	1	1	1	1	1	1	1
85	Scenic Overlook and Rest Area	1	1	1	1	1	1	1	1	1	1	1	1	1	1
86	Stanley Bridge Pedestrian/Bicycle Bridge at Scenic Overlook, West End of Idaho Springs	1	1	1	1	1	1	1	1	1	1	1	1	1	1
87	Trailhead and Parking Area, West End of Idaho Springs	1	1	1	1	1	1	1	1	1	1	1	1	1	1
90	Idaho Springs High School Football Fields	1	1	1	1	1	1	1	1	1	1	0	0	1	1

Section 4(f) Evaluation Technical Report

Table 12. Potential 4(f) Property Use by Alternative Publicly Owned Parks and Recreation Areas

Map ID	Site Name	Minimal Action	Transit			Highway			Combination			Preferred Alternative			
			Rail	AGS	Bus	55 mph	65 mph	Rever	Rail	AGS	Bus	Minimum Program		Maximum Program	
													55 mph	65 mph	55 mph
92	Prospector Trail	0	1	0	0	0	0	0	0	0	0	0	0	0	0
92	USFS Visitor Center	1	1	1	1	1	1	1	1	1	1	1	1	1	1
93	Potential Park Next to USFS Visitors Center	0	1	1	0	0	0	0	0	0	0	1	1	0	0
94	Pedestrian/Bicycle Bridge Near USFS Visitor Center on Chicago Creek Road	1	1	1	1	1	1	1	1	1	1	1	1	1	1
97	Business Loop Alternative	1	1	1	1	1	1	1	1	1	1	1	1	1	1
97	Business Loop Alternative	0	0	0	1	0	0	0	1	1	1	0	0	1	1
98	Charlie Taylor Water Wheel Fishing Access	1	1	1	1	1	1	1	1	1	1	1	1	1	1
100	Pedestrian/Bicycle Bridge (near Idaho Springs Town Hall)	0	0	0	1	1	1	1	1	1	1	0	0	1	1
105	Creekside Trail Alternative	1	1	1	1	1	1	1	1	1	1	1	1	1	1
110	Scott Lancaster Bridge	0	1	1	0	1	1	1	1	1	1	1	1	1	1
111	Clear Creek Rafting Boating and Fishing Access	0	1	1	1	1	1	1	1	1	1	1	1	1	1
112	Proposed Trailhead, Parking, Restroom and Park at Twin Tunnels (old Game Check Area)	0	1	1	0	1	1	1	1	1	1	1	1	1	1
114	Below Box Boating Access	0	1	1	0	0	0	1	1	1	1	1	0	1	0
115	Hidden Valley Fishing Access	1	1	1	1	1	1	1	1	1	1	1	1	1	1
117	Trail at Hidden Valley Interchange	1	1	1	1	1	1	1	1	1	1	1	1	1	1

Table 12. Potential 4(f) Property Use by Alternative Publicly Owned Parks and Recreation Areas

Map ID	Site Name	Minimal Action	Transit			Highway			Combination			Preferred Alternative			
			Rail	AGS	Bus	55 mph	65 mph	Rever	Rail	AGS	Bus	Minimum Program		Maximum Program	
												55 mph	65 mph	55 mph	65 mph
121	Li'l Easy Boating Access	0	0	0	0	0	0	0	0	0	0	0	1	0	1
122	Kermitts Fishing Access	1	1	1	1	1	1	1	1	1	1	1	1	1	1
124	Proposed Alternative Trailhead and Parking at Kermitts	1	1	1	1	1	1	1	1	1	1	1	1	1	1
125	Frei Quarry Boating Access	0	0	0	0	0	0	0	0	0	0	0	1	0	1
130	Trail through Clear Creek County	1	1	1	1	1	1	1	1	1	1	1	1	1	1
130	Trail through Clear Creek County	1	1	1	1	1	1	1	1	1	1	1	1	1	1
137	Fall River Road Trail	1	1	1	1	1	1	1	1	1	1	1	1	1	1
152	Genesee—El Rancho Bike Trail	0	1	1	1	0	0	0	1	1	1	1	1	1	1
154	Eagle Valley Regional Trails Plan Network—Complete	1	1	1	1	1	1	1	1	1	1	1	1	1	1
155	Eagle Valley Regional Trails Plan Network—Proposed	1	1	1	1	1	1	1	1	1	1	1	1	1	1
158	Blue River Trail	1	1	1	1	1	1	1	1	1	1	1	1	1	1
200	City Hall Park	0	0	0	1	1	1	1	1	1	1	0	0	1	1
213	Berry Creek / Miller Ranch	1	1	1	1	1	1	1	1	1	1	1	1	1	1
225	Charlie Tayler Waterwheel Park	1	1	1	1	1	1	1	1	1	1	1	1	1	1
231	Copper Mountain Ski Area	0	1	1	1	0	0	0	1	1	1	1	1	1	1

Section 4(f) Evaluation Technical Report

Table 12. Potential 4(f) Property Use by Alternative Publicly Owned Parks and Recreation Areas

Map ID	Site Name	Minimal Action	Transit			Highway			Combination			Preferred Alternative			
			Rail	AGS	Bus	55 mph	65 mph	Rever	Rail	AGS	Bus	Minimum Program		Maximum Program	
													55 mph	65 mph	55 mph
268	Genesee Park	0	1	1	1	0	0	0	1	1	1	1	1	1	1
274	Glenwood Hot Springs	1	1	1	1	1	1	1	1	1	1	1	1	1	1
287	Hogback Park	0	0	0	0	0	0	0	1	0	0	0	0	0	0
304	Loveland Ski Area	1	1	1	1	1	1	1	1	1	1	1	1	1	1
342	Silverthorne Open Space	1	1	1	1	1	1	1	1	1	1	1	1	1	1
343	Skateboard Park	1	1	1	1	1	1	1	1	1	1	0	0	1	1
354	Two Rivers Park	1	1	1	1	1	1	1	1	1	1	1	1	1	1
369	Vail Trail	1	1	1	1	1	1	1	1	1	1	1	1	1	1
370	Vail Pass—Tenmile Trail	1	1	1	1	1	1	1	1	1	1	1	1	1	1
372	Gore Range Trail	1	1	1	1	1	1	1	1	1	1	1	1	1	1
373	Two Elk Trail	1	1	1	1	1	1	1	1	1	1	1	1	1	1
374	Corral Creek Trail	0	1	1	1	0	0	0	1	1	1	1	1	1	1
375	Georgetown to Silver Plume Bike Trail	1	1	1	1	1	1	1	1	1	1	1	1	1	1
376	Scott Lancaster Memorial Trail	1	1	1	1	1	1	1	1	1	1	1	1	1	1
376	Scott Lancaster Memorial Trail—Proposed	0	1	1	0	1	1	1	1	1	1	1	1	1	1
381	Continental Divide National Scenic Trail	1	1	1	1	1	1	1	1	1	1	1	1	1	1

Table 12. Potential 4(f) Property Use by Alternative Publicly Owned Parks and Recreation Areas

Map ID	Site Name	Minimal Action	Transit			Highway			Combination			Preferred Alternative			
			Rail	AGS	Bus	55 mph	65 mph	Rever	Rail	AGS	Bus	Minimum Program		Maximum Program	
													55 mph	65 mph	55 mph
404	BLM008480T	0	0	1	1	0	0	0	0	1	1	1	1	1	1
432	BLM08480CT	0	0	1	1	0	0	0	0	1	1	1	1	1	1
471	CDOW/Vail Underpass Trail	1	0	0	1	1	0	1	1	1	1	1	0	1	0
480	Eagle Trails	1	1	1	1	1	1	1	1	1	1	1	1	1	1
510	Hells Pocket Trail	0	0	0	1	0	0	0	0	0	1	0	0	0	0
561	Spur Trails at Avon & Edwards	1	1	1	1	1	1	1	1	1	1	1	1	1	1
572	West Edwards to Avon Trail	1	1	1	1	1	1	1	1	1	1	1	1	1	1
590	Name Unknown—Summit County	1	1	1	1	1	1	1	1	1	1	1	1	1	1
731	7:30 TRAIL	0	1	0	0	1	1	1	1	1	1	0	0	1	1
741	Herman Gulch Trailhead	0	1	0	0	0	0	0	0	0	0	0	0	0	0
773	Mount Meadow Trailhead	1	0	0	1	1	0	1	1	1	1	1	0	1	0
810	Bakerville—Loveland Access Trail	1	1	1	1	1	1	1	1	1	1	1	1	1	1
815	Georgetown Lake Recreation Area Access Road (Alvarado Road)	0	0	0	0	1	1	1	1	1	1	0	0	1	1
Total Recreation Impact (across 93 properties)**		50	68	65	68	72	72	76	84	84	86	63	63	84	84

**Note that these totals include the wildlife refuges identified in a separate table.

4.3 Potential Use of Wildlife Refuges

Table 13 includes information on potential uses of wildlife refuges.

Table 13. Potential 4(f) Property Use by Alternative Wildlife Refuges

Map ID	Site Name	Combination			Preferred Alternative			
					Minimum Program		Maximum Program	
		Rail	AGS	Bus	55 mph	65 mph	55 mph	65 mph
76	Sheep Keep Property	1	1	1	0	0	1	1
113	Twin Tunnels Wildlife Land Bridge	1	1	1	1	1	1	1
132	Vail Deer Underpass State Wildlife Area	1	0	0	0	1	0	1
133	Whisky Creek	1	1	1	1	1	1	1
278	Gypsum Ponds State Wildlife Area	1	1	1	1	1	1	1

Section 5. Least Harm Data

The single mode alternatives are not addressed in Section 5 because they do not meet purpose and need as described in Section 3.14.7 of the *I-70 Mountain Corridor PEIS* (CDOT, 2010).

All the Combination alternatives have a potential to use Section 4(f) properties. Potential Section 4(f) uses of historic properties range from 56 at the lower range of the Preferred Alternative to 69 with the Combination Bus Alternative. Potential Section 4(f) uses of the parks, recreation areas or wildlife refuges range from 61 at the lower range of the Preferred Alternative to 86 with the Combination Bus Alternative. This totals 117 potential uses with the lower range of the Preferred Alternative to 155 with the Combination Bus Alternative. The Preferred Alternative has a range of potential uses from 117 to 152 which has a slightly lower to similar potential for use of Section 4(f) properties compared to the other Combination Alternatives.

Because none of the Combination alternatives in the I-70 Mountain Corridor completely avoids use of all Section 4(f) properties, the alternatives were compared based not only on their potential use of the Section 4(f) properties but also on other factors. These factors include the ability to mitigate the use in Tier 2 processes, the relative significance of the properties and the severity of the remaining harm, the views of the Officials with Jurisdiction, the responsiveness of the alternative to the purpose and need, cost, and the impact to other environmental resources.

One factor that was considered is the ability to mitigate the use in Tier 2 processes. The alternatives that include Advanced Guideway System as a part of their mix (the Preferred Alternative and the Advanced Guideway System Combination Alternative) have an opportunity to mitigate potential uses because the Advanced Guideway System is flexible in its exact location, it has a noticeably smaller footprint and since it is elevated, it can be placed so it cantilevers over the roadway shoulder.

The relative significance of the Section 4(f) properties being potentially used and the relative severity of the remaining harm to the Section 4(f) properties are not addressed in this evaluation. All properties are treated as significant at the first tier so there is no recognized difference. The relative severity of remaining harm will be addressed in Tier 2 NEPA processes.

The views of the Officials with Jurisdiction over the resource can be considered. In general, the Officials with Jurisdiction are less supportive of alternatives that include highway widening because of the overall width of the footprint and the effects of that widening to the setting of historic properties. The Officials with Jurisdiction are in general more supportive of alternatives that include the Advanced Guideway System because it has a better potential to avoid Section 4(f) properties. The U.S. Forest Service, one of the Officials with Jurisdiction, is more supportive of the transit component of the Combination alternatives because of their consistency with future plans to manage future access to U.S. Forest Service recreational areas. Letters from the U.S. Forest Service and Clear Creek County provide more detail about these opinions. See **Appendix A** of this Technical Report for these letters.

Each of the alternatives being considered is more or less responsive to purpose and need. **Table 14** includes specific analysis showing how each of the alternatives responds to various criteria used to evaluate purpose and need. The Preferred Alternative, if it is fully implemented, and the Combination Six-Lane Highway with Advanced Guideway System Alternative result in the least weekend highway travel time in the future and the least congestion on weekends, in the peak direction. Transit travel time is fastest with the Preferred Alternative and the Combination Six-Lane Highway with Advanced Guideway System Alternative. The Preferred Alternative–Minimum Program provides the most noticeable transit

Section 4(f) Evaluation Technical Report

travel time advantage over highway travel time and all of the Combination Alternatives provides an option for travelers to avoid highway congestion, potentially serving as a mechanism for changes in traveler behavior over time.

Alternatives are evaluated for how well they protect I-70 Mountain Corridor travelers. Alternatives that include a Fixed Guideway Transit component provide a safer means of transportation for travelers than highway vehicle travel. National crash rates for rail modes are markedly lower than the comparable rates for motor vehicles. [Crash rate statistics of fatalities and injuries per passenger mile indicate that Fixed Guideway Rail Transit is approximately 100 times safer than automobile travel (National Transportation Statistics 2010, Bureau of Transportation Statistics, USDOT, 2010)]. Buses operating in general purpose lanes are on average safer than automobile travel, but not as safe as rail technologies in fixed guideways. No separate statistics are available at a national level for buses operating in a separate guideway.

Figure 2-16 in Chapter 2 of the *I-70 Mountain Corridor PEIS* (CDOT, 2010) shows the overall multimodal fatality rate by alternative. Fatality rates were used for comparison as the best measure of safety collected consistently among the transportation modes. These blended rates reflect the relative amount of person trips using each mode and are based on projected fatalities per mode per 100 million person miles of travel.

The Combination Alternatives, including the Preferred Alternative, all have relatively similar fatality rates, with the Preferred Alternative having the lowest.

Chapter 3 of the *I-70 Mountain Corridor PEIS* (CDOT, 2010) describes the impact of the Action Alternatives to other environmental resources. Analyses show that for several resources (biological, threatened and endangered species, water resources and wetlands) the Advanced Guideway System Combination Alternative and the Bus Combination Alternative results in the greatest impacts. These effects can be mitigated in many cases. Effects that are more difficult to mitigate include effects to climate and air quality and operational energy consumption and cumulative effects caused by induced growth. The Preferred Alternative has potential to have the least effect to these resources.

Table 14. Comparative Factors for Least Harm Analysis

	Combination			Preferred Alternative Minimum		Preferred Alternative Maximum	
	Rail	AGS	Bus	55 mph	65 mph	55 mph	65 mph
No. of Properties Potentially Used							
Recreation and wildlife refuge	84	84	86	61	61	86	86
Historic	64	66	69	56	56	66	66
Total Number of Properties	148	153	155	117	117	152	152
Ability to Mitigate		Higher		Higher	Higher	Higher	Higher
AGS component has higher ability							
Relative Severity of Remaining Harm	Not addressed at first tier						
Relative Significance of Properties	Not addressed at first tier						
Views of the Officials with Jurisdiction Like AGS because it can move around; dislike highway—more direct impacts; effect to setting	Less Supportive	Less Supportive	Negative	Very Supportive	Very Supportive	Less Supportive	Less Supportive
Degree to Which Each Alternative Meets P&N							
Maximum Total Highway travel time (EB) (minutes)	202	202	206 to 208	220	220	202	202
Westbound transit travel time (minutes)	202	177	193 to 205	177	177	177	177
Eastbound transit travel time (minutes)	210	179	198 to 210	178	178	178	178
Difference in travel time between highway and transit for westbound (minutes)	0	21	2 to 14	42	42	21	21
Annual Westbound 2035 Hours of Congestion (LOS F)							
Top of Floyd Hill	2,772	2,638	2,807 to 2,863	2,437	2,437	2,638	2,638
Twin Tunnels	246	229	278 to 295	417	417	229	229
East of Empire Junction	84	76	98 to 106	475	475	76	76
EJMT	130	117	155 to 172	1,447	1,447	117	117
Annual Eastbound 2035 Hours of Congestion (LOS F)							

Section 4(f) Evaluation Technical Report

Table 14. Comparative Factors for Least Harm Analysis

	Combination			Preferred Alternative Minimum		Preferred Alternative Maximum	
	Rail	AGS	Bus	55 mph	65 mph	55 mph	65 mph
EJMT	161	148	186 to 204	174	174	148	148
East of Empire Junction	75	68	83-89	495	495	68	68
Twin Tunnels	320	279	380 to 423	206	206	279	279
Top of Floyd Hill	885	848	959 to 975	93	93	848	848
After Mitigation, Magnitude of Any Adverse Impacts to Other Resources							
Climate and air quality (parts per million)							
PM2.5	0.1	0.13	0.1 to 0.13	0.1	0.1	0.13	0.13
NO2	3.89	3.75	3.85 to 3.9	3.43	3.43	3.75	3.75
CO	69.31	68.35	68.82 to 69.28	61.58	61.58	68.35	68.35
Biological (acres of direct impact to habitat)							
bighorn sheep	93.1	75.2	82.4	32.4	34.6	75.2	77.4
elk	11.0	8.7	12.0	0.8	0.8	8.7	8.7
deer	34.2	27.5	39.1	27.5	26.5	27.5	26.5
Threatened and endangered species (lynx) (acres of direct impact to habitat)	226.4	145.4	208.5	144.1	125.3	145.4	126.7
Wetlands (acres)	63.7	55	56.7	32.1	34.3	55	57.3
Water resources							
increase in loading	43%	24%	43%	12%	12%	24%	24%
stream disturbance(linear feet)	43,758	41,320	37,173	39,446	39,446	41,320	41,320
Land use (potential to induce growth)	Most	Most	Most	Most	Most	Most	Most
Environmental Justice							
Noise (decibels)	Not addressed at first tier						
Energy (operational energy consumed)	48.5	48.1	48.3	47.8	47.8	48.1	48.1

Table 14. Comparative Factors for Least Harm Analysis

	Combination			Preferred Alternative Minimum		Preferred Alternative Maximum	
	Rail	AGS	Bus	55 mph	65 mph	55 mph	65 mph
Safety (2035 fatality rates)	0.36%	0.34%	0.34-0.35%	0.32%	0.31%	0.34%	0.32%
Cumulative (amount of impact overall)	Highest	Highest	Highest			Highest	Highest
Cost (in millions)	\$8,505	\$11,202	\$7,087 to \$7,448	\$10,182		\$11,202	

The Preferred Alternative provides an opportunity to monitor conditions over time and adapt future improvements to changes in technology, demographics or other global, regional or local trends. This characteristic could result in reductions of the environmental impacts predicted in the I-70 Mountain Corridor PEIS.

The anticipated capital costs of construction were evaluated. Of the Combination alternatives, the Preferred Alternative at its maximum range and the Advanced Guideway System Combination Alternative are the most costly. More information on costs is found in Chapter 2, Section 2.8.4 of the I-70 Mountain Corridor PEIS.

To summarize, the Preferred Alternative is anticipated to result in a range of potential uses of Section 4(f) properties (from 117 to 147). This alternative has a slightly lower to similar potential use compared to the other Combination alternatives. The inclusion of the Advanced Guideway System component represents a clear opportunity to mitigate some of these potential uses because it is able to move from one side of the Corridor to another or to be located in the median. The Preferred Alternative is anticipated to result in a range of potential impacts to other environmental resources, but many of these impacts can be mitigated. It is likely to result in the greatest amount of induced growth and development, but that can also be guided and thus mitigated through effective actions of local governments. Based on current data, the Preferred Alternative is the most effective of all of the alternatives at responding to the purpose and need of reducing highway congestion and minimizing highway travel time. At the other end of the range, the Preferred Alternative appears to provide a clear transit travel time advantage for the user, avoiding highway congestion. The adaptive nature of the Preferred Alternative over time is the most responsive to anticipated future technological, global and regional changes. And during Tier 2 processes the preferred Alternative will offer numerous opportunities to minimize harm to the remaining Section 4(f) properties that may result from the potential uses that are defined in this evaluation.

Section 6. Agency Coordination

Coordination that has occurred with the agencies with jurisdiction over historic properties is documented in detail in Section 3.13.3 of the Revised Draft PEIS. Letters received relative to historic properties in the Corridor are contained in **Appendix A** of this Technical Report.

A substantial effort was undertaken to coordinate with Officials with Jurisdiction over parks, recreation areas and wildlife and waterfowl refuges. This coordination occurred during three different time periods. The initial coordination occurred in 2001. Information obtained from the Officials with Jurisdiction was used to initially identify potential Section 4(f) properties, to refine locations and properties, to identify future planned parks and recreation areas and to obtain input on potential uses of parks, recreation areas and wildlife and waterfowl refuges.

Appendix A of this Technical Report contains a summary of the Section 4(f) related comments that were received on the 2004 Draft PEIS. Letters were received from many of the Officials with Jurisdiction, including the Department of the Interior. Many of these letters identified new Section 4(f) properties to be added to the evaluation or expressed concerns about the impact assessment that was done for Section 4(f) properties. The new properties have been added to the Section 4(f) Evaluation as appropriate and as defined in Section 2 of this Technical Report.

Between 2004 and 2009, substantial additional efforts (such as the I-70 Mountain Corridor Context Sensitive Solutions process, the Collaborative Effort process, and the PEIS Project Leadership Team) were undertaken to collaborate with Corridor stakeholders, many of whom are Officials with Jurisdiction.

In 2009 and 2010, the Colorado Department of Transportation updated information on significant publicly owned public park, recreation area, or wildlife and waterfowl properties in or adjacent to the I-70 ROW for the I-70 Mountain Corridor PEIS, soliciting information from the WRNF, ARNF, BLM, CDOW, NPS, and USFWS, as well as from all counties and municipalities within the Corridor. This coordination occurred through letters, emails, and phone calls. **Appendix A** provides the requests for update (February 2009) and follow-up letters (May 2009), and a correspondence log. The properties identified in responses from each entity were reviewed for potential eligibility for Section 4(f) approval.

Table 15 summarizes all comments received since the 2004 Draft PEIS, including those received in the 2009 coordination effort. **Table 15** also indicates specifically the disposition of each of these comments.

Table 15. Officials with Jurisdictions Comments Identifying Section 4(f) Properties

Property	Issue	Agency	When	Disposition
Red Mountain and Jeanne Goley Trail	Property is within the 3 mile buffer but not identified in the 2004 Draft PEIS	Glenwood Springs	2010 scoping letter	Property is not within the Project Footprint as defined
Rio Grande Trail	Property is within the 3 mile buffer but not identified in the 2004 Draft PEIS	Glenwood Springs	2010 scoping letter	Property is not within the Project Footprint as defined
Doc Holliday Trail	Property is within the 3 mile buffer but not identified in the 2004 Draft PEIS	Glenwood Springs	2010 scoping letter	Property is not within the Project Footprint as defined

Table 15. Officials with Jurisdictions Comments Identifying Section 4(f) Properties

Property	Issue	Agency	When	Disposition
Glenwood Springs Public Golf Course	Property is within the 3 mile buffer but not identified in the 2004 Draft PEIS	Glenwood Springs	2010 scoping letter	Property is not within the Project Footprint as defined
Sister Lucy Downey Park	Property is within the 3 mile buffer but not identified in the 2004 Draft PEIS	Glenwood Springs	2010 scoping letter	Property is not within the Project Footprint as defined
Whitewater Park	Property is within the 3 mile buffer but not identified in the 2004 Draft PEIS	Glenwood Springs	2010 scoping letter	Property is not within the Project Footprint as defined
Gypsum Ponds	Property is within the 3 mile buffer but not identified in the 2004 Draft PEIS	Gypsum	2010 scoping letter	It was originally determined there would be no use of this property however because it does fall within the Project Footprint it has now been included in the analysis.
Eagle River Preserve	Property is within the 3 mile buffer but not identified in the 2004 Draft PEIS	Western Eagle County Metropolitan Recreation District, and Eagle County	2010 scoping letter	Property is not within the Project Footprint as defined
BLM Campground—Gypsum Recreation Site	Property is within the 3 mile buffer but not identified in the 2004 Draft PEIS	Gypsum	2010 scoping letter	Property is not within the Project Footprint as defined
Georgetown State Wildlife Area located north of Georgetown	Property is within the 3 mile buffer but not identified in the 2004 Draft PEIS	Colorado Division of Wildlife	2010 scoping letter	Property is not within the Project Footprint as defined
Eagle River State Wildlife Area located south of Highway 6 and East of Eagle; BLM property	Property is within the 3 mile buffer but not identified in the 2004 Draft PEIS	Eagle County and Colorado Division of Wildlife	2010 scoping letter	Property is not within the Project Footprint as defined
BLM Land Transfer property located east of Glenwood Canyon along the Colorado River	Potential new property within the 3 mile buffer	Colorado Division of Wildlife	2010 scoping letter	Property is not within the Project Footprint as defined
Eaton Reserve	Property is within the 3 mile buffer but not identified located in Edwards	Western Eagle County Metropolitan Recreation District	2010 scoping letter	Property is not within the Project Footprint as defined
Georgetown Lake Recreational Area	Temporary impacts had been identified at one time however these were not identified in the 2004 Draft PEIS.	Colorado Division of Wildlife	2010 scoping letter	Property is not within the Project Footprint as defined; however, the access road may be temporarily impacted. Temporary impacts are not distinguished from a use of the property at the Tier 1 Level.
Existing Jefferson County trails	Updated locations provided in mapping data	Jefferson County Open Space	2010 scoping letter	None of these properties fall within the Project footprint as defined

Section 4(f) Evaluation Technical Report

Table 15. Officials with Jurisdictions Comments Identifying Section 4(f) Properties

Property	Issue	Agency	When	Disposition
Jefferson County Parks and Open Space	Updated and new Park Management Plans should be accounted for in assessing potential 4(f) properties	Jefferson County Open Space	2010 scoping letter	New and updated management plans have been consulted in assessing for potential 4(f) properties
Rooney Road Sports Complex located at I-70 and C-470 owned by Jefferson County	Property is within the 3 mile buffer but not identified in the 2004 Draft PEIS	Golden	2010 scoping letter	Property is not within the Project Footprint as defined
Herman Gulch Trailhead	Trailhead identified but not the trail.	United States Forest Service	2010 scoping letter	The Herman Gulch trail does not fall within the Project Footprint as defined.

Section 7. References

Eagle County. 2001. *Eagle Valley Regional Trails Plan*. December.

Federal Highway Administration. 2005. *Section 4(f) Policy Paper*. March.

Southern Rockies Ecosystem Project. 2003. Southern Rockies Wildlands Network Vision: A Science-Based Approach to Rewilding the Southern Rockies. Section IV: The Conservation Vision and Implementation Action. July. http://restoretherockies.org/vision_doc.html.

Town of Silverthorne. 2004. *Blue River Trail Master Plan*. JSA to Town Hall, June.

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Appendix A. Agency Coordination

Appendix A of this Section 4(f) Evaluation Technical Report contains the following pieces of information:

- Requests for information from federal and state agencies, counties, and municipalities in 2001
- Information received in 2002 and 2003 regarding Section 4(f) properties
- Requests for updates from counties and municipalities in 2009

The information in this appendix was used to develop the inventory for Section 4(f) properties that is contained in this Technical Report.

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Section 4(f) and 6(f) Evaluation—Coordination

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Appendix 5. Section 4(f) and 6(f) Evaluation — Coordination

5.1 Inventory of Resources

The inventory of publicly owned lands, wildlife and water fowl refuges, public parks, and recreation areas was conducted through coordination with the represented federal and state agencies, and county and municipal planners in the Corridor. The inventory of outdoor recreational lands for which Land and Water Conservation funds were used was conducted specifically with the National Park Service. The following correspondence with these agencies and planners is documented in this appendix.

Federal:

- US Department of the Interior, Bureau of Land Management
- US Forest Service, White River National Forest
- US Forest Service, Arapaho and Roosevelt National Forests and Pawnee National Grassland
- US Department of the Interior, National Park Service
- US Department of the Interior, Fish and Wildlife Service

State:

- Colorado State Parks
- Colorado Division of Wildlife

County:

- Garfield County
- Eagle County
- Summit County
- Clear Creek County
- Jefferson County

Municipal:

- Eagle-Vail Metro District
- Town of Frisco
- Town of Silverthorne
- Town of Georgetown
- City of Idaho Springs

EXAMPLE LETTER

Subject: Publicly owned parks, recreation areas, and wildlife refuges
I-70 Mountain Corridor Programmatic Environmental Impact Statement

Dear _____:

I am writing to request your assistance in gathering information related to any present publicly owned parks, recreation areas, and wildlife refuges within your City. Based on Federal Highway guidance these land use types would be considered “4(f)” properties. A copy of the Federal highways guidance on 4(f) properties is attached for your review.

J.F. Sato and Associates, as the prime consultant on the I-70 Mountain Corridor Programmatic Environmental Impact Statement, will be evaluating the potential for Project alternatives to result in direct and/or indirect impacts on these properties. Specifically we need to identify lands that meet one or more of the following criteria:

- 1) Publicly owned lands, that are open to all.
- 2) Designated as a park, recreation areas, or wildlife and waterfowl refuge. Properties are not considered 4(f) if these are not the primary purpose of the property or if the use is incidental, secondary, occasional, or recreation activity is dispersed.
- 3) School playgrounds which are not only for school activities, but open to public and serve either organized or recreational purposes and determined to be significant for recreation purposes.

Enclosed are two maps, one that illustrates the boundary around the I-70 Mountain Corridor in which we are to obtain 4(f) property data, and another that focuses specifically on your community. Please identify any properties that meet the above criteria. In order to describe each section 4(f) resource for the I-70 PEIS, we need to obtain the following information:

1. A detailed map or drawing of the property.
2. Size (acres or square feet) and location of the property.
3. Ownership of property (city, county, state, etc).
4. Function of available activities on the property (swimming, golfing, ball playing, etc).
5. Description and location of all existing and planned facilities on the property (ball diamonds, tennis courts, etc.).
6. Access (pedestrian, vehicular) and usage (approximate number of users / visitors, etc.)
7. Relationship to other similarly used lands in the vicinity
8. Applicable clauses affecting the ownership, such as lease, easement, covenants, restrictions, or conditions, including forfeiture
9. Unusual characteristics of the property (flooding problems, terrain conditions, or other features) that either reduce or enhance the value of all or part of the property.

Any assistance you could provide in identifying these properties would be greatly appreciated. If you have any questions regarding my request, please contact me at (303) 707-1201 ext. 1303, or via electronic mail at tao@jfsato.com. Thank you in advance for your time and effort in this matter.

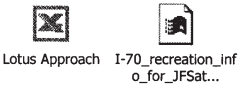
Sincerely,

Teresa O’Neil
Environmental Planner

Section 4(f) Evaluation Technical Report

Teresa O'Neil

From: brian_hopkins@co.blm.gov
Sent: Tuesday, November 20, 2001 11:53 AM
To: tao@jfsato.com
Cc: EKirby@jfsato.com
Subject: Shapefiles for I-70 Corridor Study & recreation info.



Teresa, please give me a call 970-947-2840.

Because your requests are going to various people, our office can't keep track of them or control the consistency of information you are getting.

Please, tell your staff that I (Brian Hopkins) will be the principle contact for the BLM-Glenwood Springs Field Office.

Jim Byers is the principle GIS contact.

IMPORTANT: Please do not send any info requests to Anne Huebner - Field Manager.

Attached 2 files represent updated Recreation sites (rec_sites.shp) and Special Recreation Mgmt Areas (eagle_srmas.shp) within 3 miles of I-70. These are updates from what Jim Byers sent EKirby yesterday (11/19/01).

(See attached file: rec_sites.shx) (See attached file: rec_sites.shp) (See attached file: rec_sites.dbf) (See attached file: eagle_srmas.shx) (See attached file: eagle_srmas.sbn) (See attached file: eagle_srmas.sbx) (See attached file: eagle_srmas.shp) (See attached file: eagle_srmas.dbf)

Table answering your information request of October 31 on BLM Recreation sites within the I-70 Mountain Corridor.

(See attached file: I-70_recreation_info_for_JFSato.wpd)

Bureau of Land Management - Glenwood Springs Field Office - Recreation Facilities along the I-70 Mountain Corridor										
Location	Map	Size	Ownership	Function	Description of Facilities	Access	Estimated Usage	Relationship to other lands	Classes affecting ownership	Unusual Charact.
1) Eagle River Access east of Wolcott (MP 157.0)	See GIS File	1 acre	Federal DOI-BLM	River-related uses, day-use inc.; picnicking, site-seeing	No developed facilities	Pedestrian & vehicular	350 visits	?	None	Important public access point to Eagle River
2) Bocco Mountain Special Recreation Management Area (MP 155.0)	See GIS File	1,396 acres	Federal DOI-BLM	Dispersed recreation inc.; off-highway vehicles, mtn. biking, hunting, hiking	Trailhead, riding trails	Pedestrian & vehicular	2000 visits	?	None	Popular & unique single-track riding area
3) Wolcott Recreation Site (MP 154.5)	See GIS File	27 acres	Federal DOI-BLM	Camping, river-related uses, day-use inc.; picnicking, site-seeing	Campground, and day-use facilities, boat launch, parking area, restrooms	Pedestrian & vehicular	4,536 visits	?	None	Important public access point to Eagle River. One of the few I-70 corridor camping areas.
4) Hells Pocket Trailhead (MP 152.5)	See GIS File	1 acre	Federal DOI-BLM	Hiking, hunting, site-seeing	No developed facilities, parking area	Pedestrian & vehicular	250 visits	?	None	Only pedestrian & vehicular access to block of public lands
5) Bypass Hills Special Recreation Management Area (MP 139.0)	See GIS File	16, 930 acres	Federal DOI-BLM	Dispersed recreation inc.; off-highway vehicles, mtn. biking, hunting, hiking	Riding trails	Pedestrian & vehicular	10,000 visits	?	None	Popular & unique off-highway vehicle area
6) Bypass Recreation Site (MP 139.0)	See GIS File	17 acres	Federal DOI-BLM	Camping, river-related uses, day-use inc.; picnicking, site-seeing	Campground, and day-use facilities, parking area, restrooms	Pedestrian & vehicular	4,335 visits	?	None	Important public access point to Eagle River. One of the few I-70 corridor camping areas.
7) Community Rec Site (MP 139.0)	See GIS File	10 acres	Federal DOI-BLM	River-related uses, day-use inc.; picnicking, site-seeing	Parking and interpretive signage	Pedestrian & vehicular	1,500 visits	?	None	Important public access point to Eagle River
8) Horse Pasture Recreation Site	See GIS File	12 acres	Federal DOI-BLM	River-related uses, day-use inc.; picnicking, site-seeing	Parking and interpretive signage	Pedestrian & vehicular	1,200 visits	?	None	Important public access point to Eagle River
9) Lava Flow	See		Federal	Camping, river-	Parking,	Pedestrian &	500 visits			Important public

Bureau of Land Management - Glenwood Springs Field Office - Recreation Facilities along the I-70 Mountain Corridor										
Location	Map	Size	Ownership	Function	Description of Facilities	Access	Estimated Usage	Relationship to other lands	Clauses affecting ownership	Unusual Charact.
Recreation Site (MP 135.5)	GIS File	10 acres	DOI-BLM	related uses, day-use inc., picnicking, site-seeing	interpretative signage	vehicular		?	None	access point to Eagle River
10) Dotsero Crater Geologic Site (MP 135.0)	See GIS File	undefined	Federal DOI-BLM	Site-seeing, hiking	No developed facilities	Pedestrian & vehicular	BLM doesn't monitor	?	None	Unique geologic feature
11) Ute Trailhead (MP 133.5)	See GIS File	8 acres	Federal DOI-BLM	Hiking, site-seeing, education, fishing	Parking area, interpretative signage	Pedestrian & vehicular	800 visits	?	None	Public access point
12) Siloam Springs (Glenwood Cyn.) Trailhead (MP 131.0)	See GIS File	3 acres	Federal DOI-BLM	Trail-related uses, biking, hiking, roller-blading	Parking, interpretative signage	Pedestrian & vehicular	10,000+	?	None	Main eastside access to Glenwood Cyn. trail
13) Horseshoe Bend (No Name) Picnic Area	See GIS File	5 acres	Federal DOI-BLM	River-related uses, day-use inc., picnicking, site-seeing	Picnic facilities	Pedestrian & vehicular	1,500+	?	None	None

ID NEWFIELD1
 0 Wolcott Recreation Site
 0 Gypsum Recreation Site
 0 Community Site
 0 Horse Pasture Site
 0 Lava Flow Rec Site
 0 Ute Trailhead
 0 Siloam Springs Trailhead
 0 Horseshoe Bend Picnic Area
 0 Eagle River Access
 0 Hells Pocket Trailhead
 0 Dotsero Crater Geologic Site

Section 4(f) Evaluation Technical Report

I – 70 USFS 4(f) Proposed Properties

Properties on Arapaho-Roosevelt National Forests Considered to be 4(f)

September 21, 2001

Rick Caissie

Site	Significance	Size	Function	Access	Usage	Unusual Features/comments
Proposed by J.F. Sato						
Herman Gulch Trail	Local	Length of trail within corridor	Hiking/foot trail	Automobile	15,000/year	High elevation, near Continental Divide
Watrous Gulch Trail	Local	Length of trail within corridor	Hiking/foot trail	Foot	3,000/year	High elevation, near Continental Divide
Bard Creek Trail	Local	Length of trail within corridor	Hiking/foot trail	Automobile	1,000/year	Misspelled by Sato as Baird. High elevation, near Continental Divide
Kearney Gulch Trail	Insignificant. Drop from consideration					Not on USFS trail system
Loveland Pass Trail	Local	Length of trail within corridor	Hiking/foot trail	Automobile	8,000/year	High elevation, on Continental Divide
Loveland Ski Area	Regional	6,364 Acres	Developed alpine ski area	Automobile	250,000/year	High elevation, on Continental Divide
Proposed by USFS						
Gray's Peak Trail	National	Length of trail within corridor	National Scenic Trail, Hiking/foot trail	Automobile	15,000/year	High elevation, on Continental Divide. 14,000' peak.

Mt. Evans Wilderness	National	Small portion of NE corner of Wilderness within I-70 study area corridor	Congressionally Designated Wilderness Area	Automobile/ Foot	100/year	High elevation, on Continental Divide. 14,000' peak
Hell's Hole Trail	Local	Length of trail within corridor	Hiking/foot trail	Automobile	5,000/year	High elevation, near Continental Divide
West Chicago Creek Picnic Area	Local	10 sites	Developed picnic area	Automobile	2,000/year	High elevation
West Chicago Creek Campground	Local	18 sites	Developed campground	Automobile	1,000/year	High elevation
Barbour Fork Trail	Local	Length of trail within corridor	Multi-use trail	Automobile	6,000/year	High elevation
Bakerville-Loveland Trail	Regional	Length of trail within corridor	Bicycle trail	Automobile	2,000/year. Expected to increase significantly once paved.	High elevation, near Continental Divide
Bakerville-Loveland Access Trail	Regional	Length of trail within corridor	Bicycle trail	Automobile	Expected to be significant	Under construction, located under I-70 from Herman Gulch TH to BLT. High elevation, near Continental Divide

Section 4(f) Evaluation Technical Report



United States
Department of
Agriculture

Forest
Service

Arapaho and Roosevelt
National Forests and
Pawnee National Grassland

240 West Prospect Road
Fort Collins, CO 80526
Voice: (970) 498-1100 TDD: (970) 498-1025
Web: www.fs.fed.us/r2/arnf
Fax: (970) 498-1328



United States
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240 West Prospect Road
Fort Collins, CO 80526
Voice: (970) 498-1100 TDD: (970) 498-1025
Web: www.fs.fed.us/r2/arnf
Fax: (970) 498-1328

File Code: 2100/1950-1

Date:

OCT 31 2003

Mr. William Jones
Federal Highway Administration Division
Administrator
555 Zang Street
Lakewood, CO 80228

Dear Mr. Jones:

On August 23, 2002 I sent you correspondence identifying Forest Service recreation facilities located on the Arapaho and White River National Forests to be considered under Section 4(f) in support of the Interstate 70 Programmatic Environmental Impact Statement (I-70 PEIS). Following discussions with your staff, the Forest Service concurs that two of the previously identified recreation areas on the Arapaho and White River National Forests do not meet the definition of 4(f) properties for the following reasons:

- Vail Pass Tenmile Canyon National Recreation Trail- Exempt from Section 4(f) since it was constructed with Title 23 funds.
- Continental Divide National Scenic Trail (CDNST)- Exempted from Section 4(f) by Public Law 95-625. Although exempted from Section 4(f), the Forest Service will require mitigation at all locations along the CDNST that would be impacted by future expansion of Interstate 70 on National Forest System lands.

Additionally, the White River National Forest (Dillon Ranger District), in conjunction with the Colorado Department of Transportation, established a Trailhead for the Gore Range Trail at Milepost 196. Please include the Gore Range Trail and Trailhead on the list of 4(f) properties located on National Forest System lands for the I-70 PEIS. Should you have any questions or require additional information, please contact Scott Ludwig at (303) 275-5198.

Sincerely,

JAMES S. BEDWELL
Forest Supervisor



Caring for the Land and Serving People

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I-70 Mountain Corridor
August 2010

File Code: 2100/1950-1

Date:

AUG 23 2002

Mr. William Jones
Federal Highway Administration Division
Administrator
555 Zang Street
Lakewood, CO 80228

Dear Mr. Jones:

As part of our cooperative role in the Interstate 70 (I-70) Programmatic Environmental Impact Statement (PEIS), we are providing you with a list of Forest Service 4(f) properties within three miles of either side of I-70 (please see Attachment A). As you are aware, Section 4(f) of the US Department of Transportation Act of 1966, codified in Federal law at 49 US Code (USC) 303, was established to "...preserve the natural beauty of the countryside and public park and recreation land, wildlife and waterfowl refuges, and historic sites." According to these regulations, Section 4(f) resources are defined as (FHWA 1987):

1. Publicly owned land of a park, recreation area, or wildlife and waterfowl refuge of national, state, or local significance and/or,
2. Land of an historic site of national, state, or local significance (as determined by the federal, state, or local officials having jurisdiction over the park, area, refuge, or site).

For the I-70 PEIS, Forest Service representatives from the I-70 Interdisciplinary Team have identified 110 4(f) properties along I-70 in the Arapaho and White River National Forests. These properties are publicly owned recreation areas of local, regional, and national significance.

The Forest Service requests that the Federal Highway Administration provide the Forest Service with a determination confirming the 4(f) legitimacy of the aforementioned properties relative to the I-70 PEIS. The 4(f) properties identified in Attachment A supersedes the list of 4(f) properties that the Forest Service previously submitted to J.F. Sato and Associates in 2001. Should you have any questions or require additional information regarding these 4(f) properties, please contact Scott Ludwig at (303) 275-5198.

Sincerely,

JAMES S. BEDWELL
Forest Supervisor



Caring for the Land and Serving People



CC:

Martha Kettle- USFS WRNF
Jeff Kullman- CDOT Region 1
Tim Tetherow- J.F. Sato & Associates

Sue Ballenski- USFS RO-PR
Randy Bramer- R2 USDA OGC
Jim Snow- WO USDA OGC

Technical Reports
Page A-7

Section 4(f) Evaluation Technical Report

Attachment A

4(f) properties on the Arapaho National Forest-

4(f) Property	Significance	Function	Visitors/Year	Access
Loveland Ski Area	National	Permitted Ski Area	250,000	Automobile
Gray's Peak Trail	National	National Scenic Trail	15,000	Automobile
Gray's Peak Trail Head	National	Access Hiking	15,000	Automobile
Mt. Evans Wilderness	National	Congressionally Designated Wilderness Area	100,000	Automobile /Hiking
Clear Creek Visitor Center	Regional	Recreation Services	40,000	Automobile
Bakerville-Loveland Trail	Regional	Bicycle Trail	5,000	Automobile
Bakerville-Loveland Access Trail	Regional	Bicycle Trail	Completion scheduled in 2003	Automobile
Herman Gulch Trail	Local	Hiking, Foot Trail	15,000	Automobile
Herman Gulch Trail Head	Local	Access Hiking	15,000	Automobile
Loveland Pass Trail	Local	Hiking, Foot Trail	8,000	Automobile
Loveland Pass Trail Head	Local	Access/Hiking	8,000	Automobile
Barbour Fork Trail	Local	Hiking, Foot Trail	6,000	Automobile
Barbour Fork Trail Head	Local	Parking/Hiking	6,000	Automobile
Hell's Hole Trail	Local	Hiking, Foot Trail	5,000	Automobile
Watrous Gulch Trail	Local	Hiking, Foot Trail	3,000	Automobile
Bard Creek Trail	Local	Hiking, Foot Trail	1,000	Automobile
West Chicago Creek Picnic Area	Local	Developed Picnic Area	2,000	Automobile
West Chicago Creek Campground	Local	Developed Campground	1,000	Automobile
Proposed James Peak Wilderness	National	Proposed Wilderness Area	Proposal in Congress	Automobile /Hiking

4(f) properties on the White River National Forest-

4(f) Property	Significance	Function	Visitors/Year	Access
Vail Ski Area	National	Permitted Ski Area	1,528,000	Automobile
Copper Mountain Ski Area	National	Permitted Ski Area	905,000	Automobile
Beaver Creek Ski Area	National	Permitted Ski Area	638,000	Automobile
Vail Pass Summer and Winter Recreation Area	National	Summer and Winter Sports Complex	300,000	Automobile & Hiking
Heaton Bay Campground	National	Camping, Picnic	50,000	Automobile
Dillon Overlooks	National	Day Use, Parking	50,000	Automobile
Wheeler Flats Trail	National	Hiking, Foot Trails, Bicycling	100,000	Automobile
Vail Pass Bike Path Trail Head	National	Bicycling, Hiking	100,000	Automobile
Ten-Mile Vail Pass National Recreation Trail	National	Bicycling, Hiking	100,000	Automobile
Wheeler Flats Trail Head	National	Access Hiking	100,000	Automobile
Hanging Lake Trail	National	Hiking, Picnic	140,000	Automobile
Hanging Lake Trail Head	National	Hiking, Picnic	140,000	Automobile
Two Elk National Recreation Trail Head	National	Summer and Winter Sports Complex	2,000	Hiking
Sapphire Point Overlook/Picnic Area	Regional	Day Use, Picnic	7,000	Automobile
Windy Point Campground	Regional	Group Campsites	4,000	Automobile
Prospector Campground	Regional	Group Campsites	15,000	Automobile
Peak One Campground	Regional	Campground	25,000	Automobile
Dillon Dam Overlook	Regional	Day Use, Parking	20,000	Automobile
Giberson Bay Picnic Area	Regional	Day Use, Picnic, Parking	6,000	Automobile
Bike Path Trail	Regional	Hiking, Foot Trail	100,000	Automobile
Bike Path Trail Head	Regional	Access Hiking	100,000	Automobile
Meadow	Regional	Trail Head,	60,000	Automobile

Section 4(f) Evaluation Technical Report

Mountain Complex (Holy Cross Visitor Center)		Recreation Information, Wilderness Access		
Down Valley Bike Ranch	Regional	Hiking, Bicycling	60,000	Automobile
Glenwood Canyon Bike Path	Regional	Bicycling	300,000	Automobile
Gore Creek Campground	Regional	Camping, Hiking	8,000	Automobile
Shoshone Reservoir	Regional	Fishing, Day Use	2,000	Automobile
Shoshone Power Plant Boat Launch	Regional	Boat Launch	120,000	Automobile
Grizzly Creek Trail	Regional	Hiking, Bicycling	8,000	Automobile
Dillon Visitor Center	Regional	Recreation Services	60,000	Automobile
Shrine Ridge Trail	Regional	Hiking, Mountain Biking	2,000	Automobile
Pass Lake Day Use Area	Local	Day Use, Picnic, Parking	1,000	Automobile
Tenderfoot Trail Head	Local	Hiking, Mountain Biking	6,000	Automobile
Pine Cove	Local	Campground, Boat Ramp	5,000	Automobile
Peak's Trail Head	Local	Hiking, Foot Trail	8,000	Automobile
Wheeler Lakes	Local	Hiking, Wilderness Access	6,000	Automobile
Ptarmigan Pass Trail	Local	Hiking, Foot Trail	4,000	Automobile
Ptarmigan Pass Trail Head	Local	Access Hiking	4,000	Automobile
North Ten Mile Trail Head	Local	Hiking, Foot Trail	3,000	Automobile
Ryan Gulch Trail	Local	Hiking, Mountain Biking	12,000	Automobile
Ryan Gulch Trail Head	Local	Access Hiking, Mountain Biking	12,000	Automobile
Lily Pad Trail	Local	Wilderness Access	15,000	Automobile
Lily Pad Trail Head	Local	Access Hiking, Wilderness	15,000	Automobile
Buffalo Cabin Trail	Local	Hiking, Wilderness Access	7,000	Automobile
Buffalo Cabin Trail Head	Local	Access Hiking, Wilderness	7,000	Automobile
Mesa Cortina	Local	Hiking, Wilderness	7,000	Automobile

Trail		Access		
Mesa Cortina Trail Head	Local	Access Hiking, Wilderness	7,000	Automobile
Meadow Creek Trail	Local	Hiking, Wilderness Access	6,000	Automobile
Meadow Creek Trail Head	Local	Access Hiking, Wilderness	6,000	Automobile
Wilder Trail	Local	Hiking, Mountain Biking	1,000	Hiking, Mountain Biking
Officers Gulch	Local	Hiking, Fishing	6,000	Automobile
Guller Trail	Local	Cross-Country Skiing, Snowshoeing	1,000	Hiking
Stafford Trail	Local	Hiking, Mountain Biking	1,000	Hiking
Corral Creek Trail	Local	Hiking, Mountain Biking	1,000	Hiking
Black Lakes Recreation Area	Local	Day Use, Fishing	3,000	Automobile
Red Sandstone Road	Local	Hiking, Bicycling, ATV	5,000	Automobile
Game Creek Trail	Local	Hiking, Bicycling	5,000	Automobile
Game Creek Trail Head	Local	Hiking, Bicycling	5,000	Automobile
Grouse Creek Trail	Local	Hiking, Wilderness Access	3,000	Automobile
Grouse Creek Trail Head	Local	Access Hiking, Wilderness	3,000	Automobile
West Grouse Creek Trail	Local	Hiking, Wilderness Access	3,000	Automobile
Whiskey Stone Creek Trail	Local	Hiking, Mountain Biking	5,000	Automobile
Davos Trail	Local	Mountain Biking	3,000	Bicycle
Eagle River Kayak Launch	Local	Permitted Kayak Outfitter	2,000	Automobile
June Creek Four-Wheel Drive Route	Local	Mountain Biking, ATV	3,000	Automobile
Berry Creek Four-Wheel Drive Route	Local	Mountain Biking, ATV	3,000	Automobile
Dead Horse Trail	Local	Hiking	1,000	Hiking
Tie Gulch Trail	Local	Hiking	500	Hiking
North Ten Mile Trail	Local	Hiking, Foot Trail	3,000	Automobile
North Ten Mile Trail Head	Local	Access Hiking	3,000	Automobile
Buffer Creek	Local	Hiking, Bicycling	2,000	Automobile

Section 4(f) Evaluation Technical Report

Trail				
Buffer Creek Trail Head	Local	Hiking, Bicycling	2,000	Automobile
Gore Creek Trail	Local	Hiking, Wilderness Access	2,000	Automobile
Gore Creek Trail Head	Local	Hiking, Wilderness	2,000	Automobile
North Trail	Local	Hiking, Bicycling	4,000	Automobile
North Trail Head at Trappers Run	Local	Access Hiking, Bicycling	5,000	Automobile
Spraddle Creek Trail	Local	Hiking, Bicycling	4,000	Automobile
Spraddle Creek Trail Head	Local	Hiking, Bicycling	4,000	Automobile
Booth Trail	Local	Hiking, Wilderness Access	2,500	Automobile
Booth Trail Head	Local	Access Hiking, Wilderness	2,500	Automobile
Pitkin Trail	Local	Hiking, Wilderness Access	2,500	Automobile
Pitkin Trail Head	Local	Access Hiking, Wilderness	2,500	Automobile
Bighorn Trail	Local	Hiking, Wilderness Access	2,000	Automobile
Bighorn Trail Head	Local	Access Hiking, Wilderness	2,000	Automobile
Deluge/Gore Creek Trail	Local	Hiking, Wilderness Access	1,000	Automobile
Deluge/Gore Creek Trail Head	Local	Access Hiking, Wilderness	1,000	Automobile
Grizzly Creek Picnic Area	Local	Picnic, Day Use	2,000	Automobile
No Name Trail	Local	Hiking, Horseback Riding	4,000	Automobile
No Name Trail Head	Local	Access Hiking, Horseback Riding	4,000	Automobile
Hubbard Cave	Local	Hiking, Spelunking	1,500	Automobile
Transfer Trail	Local	Bicycling, Motorized Use	3,000	Automobile
Transfer Trail Trail Head	Local	Access Bicycling, Motorized Use	3,000	Automobile



United States
Department of
Agriculture

Forest
Service

Arapaho and Roosevelt
National Forests and
Pawnee National Grassland

240 West Prospect Road
Fort Collins, CO 80526
(970) 498-1100

File Code: 2730-2/7710-3/1950-4

Date: October 15, 2001

Teresa O'Neil
Environmental Planner
J.F. Sato and Associates
5898 So. Rapp St.
Littleton, CO 80120



Dear Ms. O'Neil,

Enclosed is information on properties on National Forest System lands considered to be 4(f) within the I-70 corridor as you requested in your July 25, 2001 letter. If you have any questions related to the information provided by the Arapaho and Roosevelt National Forests, please contact Rick Caissie at 970-494-2715. Any questions related to the White River National Forest, please contact Art Bauer at 970-925-3445.

Sincerely,

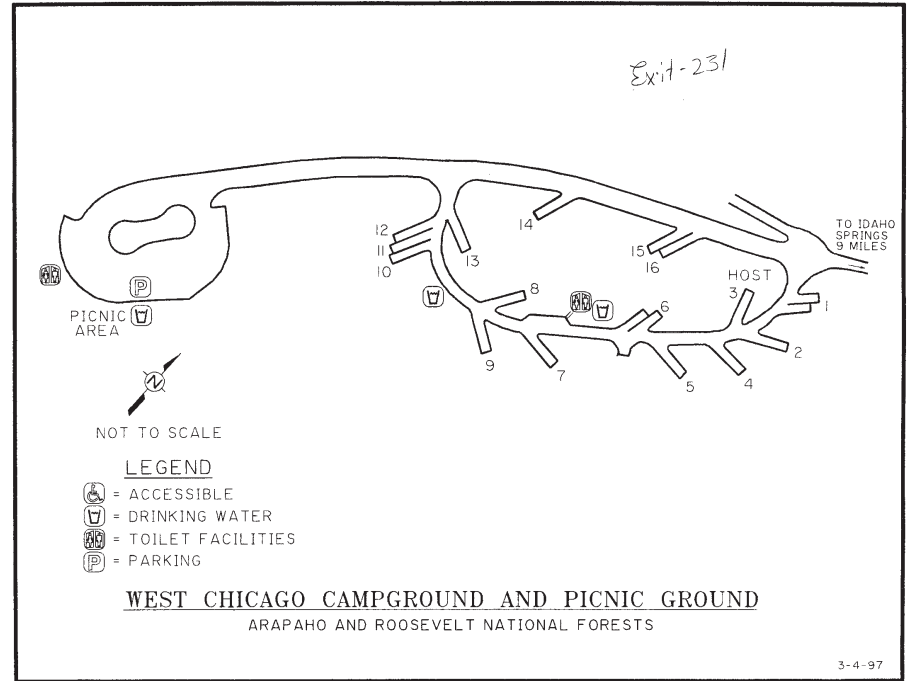
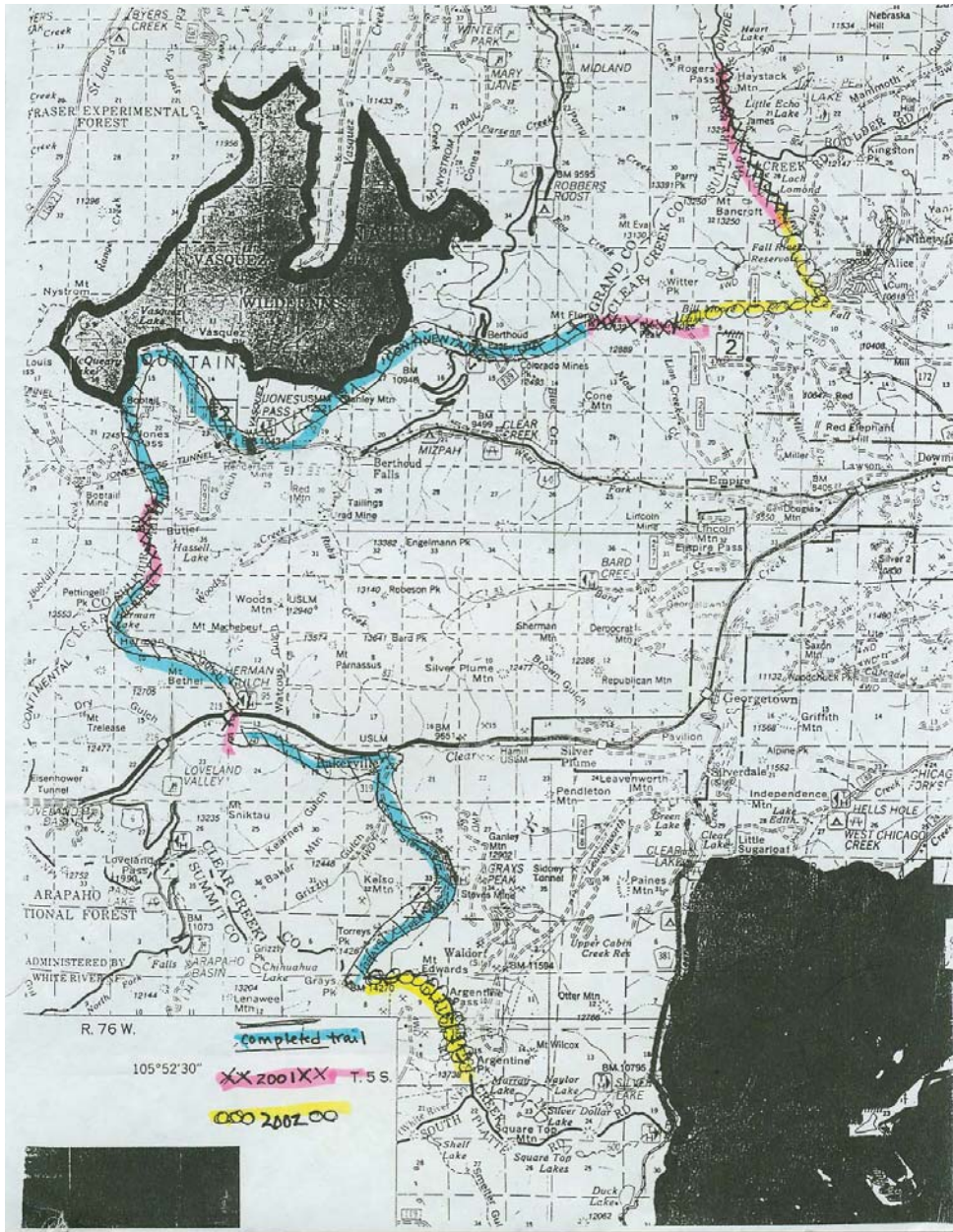
Jean A. Thomas
Jean A. Thomas
I-70 Forest Service Coordinator

enclosures

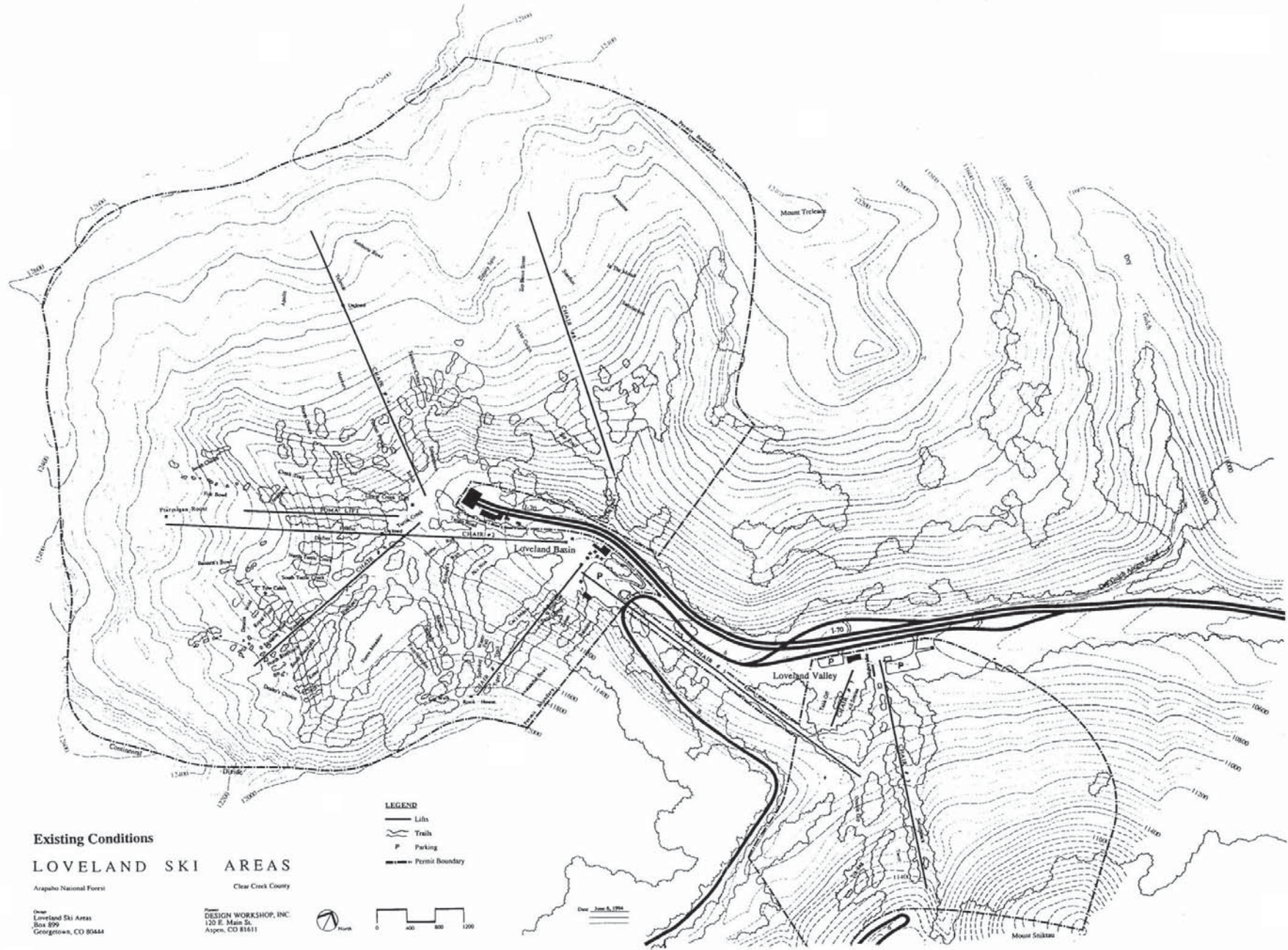


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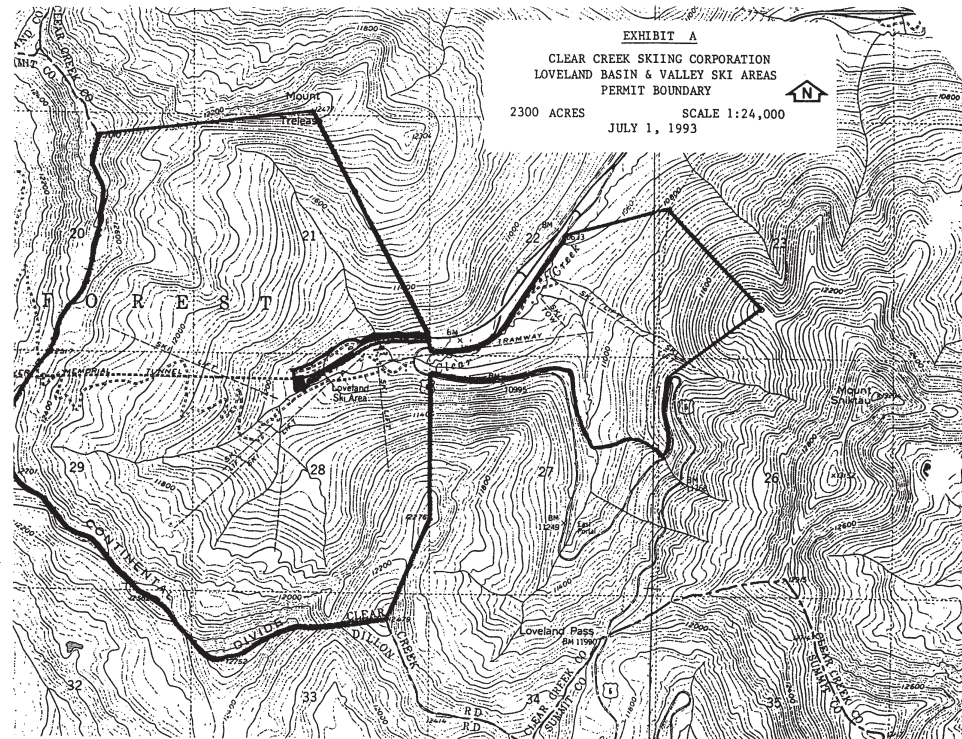


Section 4(f) Evaluation Technical Report



A.

Section 4(f) Evaluation Technical Report



United States Department of the Interior
NATIONAL PARK SERVICE



INTERMOUNTAIN REGION
Intermountain Support Office - Denver
12795 West Alameda Parkway
Post Office Box 25287
Denver, Colorado 80225-0287

IN REPLY REFER TO: ER 000109

VIA ELECTRONIC MAIL: NO HARD COPY TO FOLLOW

March 6, 2000

Cecelia Joy
Planning and Environmental Manager
Colorado Department of Transportation-Region 1
18500 East Colfax Avenue
Aurora, CO 80011

RE: Notice of Intent to Prepare a Programmatic Tier 1 Draft Environmental Impact Statement for Improvements to I-70 Mountain Corridor, from the Intersection of SH-C470 in Jefferson County to Glenwood Springs in Garfield County, Colorado (ER 00/0109)

Dear Ms. Joy:

The National Park Service reviewed the subject transportation project based upon the information in the January 21, 2000, *Federal Register* notice of intent. The proposed study area includes a number of public park and recreation areas that were developed with assistance from the Land and Water Conservation Fund (L&WCF) program. These sites are:

Site Name	Grant Sponsor	County	L&WCF Grant #
Riverside Park	Glenwood Springs	Garfield	08-00012
Roaring Fork River Access	Glenwood Springs	Garfield	08-00996
Eagle Park	Eagle	Eagle	08-00728
Eagle River Park	Eagle	Eagle	08-00827
Dillon Park	Dillon	Summit	08-00614
Greenbelt Park	Dillon	Summit	08-00615
Summit Recreation Tourism Trails	Summit County	Summit	08-00759
Walter Bryon Memorial Park	Frisco	Summit	00-00808
Rainbow Park	Silverthorne	Summit	08-00833
Blue River Trail	Silverthorne	Summit	08-00891
Dillon Dam Recreation Trail	Summit County	Summit	08-01013
Frisco Lakefront Trail	Frisco	Summit	08-01030
City Park	Idaho Springs	Clear Creek	08-00470
Georgetown Park	Georgetown	Clear Creek	08-00601
Georgetown Lake	Georgetown	Clear Creek	08-00965

We recommend you consult directly with the official who administers the L&WCF program in the State of Colorado to determine any potential conflicts with Section 6(f)(3) of the L&WCF Act (Public Law 88-578, as amended). This section states: "No property acquired or developed with assistance under this section shall,

Section 4(f) Evaluation Technical Report

without the approval of the Secretary [of the Interior], be converted to other than public outdoor recreation uses. The Secretary shall approve such conversion only if he finds it to be in accord with the then existing comprehensive statewide outdoor recreation plan and only upon such conditions as he deems necessary to assure the substitution of other recreation properties of at least equal fair market value and of reasonably equivalent usefulness and location."

The administrator for the L&WCF program in Colorado is Ms. Laurie Mathews, Director, Division of Parks and Outdoor Recreation, Department of Natural Resources, 1313 Sherman Street, Room 618, Denver, Colorado 80203.

If you should have any questions, please contact me at (303) 969-2377.

Sincerely,

/s/ Greg Cody
NEPA/Section 106 Specialist

cc:
Scott Sands
FHWA-Colorado Division
555 Zang Street, Room 250
Denver, CO 80228



United States Department of the Interior

FISH AND WILDLIFE SERVICE
Ecological Services
Colorado Field Office
755 Parfet Street, Suite 361
Lakewood, Colorado 80215

IN REPLY REFER TO:
ES/CO: CDOT I-70PEIS
Mail Stop 65412

AUG 22 2001

Teresa O'Neil
J.F. Sato and Associates
5898 South Rapp Street
Littleton, Colorado 80120

Dear Ms. O'Neil:

This letter is in response to your request dated July 25, 2001, for information regarding the presence of wildlife refuges or other 4(f) properties along the I-70 mountain corridor. There are no wildlife refuges within this corridor and no properties for which U.S. Fish and Wildlife Service Federal Aid funds were used that may also qualify as 4(f) properties, within 3 miles of I-70 between C-470 and Glenwood Springs.

If the Service can be of further assistance, please contact Alison Deans Michael of my staff at (303) 275-2370.

Sincerely,


LeRoy W. Carlson
Colorado Field Supervisor

pc: USFWS Federal Aid (Jacque Richy)
CDOT, Denver, CO (J. Powell)
Michael

Ref:Alison/CDOT2001/Reg



Section 4(f) Evaluation Technical Report

STATE OF COLORADO

COLORADO STATE PARKS

1313 Sherman Street, Room 618
 Denver, Colorado 80203
 Phone (303) 866-3437
 FAX (303) 866-3206



Bill Owens
 Governor

Greg E. Walcher
 Executive Director
 Department of
 Natural Resources

Laurie Mathews
 Director
 Colorado State Parks

Colorado Board of Parks
 and Outdoor Recreation

Robin (Bob) Henreich
 Chair

Edward C. Callaway
 Secretary

Howard Kenison
 GOCD Representative

Doug Cole
 Member

John W. Singletary
 Member

January 21, 2001

Teresa O'Neil
 Environmental Planner
 J.F. Sato and Associates
 5898 South Rapp Street
 Littleton, Colorado 80120

RE: Section 6(f)(3) of the Land and Water Conservation Fund (LWCF)

Dear Ms. O'Neil:

This letter is in response to your request for information on section 6(f) boundaries within the I-70 Mountain Corridor project boundaries, as defined by the map enclosed with your request. In March of 2000, the National Park Service identified the following parks and recreation sites within your project boundaries:

Site Name	County	Project Number
Riverside Park	Garfield	08-0012
Roaring Fork River Access	Garfield	08-0996
Eagle Park	Eagle	08-0728
Eagle River Park	Eagle	08-0827
Dillon Park	Summit	08-0614
Greenbelt Park	Summit	08-0615
Summit Recreation Tourism Trails	Summit	08-0759
Walter Bryon Memorial Park	Summit	08-0808
Rainbow Park	Summit	08-0833
Dillon Dam Recreation Trail	Summit	08-1013
Frisco Lakefront Pathway	Summit	08-1030
City Park	Clear Creek	08-0470
Georgetown Park	Clear Creek	08-0601
Georgetown Lake	Clear Creek	08-0965

In addition to the above listed sites, after a comprehensive investigation, the following sites also appear to be within your project limits:

Site Name	County	Project Number
Breckenridge Community Park	Summit	08-0615
Breckenridge Town Park Improvements	Summit	08-0567
Blue River Trail (Silverthorne)	Summit	08-0891
Blue River Reclamation (Breckenridge)	Summit	08-0963
Genesee Park	Jefferson	08-0213
Dakota Hogback Acquisition	Jefferson	08-0900

Unfortunately, detailed maps and other requested information can not be supplied for the following grants because our records are incomplete:

Blue River Reclamation (Breckenridge)	Summit	08-0963
Breckenridge Community Park	Summit	08-0615
Breckenridge Town Park Improvements	Summit	08-0567
Genesee Park	Jefferson	08-0213
Dakota Hogback Acquisition	Jefferson	08-0900

Because of their close proximity to I-70, the following parks should be closely evaluated when assessing impacts: Genesee Park, Georgetown Lake, Eagle River Park, and the Blue River Trail in Silverthorne.

Thank you for your cooperation. Please contact me with any questions.

Sincerely,

Tom Easley
 Statewide Programs Manager
 Enclosures

Discover 40 great State Parks at www.coloradoparks.org

Section 4(f) Evaluation Technical Report

OMB Approval No. 29-R0218

FEDERAL ASSISTANCE		2. APPLICANT'S APPLICATION	a. NUMBER 08-00891	3. STATE APPLICATION IDENTIFIER	a. NUMBER 79-500900-001
1. TYPE OF ACTION <input type="checkbox"/> PREAPPLICATION <input checked="" type="checkbox"/> APPLICATION (Mark appropriate boxes) <input type="checkbox"/> NOTIFICATION OF INTENT (Opt.) <input type="checkbox"/> REPORT OF FEDERAL ACTION		b. DATE 19 81 01 28	b. DATE 19 81 01 28	b. DATE 19 79 02 09	b. DATE 19 79 02 09
4. LEGAL APPLICANT/RECIPIENT		5. FEDERAL EMPLOYER IDENTIFICATION NO. N/A			
a. Applicant Name : George T. O'Malley, Jr., SLO		6. PRO-GRAM (From Federal Catalog)			
b. Organization Unit : Division of Parks & Outdoor Recreation		a. NUMBER : 175 14 00			
c. Street/P.O. Box : 1313 Sherman St., Room 618		b. TITLE : Outdoor Recreation - Acquisition, Developer and Planning			
d. City : 0600 : Denver		a. County : Denver (031)			
e. State : Colorado		g. ZIP Code : 80203			
h. Contact Person (Name & telephone No.) : Marilynn Anderson (303) 839-3437		7. TYPE OF APPLICANT/RECIPIENT			
7. TITLE AND DESCRIPTION OF APPLICANT'S PROJECT		A-State B-Interstate C-Substate D-District E-County F-City G-School District H-Community Action Agency I-Higher Educational Institution J-Indian Tribe K-Other (Specify):			
Project Title: Blue River Trail Acq.		Enter appropriate letter <input type="checkbox"/> A			
Project Sponsor: Town of Silverthorne		9. TYPE OF ASSISTANCE			
Address: P.O. Box F, Silverthorne, CO 80498		A-Basic Grant B-Supplemental Grant C-Loan D-Insurance E-Other Enter appropriate letter(s) <input type="checkbox"/> A			
Acquisition of approximately 1 acre of land.		10. AREA OF PROJECT IMPACT (Names of cities, counties, States, etc.) Silverthorne, Summit Co., Colorado			
11. ESTIMATED NUMBER OF PERSONS BENEFITING N/A		12. TYPE OF APPLICATION A-New B-Renewal C-Continuation D-Augmentation E-Other Enter appropriate letter <input type="checkbox"/> A			
13. PROPOSED FUNDING		14. CONGRESSIONAL DISTRICTS OF:			
a. FEDERAL \$ 27,692.50	b. APPLICANT N/A	a. APPLICANT 01		b. PROJECT 04	
b. APPLICANT 2,517.50	16. PROJECT START DATE Year month day 19 81 02 15	17. PROJECT DURATION 60 Months		15. TYPE OF CHANGE (For 1st or 1st) A-Increase Dollars B-Decrease Dollars C-Increase Duration D-Decrease Duration E-Cancellation F-Other (Specify): Modify scope	
c. STATE	18. ESTIMATED DATE TO BE SUBMITTED TO FEDERAL AGENCY 19 81 02 30	19. EXISTING FEDERAL IDENTIFICATION NUMBER N/A		Enter appropriate letter(s) <input type="checkbox"/> F <input type="checkbox"/>	
d. LOCAL 25,175.00	20. FEDERAL AGENCY TO RECEIVE REQUEST (Name, City, State, ZIP code) Heritage Conservation & Recreation Service, Denver, Colorado 80225				
e. OTHER	21. REMARKS ADDED <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No				
f. TOTAL \$ 55,385.00	22. THE APPLICANT CERTIFIES THAT				
a. To the best of my knowledge and belief, data in this preapplication/application are true and correct, the document has been duly authorized by the governing body of the applicant and the applicant will comply with the attached assurances if the assistance is approved.		b. If required by OMB Circular A-95 this application was submitted, pursuant to instructions therein, to appropriate clearinghouses and all responses are attached: <input type="checkbox"/> sponsor <input checked="" type="checkbox"/> response <input type="checkbox"/> attach			Response attached
23. CERTIFYING REPRESENTATIVE		a. TYPED NAME AND TITLE Don West State Liaison Officer (Alt.)		b. SIGNATURE <i>Don West</i>	
24. AGENCY NAME Department of the Interior		c. DATE SIGNED 19 81 01 28		25. APPLICANT RECEIVED 19	
26. ORGANIZATIONAL UNIT Heritage Conservation & Recreation Service Mid-Continent Region		27. ADMINISTRATIVE OFFICE Rocky Mountain Region		28. FEDERAL APPLICATION IDENTIFICATION N/A	
29. ADDRESS P. O. Box 25387, Denver Federal Center, Denver, Colorado 80225		30. FEDERAL GRANT IDENTIFICATION		31. ACTION TAKEN	
32. FUNDING		33. ACTION DATE 19		34. STARTING DATE 19	
a. AWARDED	a. FEDERAL \$	35. CONTACT FOR ADDITIONAL INFORMATION (Name and telephone number) (303) 234-6454		36. ENDING DATE 19	
b. REJECTED	b. APPLICANT	37. REMARKS ADDED <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No			
c. RETURNED FOR AMENDMENT	c. STATE				
d. DEFERRED	d. LOCAL				
e. WITHDRAWN	e. OTHER				
38. FEDERAL AGENCY A-95 ACTION		a. In taking above action, any comments received from clearinghouses were considered. If agency response is due under provisions of Part 1, OMB Circular A-95, it has been or is being made.		b. FEDERAL AGENCY A-95 OFFICIAL (Name and telephone no.) Same as #35	

STANDARD FORM 424 PAGE 1 (10-7)
Prescribed by GSA, Federal Management Circular 74

OMB Approval No. 29-50218

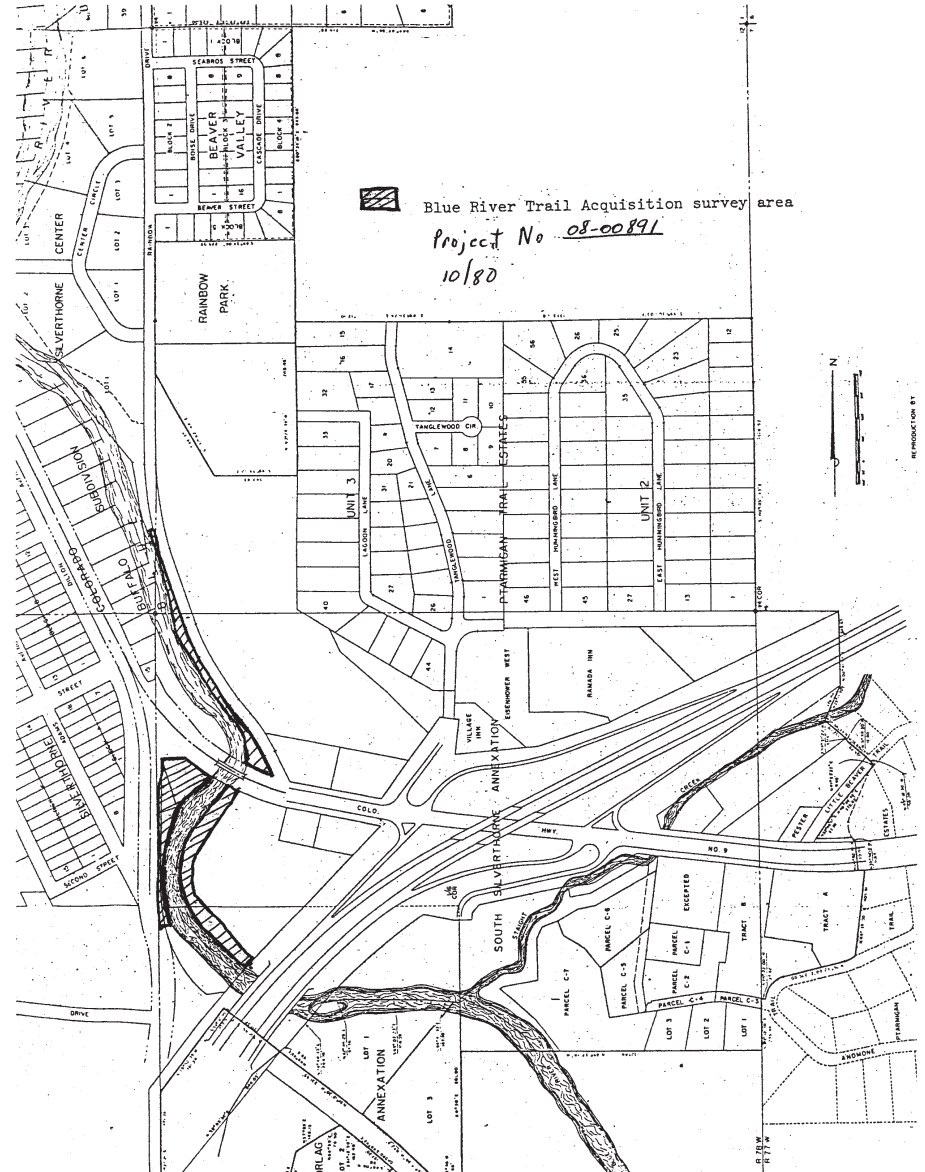
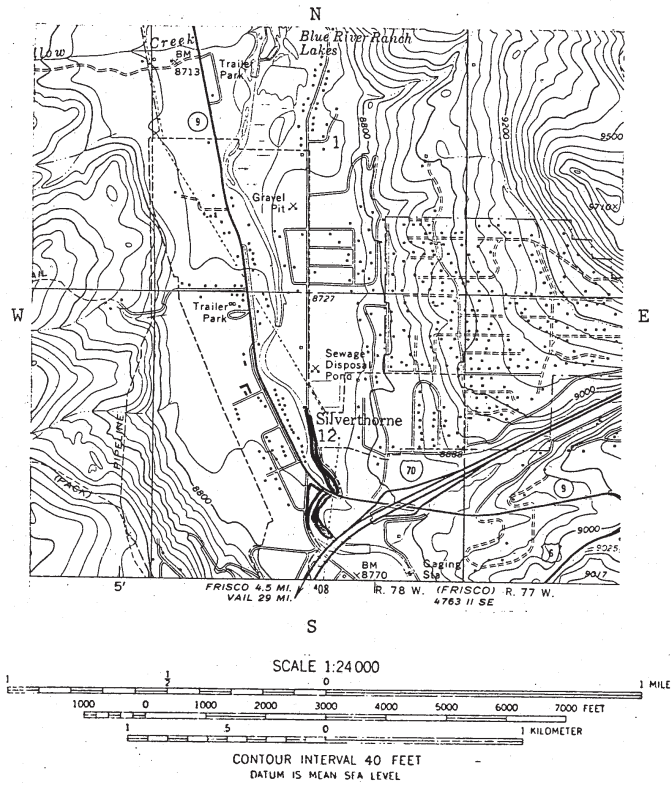
FEDERAL ASSISTANCE		2. APPLICANT'S APPLICATION	a. NUMBER 08-00891.1	STATE APPLICATION IDENTIFIER	a. NUMBER 79-500900-001
1. TYPE OF ACTION <input type="checkbox"/> PREAPPLICATION <input checked="" type="checkbox"/> APPLICATION (Mark appropriate boxes) <input type="checkbox"/> NOTIFICATION OF INTENT (Opt.) <input type="checkbox"/> REPORT OF FEDERAL ACTION		b. DATE 19 83 08 16	b. DATE 19 83 08 16	b. DATE 19 79 02 09	b. DATE 19 79 02 09
4. LEGAL APPLICANT/RECIPIENT		5. FEDERAL EMPLOYER IDENTIFICATION NO. N/A			
a. Applicant Name : Colorado Div of Parks & Outdoor Rec.		6. PRO-GRAM (From Federal Catalog)			
b. Organization Unit : Division of Parks & Outdoor Recreation		a. NUMBER : 175 14 00			
c. Street/P.O. Box : 1313 Sherman Street, Room 618		b. TITLE : Outdoor Recreation - Acquisition, Development and Planning			
d. City (0600) : Denver		a. County : Denver (031)			
e. State : CO		g. ZIP Code : 80203			
h. Contact Person (Name & telephone No.) : Marilynn Anderson (303) 866-3437		7. TYPE OF APPLICANT/RECIPIENT			
7. TITLE AND DESCRIPTION OF APPLICANT'S PROJECT		A-State B-Interstate C-Substate D-District E-County F-City G-School District H-Community Action Agency I-Higher Educational Institution J-Indian Tribe K-Other (Specify):			
Blue River Trail Acquisition		Enter appropriate letter <input type="checkbox"/> A			
Modify project scope.		9. TYPE OF ASSISTANCE			
		A-Basic Grant B-Supplemental Grant C-Loan D-Insurance E-Other Enter appropriate letter(s) <input type="checkbox"/> A			
10. AREA OF PROJECT IMPACT (Names of cities, counties, States, etc.) Silverthorne, Summit Co., Colorado		11. ESTIMATED NUMBER OF PERSONS BENEFITING N/A		12. TYPE OF APPLICATION A-New B-Renewal C-Continuation D-Augmentation E-Other Enter appropriate letter <input type="checkbox"/> C	
13. PROPOSED FUNDING		14. CONGRESSIONAL DISTRICTS OF:			
a. FEDERAL \$ N/A	b. APPLICANT	a. APPLICANT 01		b. PROJECT 04	
c. STATE	16. PROJECT START DATE Year month day 19 81 02 15	17. PROJECT DURATION 55 Months		15. TYPE OF CHANGE (For 1st or 1st) A-Increase Dollars B-Decrease Dollars C-Increase Duration D-Decrease Duration E-Cancellation F-Other (Specify): Modify scope	
d. LOCAL	18. ESTIMATED DATE TO BE SUBMITTED TO FEDERAL AGENCY 19 83 08 16	19. EXISTING FEDERAL IDENTIFICATION NUMBER 08-00891		Enter appropriate letter(s) <input type="checkbox"/> F <input type="checkbox"/>	
e. OTHER	20. FEDERAL AGENCY TO RECEIVE REQUEST (Name, City, State, ZIP code) National Park Service, Denver, Colorado 80225				
f. TOTAL \$	21. REMARKS ADDED <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No				
22. THE APPLICANT CERTIFIES THAT		a. TYPED NAME AND TITLE Don West State Liaison Officer		b. SIGNATURE <i>Don West</i>	
a. To the best of my knowledge and belief, data in this preapplication/application are true and correct, the document has been duly authorized by the governing body of the applicant and the applicant will comply with the attached assurances if the assistance is approved.		b. If required by OMB Circular A-95 this application was submitted, pursuant to instructions therein, to appropriate clearinghouses and all responses are attached: <input type="checkbox"/> sponsor <input checked="" type="checkbox"/> response <input type="checkbox"/> attach		Response attached	
23. CERTIFYING REPRESENTATIVE		c. DATE SIGNED 19 83 08 16		25. APPLICANT RECEIVED 19	
24. AGENCY NAME U.S. Department of the Interior		27. ADMINISTRATIVE OFFICE Rocky Mountain Region		28. FEDERAL APPLICATION IDENTIFICATION N/A	
26. ORGANIZATIONAL UNIT National Park Service (1443)		30. FEDERAL GRANT IDENTIFICATION		31. ACTION TAKEN	
29. ADDRESS P.O. Box 25287, Denver Federal Center, Denver, Colorado 80225		32. FUNDING		33. ACTION DATE 19	
34. STARTING DATE 19		35. CONTACT FOR ADDITIONAL INFORMATION (Name and telephone number) (303) 234-6454		36. ENDING DATE 19	
37. REMARKS ADDED <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No					
38. FEDERAL AGENCY A-95 ACTION		a. In taking above action, any comments received from clearinghouses were considered. If agency response is due under provisions of Part 1, OMB Circular A-95, it has been or is being made.		b. FEDERAL AGENCY A-95 OFFICIAL (Name and telephone no.) Same as #35	

424-101

STANDARD FORM 424 PAGE 1 (10-75)
Prescribed by GSA, Federal Management Circular 74-7

Section 4(f) Evaluation Technical Report

USGS Quad Dillon Scale 7.5 Date 1970
 County Summit
 Legal location of project T5S, R78W, Sec.12



Section 4(f) Evaluation Technical Report

August 29, 2001

* Attached is the map for the 4F properties. I also included what I have for a map of the property the CDOW owns in West Vail.

The way I read the 4F properties all of the USFS and BLM lands would qualify. As would the current leases the CDOW has on State Land Board properties. The CDOW also has a couple of fishing access leases west of Wolcott, I don't have maps of those so I did not include them in my comments.

* All of the mapped Winter Range for deer and elk is considered critical habitat in Eagle County. This would also include calving areas, summer concentration areas, and migration corridors. I have tried to mark most of these on the maps.

We do not have any figures for use of the state properties. None of these state properties allow vehicle access. There are no structures on any of the properties. All of them are open for fishing and receive very heavy use. The Vail deer underpass property is closed to hunting so as to provide a refuge for the deer during migration periods. Whiskey Creek is open to hunting and gets heavy use.

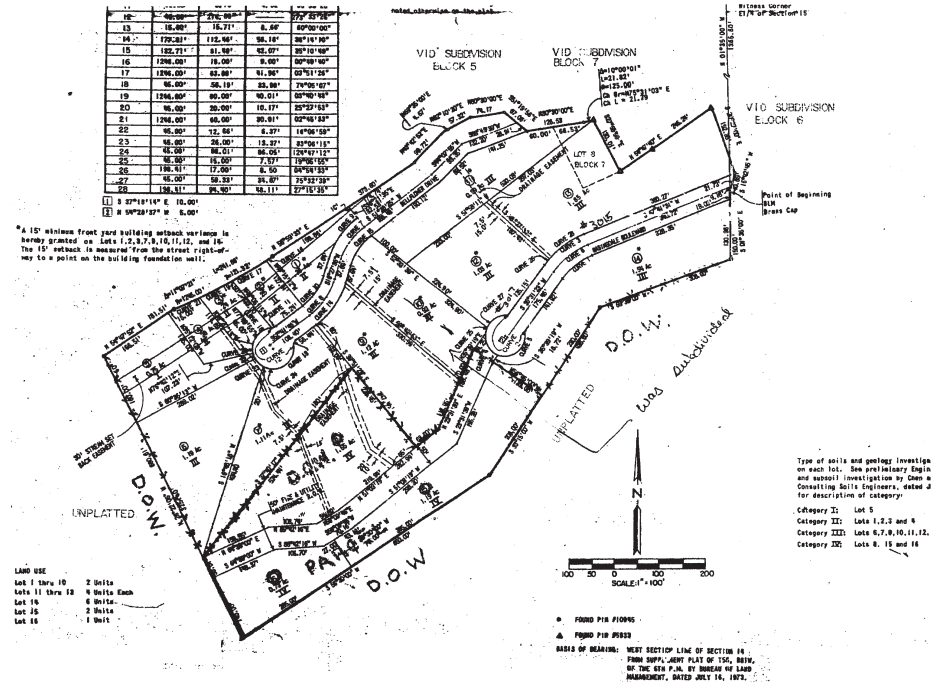
The State Land Board lease (Whiskey Creek) is roughly 640 acres, on both sides of I-70. The Vail deer underpass property is approximately 102 acres. It includes over a mile of the Eagle River and one active Golden Eagle nest.

The area from Beaver Creek east to Meadow Mountain (about 2000 acres) is part of the mitigation required for the development of Beaver Creek Ski Area. It is to be managed for elk habitat.

If you have any other questions let me know.

Bill Andree
District Wildlife Manager-Vail

Bill Andree



STATE OF
COLORADO

Bill Owens, Governor
DEPARTMENT OF NATURAL RESOURCES
DIVISION OF WILDLIFE
AN EQUAL OPPORTUNITY EMPLOYER

Russell George, Director
6060 Broadway
Denver, Colorado 80216
Telephone: (303) 297-1192



August 24, 2001

Teresa O'Neil, Environmental Planner
JF SATO AND ASSOCIATES
5898 Rapp Street
Littleton, CO 80120

RE: Section 4f Property

Dear Ms. O'Neil:

I'm responding to your July 25 request to Mr. Ron Velarde, Regional Wildlife Manager. If you are interested, I can send you ArcView files of the property boundary and primary surface features for your GIS. Enclosed is a map you requested and example of the ArcView data available.

The following list corresponds directly to your list of questions:

1. Detailed map (copy enclosed). ArcView format digital copy available.
2. GYPSUM PONDS State Wildlife Area is an 88.07 acre parcel located between Interstate 70 and the Eagle River, near Gypsum, CO in two tracts of land, portions of which are located in Sec.'s 32 and 33, T4S, R85W and Sec.'s 4 and 5, T5S, R85W, 6th PM.
3. The land was accepted for ownership by the Colorado Wildlife Commission on behalf of the Department of Natural Resources for the use and benefit of the State of Colorado in 1982 from the Colorado Department of Transportation.
4. The property has provided pond and river angling, waterfowl hunting and wildlife viewing opportunities since 1982.
5. The property is fenced along the I-70 right-of-way, is accessible by public access road from the west boundary to the centrally located put and take fishing ponds, two unpaved parking areas, an interpretive kiosk, paved trail, gravel trail and undeveloped footpath, two rock weirs in the Eagle River, head gate and inlet pipe for the fish ponds, several outlet/inlet pipes between the fishing ponds, and property identification signs. The area also has several constructed wetlands currently undergoing development to provide additional shorebird and waterfowl habitat. Additional future development projects may include but are not limited to, additional wildlife cover and food plantings, wetland development, fish pond or river habitat enhancement, capital developments (e.g. paving, drainage improvement/control, stream bank stabilization, public use facilities and so forth) nor are any of these potential activities funded or directed to be done by regulation, law or statute at this time.
6. Access is by motor vehicle, foot, bicycle and horseback. The area receives fairly heavy use, estimated to be more than 5000 user days annually.

DEPARTMENT OF NATURAL RESOURCES, Greg E. Walcher, Executive Director
WILDLIFE COMMISSION, Rick Enstrom, Chair • Robert Shoemaker, Vice-Chair • Marianna Raftopoulos, Secretary
Members, Bernard Black • Tom Burke • Philip James • Brad Phelps • Olive Valdez
Ex-Officio Members, Greg E. Walcher and Don Ament

Teresa O'Neil
August 24, 2001
Page 2

7. Access is free and unlimited. The nearest state park with lake fishing requires a use fee. Other public fishing areas require greater travel distances for local residents.
8. To the best of my knowledge, there are no deed restrictions on this property.
9. Its vicinity to the Towns of Eagle and Gypsum and access to approximately 2.4 miles of Eagle River frontage enhances the area's value. Some on going adjustments to the channel by the river due to impacts from construction of I-70 will probably require future bank stabilization projects as need is identified and when funds become available.

Please let me know if you would like the ArcView files. Feel free to contact me as needed with regard to this request.

Sincerely,

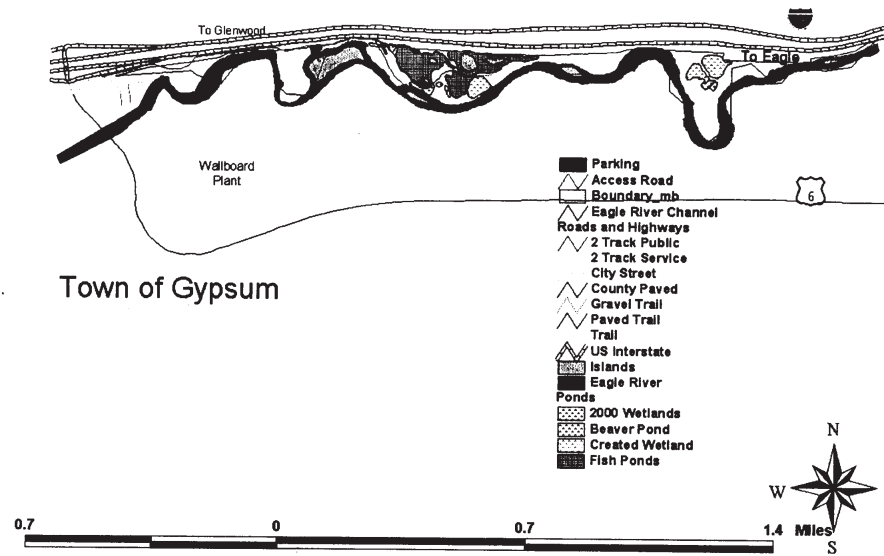
/s/

Bill Clark

ENCLOSURE

Cc: Velarde, Tucker, Grode, Wescoatt

Gypsum Ponds SWA



Section 4(f) Evaluation Technical Report

Community Development Department
(970) 328-8730
FAX (970) 328-7185
TDD (970) 328-8797
Email: eecmdeva@vail.net
http://www.eagle-county.com



Eagle County Building
P.O. Box 179
500 Broadway
Eagle, Colorado 81631-0179

September 10, 2001



Teresa O'Neil
J.F. Sato and Associates
5898 S. Rapp St.
Littleton, Colorado 80120

RE: Publicly owned parks, recreation areas and wildlife refuges I-70 Mountain Corridor
Programmatic Environmental Impact Statement

Dear Ms. O'Neil:

With regard to your request for assistance in identifying 4(f) properties located within that portion of unincorporated Eagle County which is pertinent to the PEIS; it may be beneficial to refer additional copies of this request to the below identified agencies:

- Eagle County School District RE-50J (970) 328-6321
The School District is the entity best able to provide information regarding school playgrounds which are not only for school activities, but are also open to the public and serve either organized or recreational purposes.
- Eagle-Vail Metropolitan District (970) 949-5400 *(See attached e-mail from 11/6)*
The Eagle-Vail Metropolitan District would be able to provide information regarding recreational facilities which are owned and maintained by the District such as a swimming pool and golf courses.
- Western Eagle County Metropolitan District (970) 328-6909 *(Ltr sent 11/01/01)*
The Western Eagle County Metropolitan District would be able to provide information regarding recreational facilities which are owned and/or operated by the District such as the Ballfields located at the Eagle County Fairgrounds.
- Colorado Division of Wildlife (970) 945-7228 or (970) 947-2920
CDOW would be able to identify public land leases along the Eagle River for river rafting/kayaking put-in and take-out areas, as well as, fishing access.

Additionally, please refer to the enclosed Abstract Of Assessments And Levies produced by the Eagle County Assessor's Office. This abstract includes a complete listing of all Special Districts located within Eagle County. The list above represents only those districts that definitely manage publicly owned, recreational lands which are open to all within unincorporated Eagle County. It is less certain whether or not such facilities are presently owned or operated by any of the remaining Special Districts in the unincorporated portion of Eagle County.

Following are those public recreation facilities which are owned by Eagle County:

- Berry Creek/Miller Ranch
The subject site, still in the planning stages, is anticipated to incorporate an approximate 35+/- acre site for a variety of as yet undetermined recreational amenities. Possibilities include soccer fields, baseball diamonds, indoor ice skating, swimming pool, basketball, tennis etc. It is anticipated that all necessary planning processes will be completed by mid to late April, 2002. Construction is anticipated to begin by mid to late May, 2002.
- Eagle County Fairgrounds
The subject site is 163+/- acres in area and currently contains the aforementioned ball fields which are operated, under lease, by the Western Eagle County Metropolitan Recreation District. The Fairgrounds are also currently used for a variety of equine events and 4-H activities. It is anticipated that, in the future, the site will be further improved with additional ball fields, as well as, other passive and active recreational amenities. The exact time frame for development of the Eagle County Fairgrounds is undefined at this time.
- ECO Trails
Please refer to the attached information provided by Ellie Caryl of ECO Trails.

Enclosed, you will find copies of the current conceptual plan and site constraint maps for both the Berry Creek/Miller Ranch site and the Eagle County Fairgrounds. Please be aware that multiple options exist for the development of each site and that the specific recreational amenities are not known at this time. As such, it is not possible to approximate the number of prospective facility patrons.

Lastly, you will find enclosed copies of all existing and proposed pedestrian and bicycle trails within Eagle County.

This information should satisfy the request for those public recreation facilities located within unincorporated Eagle County. If I can be of further assistance, please contact me at (970) 328-8750.

Sincerely,

Bob Narracci,
Planning Manager

Enclosures

Xc: file

EAGLE COUNTY FAIRGROUNDS

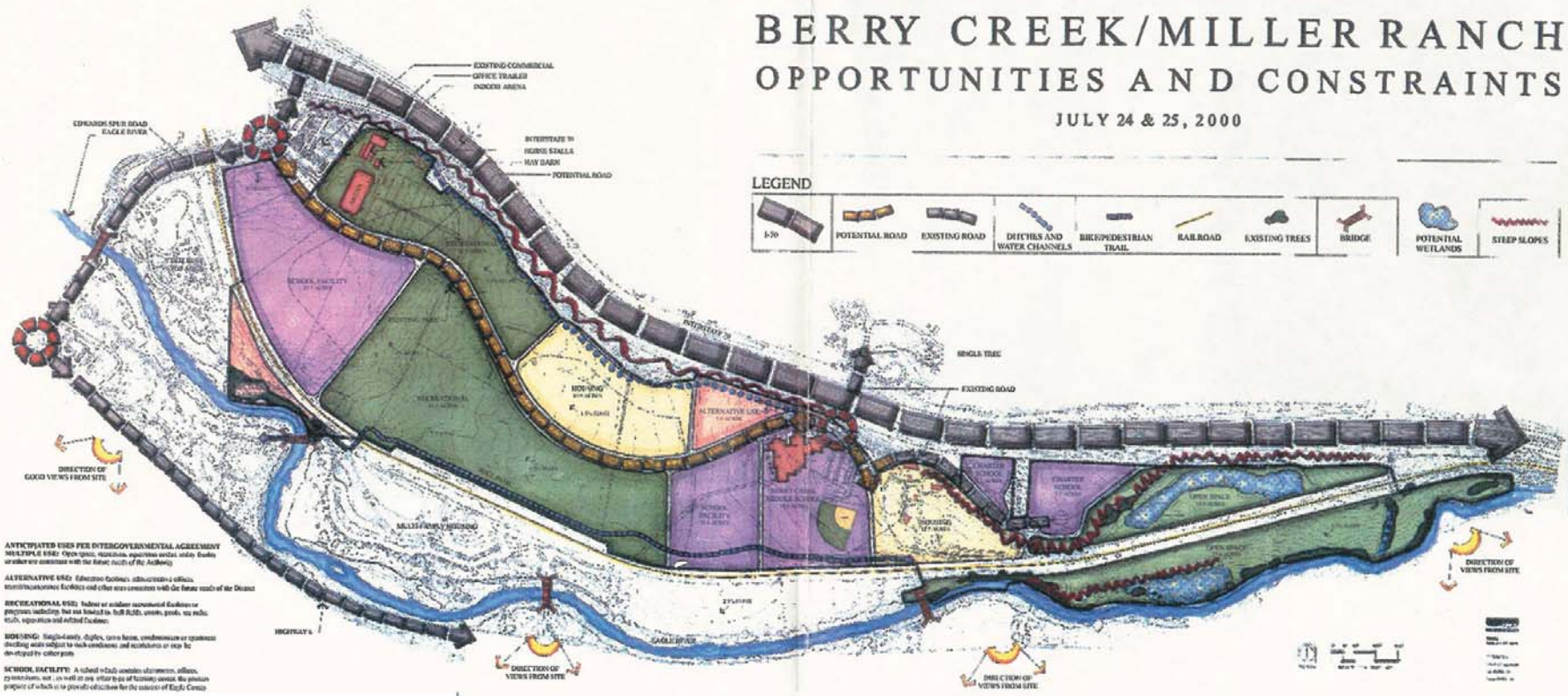
MASTER PLAN Eagle County, Colorado

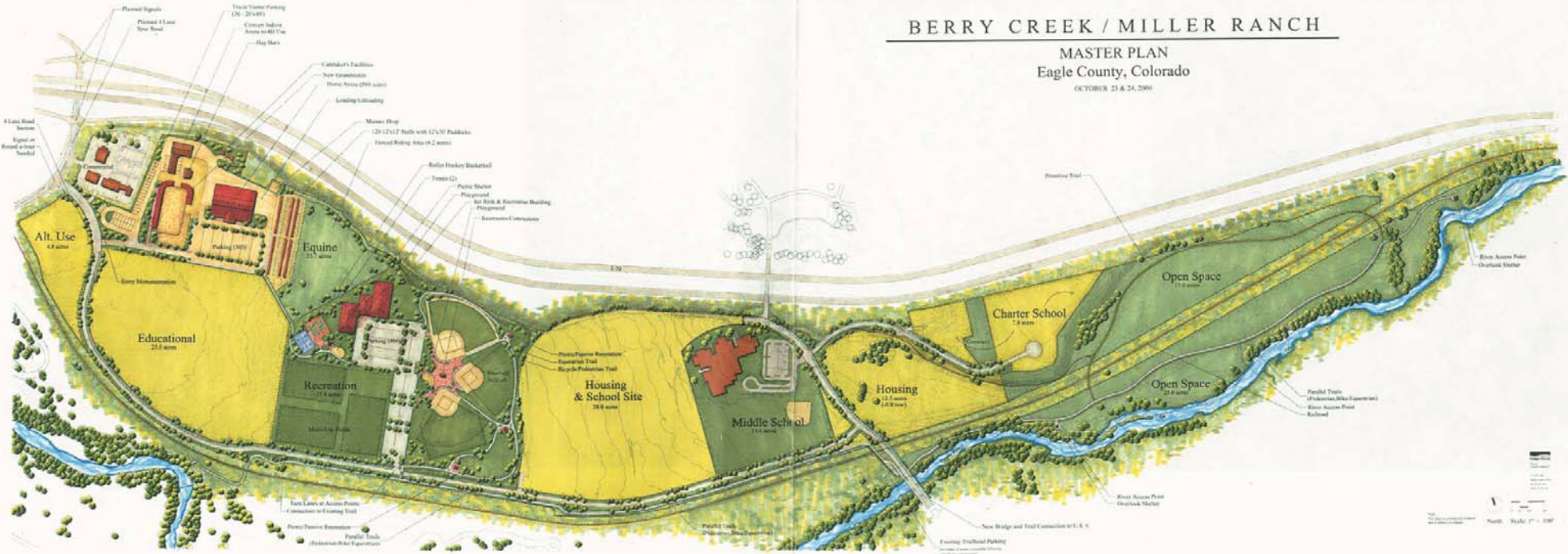
OCTOBER 21 & 24, 2000



BERRY CREEK/MILLER RANCH OPPORTUNITIES AND CONSTRAINTS

JULY 24 & 25, 2000



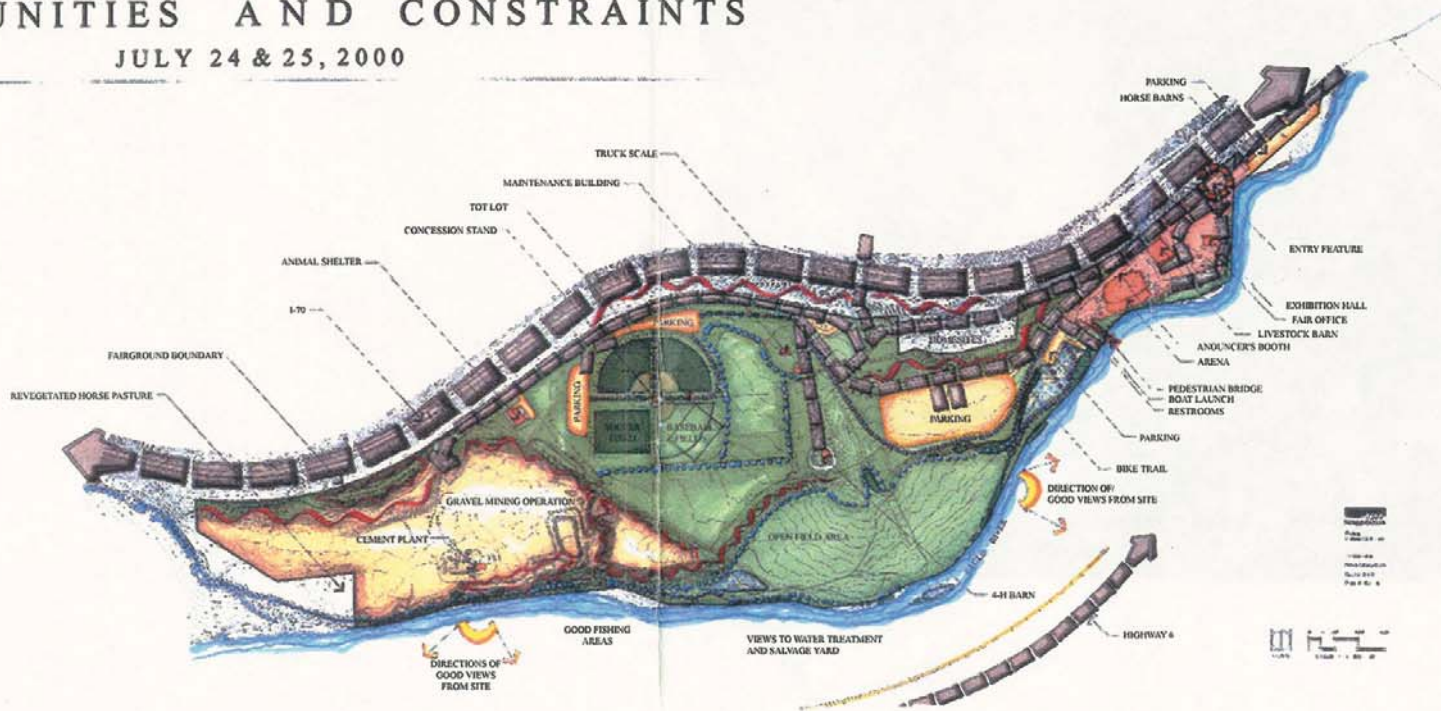


EAGLE COUNTY FAIRGROUNDS OPPORTUNITIES AND CONSTRAINTS

JULY 24 & 25, 2000

LEGEND

-  INTERSTATE-70
-  EXISTING ROADS
-  ROAD INTERSECTION/ACCESS POINT
-  DITCHES AND WATER CHANNELS
-  BIKE/PEDESTRIAN TRAIL
-  RAILROAD
-  EXISTING TREES
-  WETLANDS (REGULATORY/UNREGULATED)
-  EAGLE RIVER
-  BRIDGE
-  STEEP SLOPES





Clear Creek County

POST OFFICE BOX 2000
GEORGETOWN, COLORADO 80444

TELEPHONE: (303) 569-3251 • (303) 679-2300

December 5, 2001

Teresa O'Neil
J.F. Sato & Assoc.
5898 So. Rapp St.
Littleton, CO 80120

In re: Publicly owned parks, recreation areas and wildlife refuges
I-70 Mountain Corridor PEIS

Dear Teresa:

I have done a preliminary review of significant public lands within a three-mile corridor on either side of I-70 through Clear Creek County, and am listing them as follows:

- 1) Tennis court owned by Clear Creek Metropolitan Rec District (CCMRD) at Hyland Hills (Floyd Hill, east end of county)
- 2) Ballfields at east end of Idaho Springs
- 3) Within Idaho Springs are also a City Park, tennis court/multi-purpose court, football field, and an elaborate playground at Carlson Elementary
- 4) CCMRD Recreational Center in Idaho Springs
- 5) Scott Lancaster Bike Trail south of highway through Idaho Springs and eastward
- 6) Silver Creek Trail (on hillside, Georgetown to Lawson)
- 7) Public use area between Georgetown Lake and Alvarado Road (frontage road); contains Wildlife Viewing Station, picnic and fishing facilities
- 8) Georgetown City Park
- 9) About six pocket parks in Georgetown, one containing a playing field for soccer, one with tennis court and multi-purpose court
- 10) Division of Wildlife property opposite Georgetown Lake immediately to west of I-70, maintained as Bighorn Sheep habitat
- 11) Bard Creek Trail (out of Empire)
- 12) Empire Pass Trail (Empire to Georgetown)
- 13) Guanella Pass Scenic Byway, with public lands, trails, campgrounds and Clear Lake picnic area
- 14) Georgetown-Silver Plume Bike Trail
- 15) Georgetown Loop property and Lebanon Mine in Morrison Valley, owned by Colorado Historical Society
- 16) Silver Plume City Park
- 17) Train Station and other facilities for Loop Railroad in Silver Plume
- 18) Hermann Gulch Trail, Watrous Gulch Trail, Continental Divide Trail
- 19) Stevens Gulch recreational area, including Grays and Torreys Peak
- 20) Bakerville to Loveland Bike Trail
- 21) Loveland Ski Area

Teresa O'Neil
J. F. Sato and Assoc.
December 5, 2001
Page Two

Of course there is also a great deal of U.S. Forest Service land in Clear Creek County, as you already show on your map.

To correct your map, in addition to adding the above sites, I suggest deleting the large reference to "Georgetown Ballfields" and indicating "Idaho Springs Ballfields" at the east end of that city, south of I-70. The small field in Georgetown is only for softball for children under 12, or for kids' soccer practice. You should delete the "Georgetown Recreation Area" indications to the east of the lake and east of downtown. There is a trail above the lake, but the rest of the area is pretty steep. The area east of downtown is a very steep slope, containing a number of privately-owned mining claims. Any trails there would only be for the most rugged hikers. The public lands in these areas belong to Georgetown or Clear Creek County, but in general are not suitable for development for park or recreational purposes. Saxon Mountain Road (4wd) is used for recreational purposes, however.

Georgetown and Idaho Springs town staffs can give you more information than I can relating to sizes of amenities in those towns. CCMRD, through Mark Cucinella their Director, can give you information about their facilities. Their phone no. is (303) 567-4822. I can provide information on the unincorporated area of the county.

In regard to the alleged "zoning map" which you said Mark Smith had sent you, I would ask that you ignore the "unzoned" notations on the white areas of that sheet. That is totally inaccurate, in that most properties in all townships are in fact zoned. The townships not printed in color, as I remember the map, are simply the ones which have not yet been taken through a formal "zone plan" process to designate zoning for publicly owned lands in those areas. All privately owned parcels in the county are zoned.

I would be happy to discuss any of these things further if you need additional information.

Sincerely,

Carol Wise
Planning Director

Section 4(f) Evaluation Technical Report



Board of County Commissioners

Michelle Lawrence
District No. 1

Patricia B. Holloway
District No. 2

Richard M. Sheehan
District No. 3

March 13, 2002

Kathy Moser
Environmental Services
5898 South Rapp Street
Littleton, CO 80120

Dear Kathy:

Attached is a copy of the map that you sent Open Space. I have marked up the map so that the yellow Hi-Lited trails do not exist. The red dashed lines are for trails that do exist. The red and black arrow shows where the Lookout Mountain Nature Center should be located. There is a small are of Hogback Park that I Hi-Lited, which is not Open Space's property. I also added Green Mountain Park (blue Hi-Lite) which is owned by the City of Lakewood.

If there is anything else I can help you with, please do not hesitate to contact me at 303-271-5983.

Sincerely,

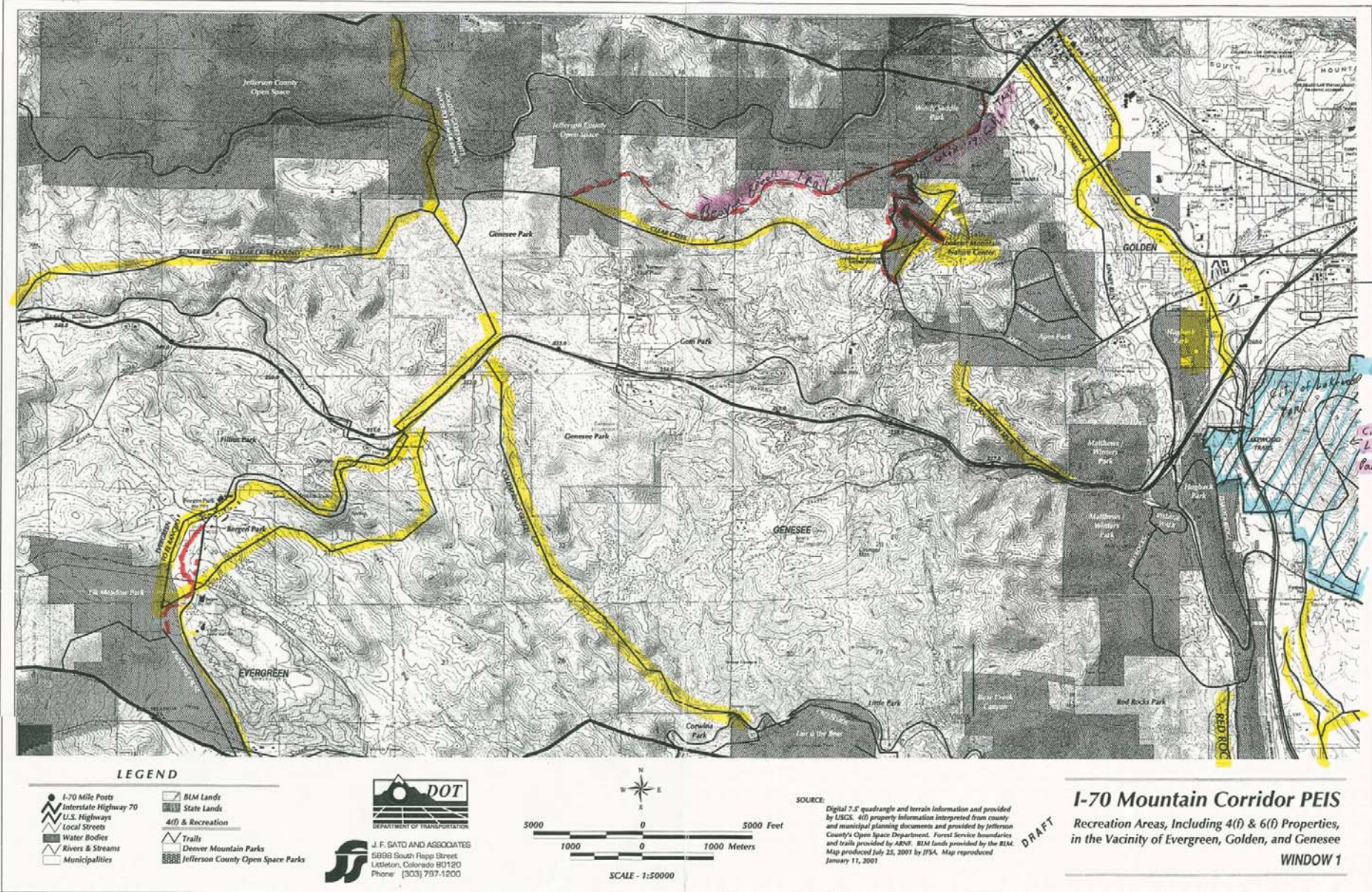
Frank Kunze
Environmental Planner

c: Ken Foelske, Manager of Planning

C:\DATA\SPECIAL PROJECTS\I-70 PEIS.DOC



JEFFERSON COUNTY OPEN SPACE 700 Jefferson County Parkway, Suite 100 • Golden, Colorado 80401
303 271-5925 • FAX 303 271-5955



Section 4(f) Evaluation Technical Report



Board of County Commissioners

- Michelle Lawrence**
District No. 1
- Patricia B. Holloway**
District No. 2
- Richard M. Sheehan**
District No. 3

November 13, 2001



Amy Baerenklau
J.F. Sato and Associates
5898 South Rapp St.
Littleton, CO 80120

Dear Ms. Baerenklau:

Enclosed you will find the information and data that your company requested regarding the I-70 Mountain Corridor Programmatic Environmental Impact Statement.

There is a list attached that provides baseline information that was requested as well as a list with short descriptions of the shapefiles on the CD-ROM. A map of the area, a spreadsheet of the parks and open space, park brochures and community plans in the study area are also enclosed. Open space has provided timelines of when their management plans will be completed and a copy of Matthew Winters Park Management Plan.

If you have any questions or concerns regarding the information enclosed, or for additional information, call me at (303) 271-8715.

Sincerely,

Stephanie O'Hara
Stephanie O'Hara
Planner
Jefferson County Long Range Planning Section

Enclosures

BASELINE INFORMATION

1. Master and Comprehensive Plans (within study area)
 - North Mountains Community Plan
 - Golden
 - General Land Use Plan
 - Evergreen Area Community Plan (you have the most recent copy)
 - The Central Mountains Community Plan (you have the most recent copy)
 - Jefferson County Open Space Master Plan (you have the most recent copy)
2. Existing and Future Land Use and Zoning Regulations
 - Zoning Resolution:
http://gcweb/ext/dpt/public_works/planning/zoning/zoning.htm
3. Existing and Future Land Use and Zoning Boundaries
4. Open Space and Recreation Plans
 - See Jefferson County Open Space Master Plan
5. Regulations to preserve open space or areas of natural resource interest
 - See Jefferson County Open Space Rules and Regulations sheet in Parks Packet
6. Proposed or approved developments
7. A list of all adopted plans and dates

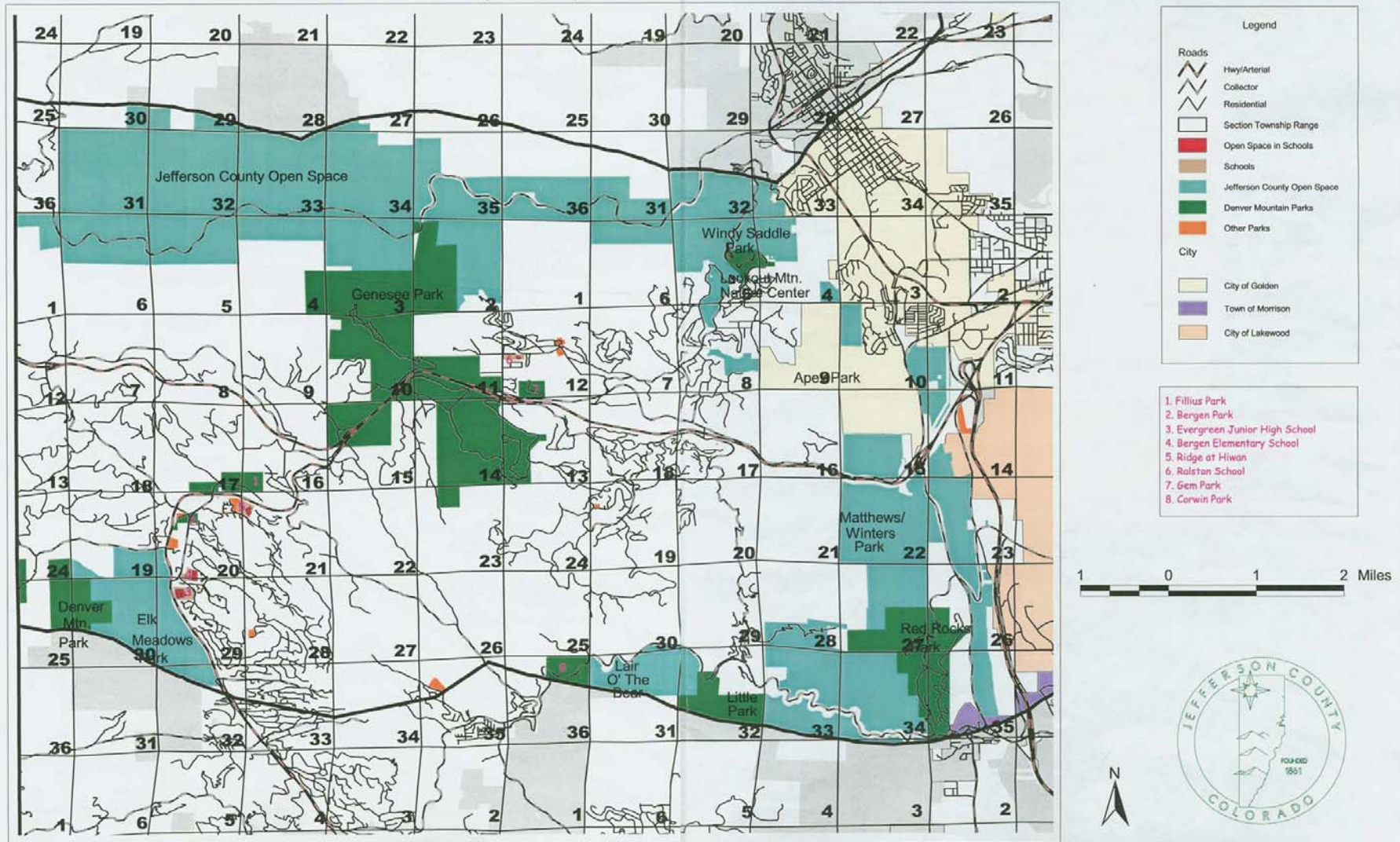
• Clear Creek/I-76 Plans	10/93
• The Central Mountains Community Plan	12/94
• The North Mountains Community Plan	6/89
• The Evergreen Area Community Plan	2/87
• Jefferson County Telecommunications Land Use Plan	10/97
• Northeast Comprehensive Development Plan	12/96
• Mineral Extraction Policy Plan	6/77
• Jefferson County General Land Use Plan	3/86
• Golden-Ralston Plan	1974
8. A list of all new plans or plans that are being updated and the anticipated date of completion
 - None in the area
9. A list of relevant digital GIS data layers available:
 - Land Use
 - Hydrography
 - Zoning
 - Roads
 - City and County Boundaries
 - Topography

DESCRIPTION OF SHAPEFILES

1. **Studyarea.shp** - the 3 mile buffer around
2. **Section.shp** - section boundaries
3. **Schools.shp** - schools within study area
4. **roads.shp** - roads in the study area
5. **Otherparks.shp** - parks other than Jefferson Mountain Parks
6. **Os_schools.shp** - open space in schools
7. **Os_Jeffco.shp** - Jefferson County Open Space
8. **Os_dmp.shp** - Denver Mountain Parks
9. **Os_trails.shp** - Open Space Trails
10. **City.shp** - cities in Jefferson County
11. **Landuse.shp** - land use within the study area
12. **Zoning.shp** - zoning within the study area

Section 4(f) Evaluation Technical Report

Public Parks and Open Space within 3 Miles of I-70



Section 4(f) Evaluation Technical Report



CITY OF IDAHO SPRINGS

1711 Miner Street
P. O. Box 907
Idaho Springs, CO 80452-0907
Telephone: 303-567-4421
Fax: 303-567-4955
cis@idahospringsco.com

July 26, 2001



Teresa O'Neil
J.F. Sato and Associates
5898 So. Rapp St.
Littleton, CO 80120

Dear Ms. O'Neil:

First thing, first. Please review and take note of the correct spelling of my name. Thank you.

I am in receipt of your request. I am sending you the draft of the revised Comprehensive Plan, such that it is. We are in the process...you know how that goes. I am also enclosing the open space and recreation plan, the zoning regulations and a zoning map, circa 1973, that essentially represents the city. To the northwest, about 1/3 of the length of the city, from the north boundary to the ridge line, has been annexed to the city as conservation land. A similar effort is under way for another third of the land. It is BLM-turned-County-turned-city land. Also enclosed is our current zoning regulations and our subdivision regulations. They address future land use regulations.

We have no pending annexations or developments and we have no GIS. It is important that you, and Sato, understand. We are a small city, built on the banks of the creek by miners who sweat to take a few ounces of gold out of the ground. From the turn of the century until the mid-1940's gold was our livelihood and we provided most of the gold for the US Mint in Denver. Then the highway came and moved the creek and took 1/3 of our town away. We were the east slope work camp for the building of the highway and the tunnel. I say that so you understand the perspective of the rest of this letter.

I am the City Administrator and the City Planner. I am the first Administrator with a planning education. We have no planning budget, hence no GIS and no new plans. But we are in the process of rewriting land use rules and creating a more extensive master plan. I suspect the land use regulations will be ready the first of the year and the next element of the comp plan next March.

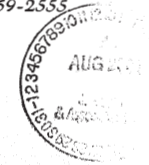
If I can be of further assistance, do not hesitate to contact me.

Sincerely,

Jack Russalesi
City Administrator

The Town of Georgetown

P.O. Box 426
Georgetown, Colorado 80444
(303) 569-2555



August 9, 2001

Teresa O'Neil, Environmental Planner
J. F. Sato and Associates
5898 So. Rapp Street
Littleton, CO 80120

Subject: **Section 4f Resources in the Georgetown/Silver Plume Area**

Dear Teresa,

As you undoubtedly know, the most significant Section 4f resource in the Georgetown area is the Georgetown Silver Plume National Historic Landmark District which is bisected by Interstate 70 through Georgetown and Silver Plume. Steve Mehls has identified the boundaries of the district and some of the major historic resources within it.

Many of the other 4f resources relating to publicly owned lands, parks and playgrounds are identified on your map. However, there is a major addition that should be considered. The former BLM lands which surround Georgetown and Silver Plume were granted to the Towns, Clear Creek County, the Colorado Historical Society and the Colorado Division of Wildlife by the federal government under Public Law 103-253 - May 19, 1994, specifically for open public recreational use. These lands form the base of the Georgetown Silver Plume Historic District Public Lands trails system. The land directly to the west of I 70 in Georgetown is retained by the Colorado Division of Wildlife for bighorn sheep habitat. One of the state's first wildlife viewing areas, views this particular section from the Georgetown recreation area which surrounds the lake. The enclosed map gives you the boundaries of the Landmark District and the land ownership of the public lands.

Of the sites which you referenced in your July 31, 2001 letter, all are owned by the Town of Georgetown. The Lake recreation area is limited by an agreement with the Colorado Division of Wildlife (formerly Colorado Fish and Game Department) which prohibits camping and the use of motors of any sort on the lake. The area is used for fishing, hiking, picnicking, ice racing (jeeps), and ice fishing. The Georgetown City Park is a formal Victorian park used for picnicking, walking, civic and private functions. The ballfields are leased to the Clear Creek Metropolitan Recreation District and are used for t-ball, horse shoes, dog training etc. Georgetown also has a tennis court and multi purpose court between Main Street and Clear Creek Drive in the newer section of town. I would recommend that you also add Dinger Park in Silver Plume to your list.

If I can be of further assistance, please let me know.

Sincerely,

Cynthia Neely
Planning Coordinator

Requests for Updates From Counties and Municipalities

This is a sample of the 2009 letter that was sent to the Official with Jurisdictions to request their updates to the inventory of properties.

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Engineering, Environmental,
and Program Management Services
5898 South Rapp Street • Littleton, CO 80120
Phone 303.797.1200 • Fax 303.797.1187
www.jfsato.com

February 20, 2009

«First_Name» «Last_Name»
«AgencyTitle»
«Address»
«City_», «State» «Zip_Code»

Re: I-70 Mountain Corridor Final Programmatic Environmental Impact Statement (PEIS) - Update on Publicly Owned Parks, Recreation Areas, and Wildlife Refuges

Dear Mr. «Last_Name»:

The Colorado Department of Transportation (CDOT) and the Federal Highway Administration (FHWA) are preparing the Final PEIS, and in the process we are updating our information since the Draft PEIS was released in December 2004. We are requesting your assistance in gathering information on any new publicly owned parks, recreation areas, and wildlife refuges along the I-70 Corridor within your jurisdiction that have been established since January 2005. This is a follow-up to the letter sent in July 2001.

Your information will assist CDOT and FHWA in making a special effort to preserve the natural beauty of the countryside and public park and recreation lands, wildlife and waterfowl refuges, and historic sites along the I-70 Corridor. This request for information is related to the requirements of Section 4(f) of the Department of Transportation (DOT) Act of 1966 and set forth in Title 49 United States Code (U.S.C.), Section 1653(f).

The Draft PEIS can be viewed online at www.dot.state.co.us/l70mtncorridor/.

The initial inventory in the Draft PEIS was of properties within 3 miles to either side of the Corridor. After screening alternatives, all of the alternatives retained for full evaluation in the PEIS closely follow the existing I-70 alignment; the focus of our evaluation is along the I-70 right-of-way. The 4(f) properties listed below were evaluated for use in the Draft PEIS:

- Hot Springs Historic District
- Hot Springs Lodge and Pool
- Glenwood Springs Viaduct F-07-A
- Georgetown-Silver Plume NHL District
- Mendota Mine
- Dunderberg Mine
- Toll House Property or Mine Manager's House
- Big Five Mines
- Darragh Placer
- Two Barns in Lawson
- Loveland Ski Area
- Prospector Trail and USFS Visitor Center Parking Lot/Trailhead
- Charlie Tayler Water Wheel Park

Please let us know if you are aware of any new publicly owned parks, recreation areas, and wildlife refuges that are located in or adjacent to the I-70 right-of-way from Glenwood Springs to C-470. Any assistance you can provide would be greatly appreciated. If you have any questions regarding this request, please contact me at 303-797-1200.

Sincerely,

Tim Tetherow
Project Manager
JF Sato & Associates

cc: Bill Scheuerman - CDOT



Engineering, Environmental,
and Program Management Services
5898 South Rapp Street • Littleton, CO 80120
Phone 303.797.1200 • Fax 303.797.1187
www.jfsato.com

May 6, 2009

Mr. «First_Name» «Last_Name»
«AgencyTitle»
«Address»
«City_», «State» «Zip_Code»

**Re: I-70 Mountain Corridor Final Programmatic Environmental Impact Statement (PEIS) –
Follow-up to Update on Publicly Owned Parks, Recreation Areas, and Wildlife Refuges**

Dear Mr. «Last_Name»:

The Colorado Department of Transportation (CDOT) and the Federal Highway Administration (FHWA) are preparing the Final PEIS. Included in that process is the updating of information since the Draft PEIS was released in December 2004.

Since we have not received a response to the attached letter, we would like to confirm that there are no new 4(f) properties in the «AgencyTitle» to include in the Final PEIS.

It would be greatly appreciated and very helpful if we could get confirmation from you one way or the other. You are welcome to send an email to ttetherow@jfsato.com or thopper@jfsato.com. I can also be reached at 303-797-1200 or via fax at 303-797-1187.

If you have any questions regarding this request, please feel free to contact me. Thank you in advance for your assistance.

Sincerely,

Tim Tetherow
Project Manager

Attachment

cc: Bill Scheuerman - CDOT

Section 4(f) Update Correspondence Tracking Table: Recreation Properties

First Name	Last Name	Agency/Title	Date 1st Letter Was Mailed	Date of Response from Agency	Date Follow-up Letter Was Mailed	Date of Response from Agency
Brian	Hopkins	US Department of Interior, Bureau of Land Management, Glenwood Springs Field Office	4/29/2009	5/1/2009	N/A	N/A
Tom	Easley	Colorado State Parks Statewide Programs Manager	5/15/2009	N/A	N/A	N/A
Bill	Andree	Colorado Division of Wildlife, Vail District	2/20/2009	N/A	5/6/2009	5/26/2009
Ron	Velarde	Colorado Division of Wildlife, Regional Manager for West Region	2/20/2009	N/A	5/6/2009	5/26/2009
Ron	Oehlkers	Colorado Division of Wildlife, Idaho Springs District	2/20/2009	N/A	5/6/2009	N/A
Travis	Trant	Colorado Division of Wildlife, District Manager, Basalt District Area 8	2/20/2009	N/A	5/6/2009	5/12/2009
Kirk	Oldham	Colorado Division of Wildlife, Grand County Manager	2/20/2009	N/A	5/6/2009	N/A
Sean	Shepherd	Colorado Division of Wildlife, Summit County Manager	2/20/2009	N/A	5/6/2009	5/25/2009
Carol	Kruse	US Forest Service, Arapaho and Roosevelt National Forests & Pawnee National Grassland, Special Projects Coordinator	2/20/2009	N/A	5/6/2009	5/11/2009
Warren	Campbell	Town of Vail, Chief Planner	2/20/2009	via phone	N/A	N/A
William	Gray	Town of Eagle, Planner	2/20/2009	N/A	5/6/2009	N/A
Jim	Curnutte	Summit County, Planning Director	2/20/2009	via phone	N/A	N/A
Mark	Leidal	Town of Silverthorne, Planning Director	2/20/2009	via phone	N/A	N/A
Victor	Villarreal, AICP	Town of Minturn, Planning Director	2/20/2009	N/A	5/6/2009	N/A
John	Wolforth	Jefferson County, Planning Director	2/20/2009	3/3/2009	N/A	N/A
Cynthia	Condon	City of Idaho Springs, City Administrator	2/20/2009	N/A	5/6/2009	5/11/2009
Lana	Gallegos	Town of Gypsum, Senior Planner	2/20/2009	3/10/2009	N/A	N/A

Section 4(f) Evaluation Technical Report

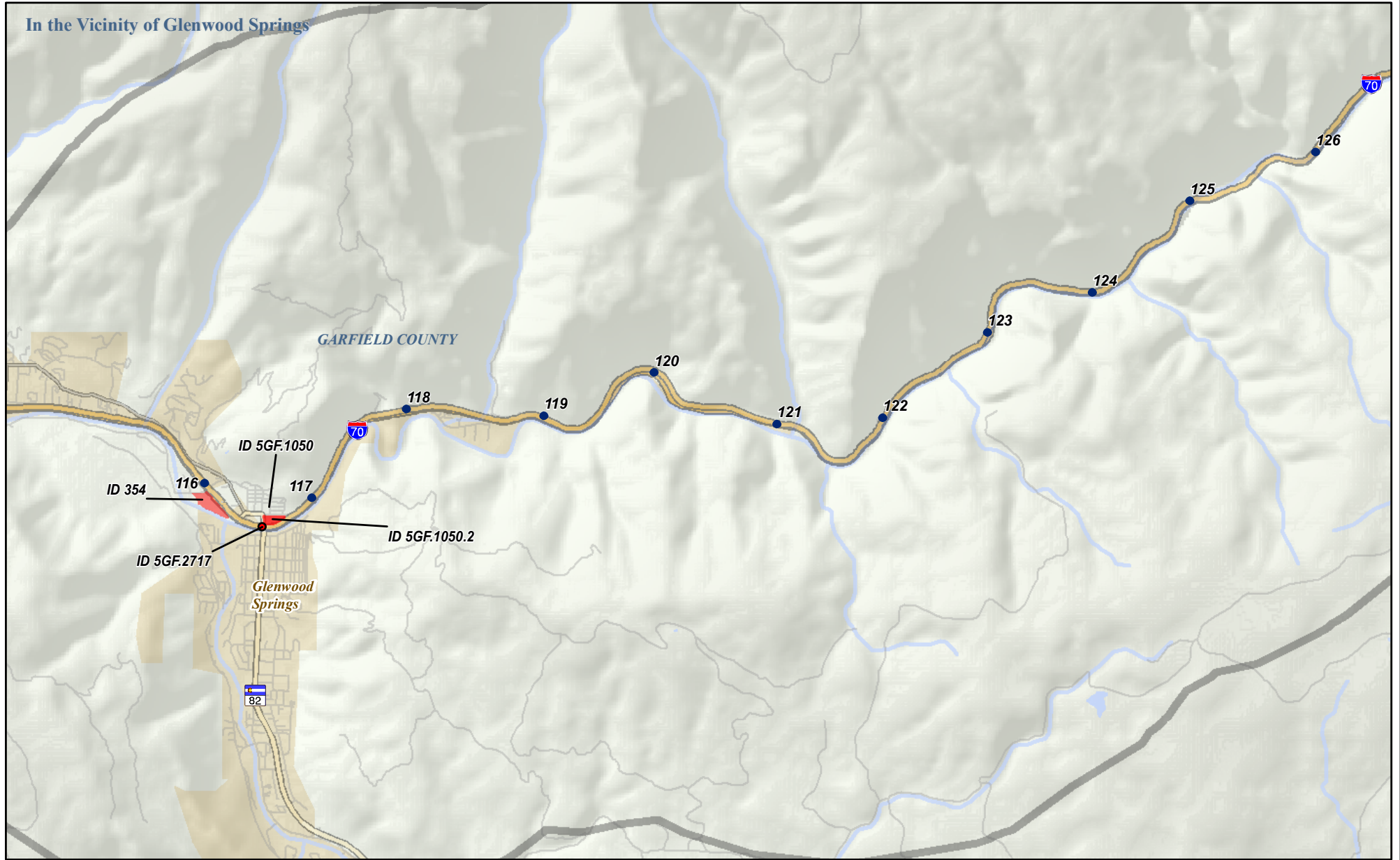
First Name	Last Name	Agency/Title	Date 1st Letter Was Mailed	Date of Response from Agency	Date Follow-up Letter Was Mailed	Date of Response from Agency
Andrew	McGregor	Glenwood Springs, Director of Community Development	2/20/2009	2/25/2009	N/A	N/A
Steve	Glueck	City of Golden, Planning and Development Director	2/20/2009	N/A	5/6/2009	5/15/2009
Mark	Gage	Town of Frisco, Community Development Director	2/20/2009	N/A	5/6/2009	5/19/2009
Richard	Sprague	Town of Empire, Mayor	2/20/2009	N/A	5/6/2009	N/A
Cliff	Simonton	Eagle County	2/20/2009	N/A	5/19/2009	5/27/2009
Melissa	Wyatt	Town of Dillon, Planner	2/20/2009	N/A	5/6/2009	N/A
Frederick	Rollenhagen	Clear Creek County, Planning Director	2/20/2009	N/A	5/6/2009	
Peter	Grosshuesch	Town of Breckenridge, Director of Community Development	2/20/2009	3/27/2009	N/A	N/A
Matthew	Gennett, AICP	Town of Avon, Planning Manager	2/20/2009	N/A	5/6/2009	N/A
Arthur	Bauer	US Forest Service, White River National Forest, Aspen Ranger District	2/20/2009	N/A	5/6/2009	N/A
Alison	Deans Michael	US Fish and Wildlife Service, Colorado Ecological Services Field Office	2/20/2009	4/8/2009	N/A	N/A
Jo Ann	Sorenson	Clear Creek County, Land Use Division Director	2/20/2009	N/A	5/6/2009	5/8/2009 12/04/09
Fred	Lyssy	Town of Silver Plume, Mayor	2/20/2009	N/A	5/6/2009	5/11/2009
Doug	Robotham	Department of Natural Resources, Assistant Director Lands	2/20/2009	N/A	5/6/2009	N/A
Laurie	Domler	National Park Service, Denver Service Center, Community Planner	2/20/2009	N/A	5/6/2009	N/A
Steve	Russell	Western Eagle County Metropolitan Recreation District (WECMRD), Director	2/20/2009	N/A	5/6/2009	5/11/2009
Randy	Maddox	Eagle-Vail Metropolitan District (EVMD)	2/20/2009	N/A	5/6/2009	N/A

Appendix B. Maps

These maps divide Section 4(f) properties into two groups: over 5 acres in size and less than 5 acres in size. Five acres was chosen as a cut-off point because it was proportional to the scale of the maps so that the Section 4(f) properties that are larger than 5 acres will be clear. Anything less than this was too small to be visible at this scale.

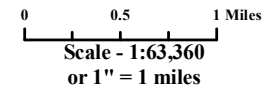
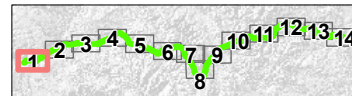
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In the Vicinity of Glenwood Springs

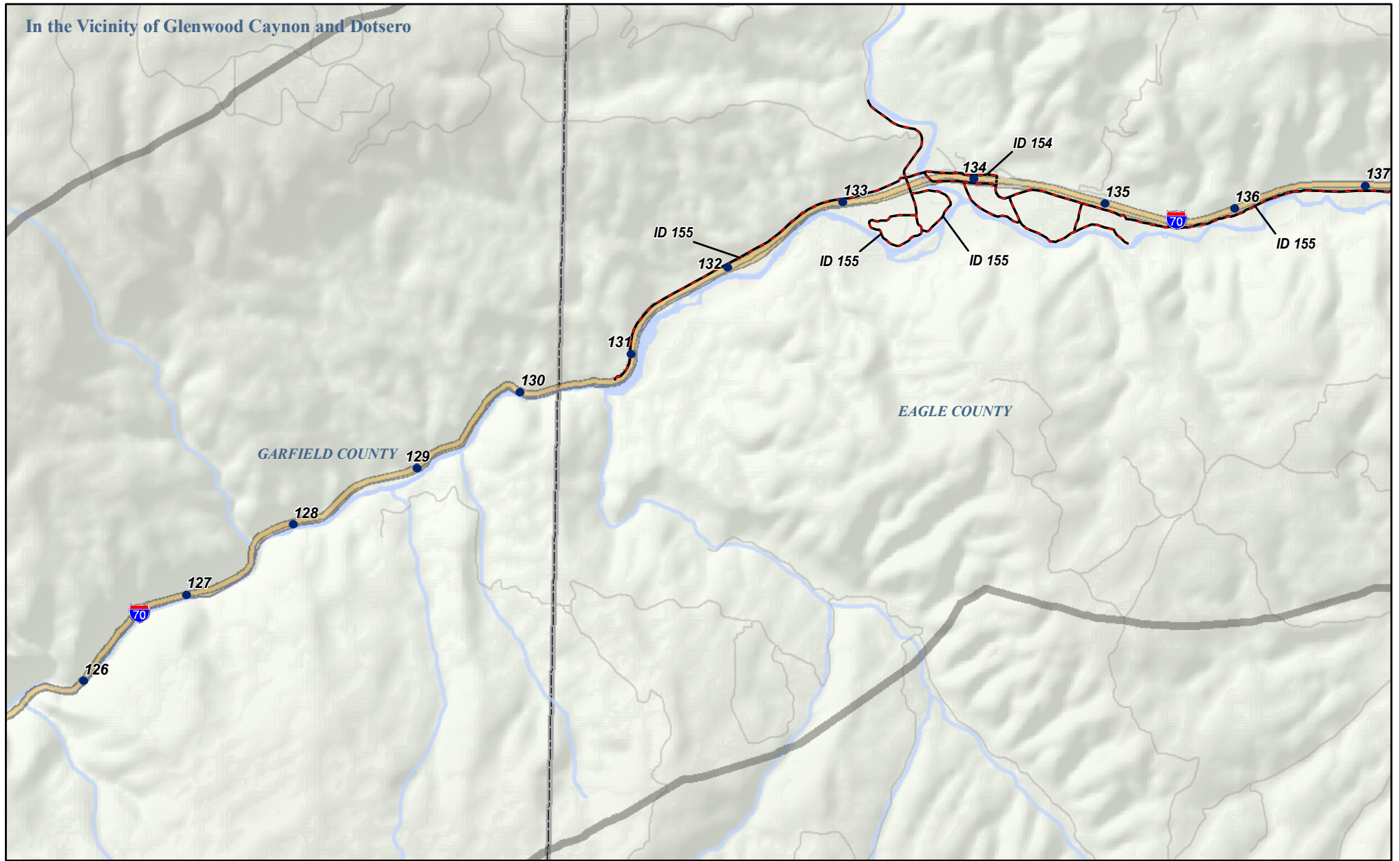


Legend

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- ▭ Limited Access Highways
- ▭ Urban Areas
- ▭ Major Highways
- ▭ 3 Mile Study Area of I-70
- ▭ Highways
- ▭ Lakes
- ▭ 4(f) Properties With a Potential Use Over 5 Acres
- ▭ 4(f) Properties With a Potential Use - Trails
- ▭ 4(f) Historic Districts With a Potential Use
- 4(f) Properties With a Potential Use Under 5 Acres

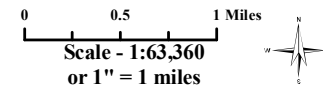
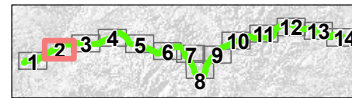


In the Vicinity of Glenwood Canyon and Dotsero

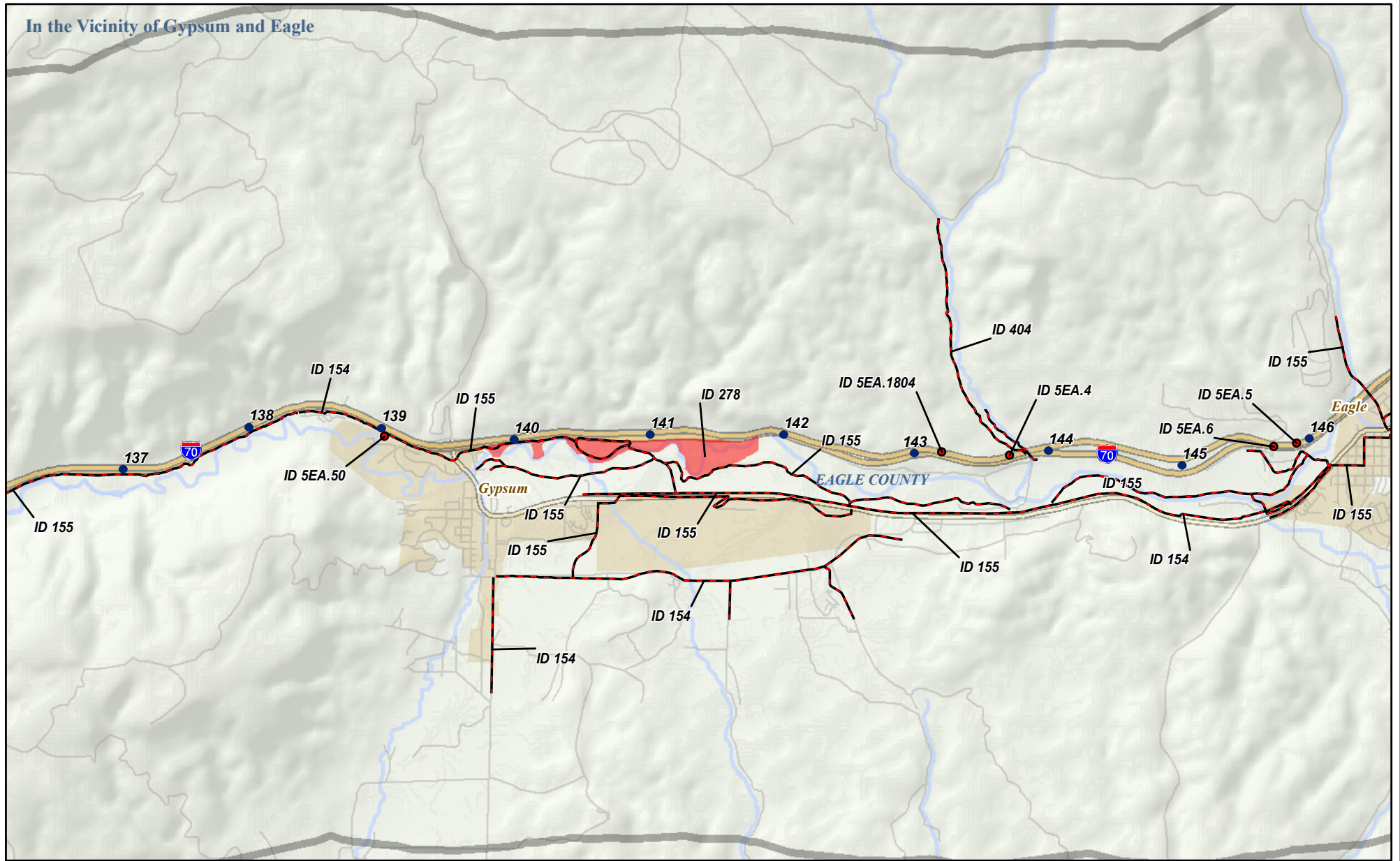


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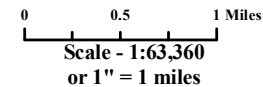
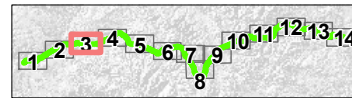
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- ▭ 4(f) Historic Districts With a Potential Use
- ▭ Highways
- 4(f) Properties With a Potential Use Under 5 Acres
- ▭ Lakes

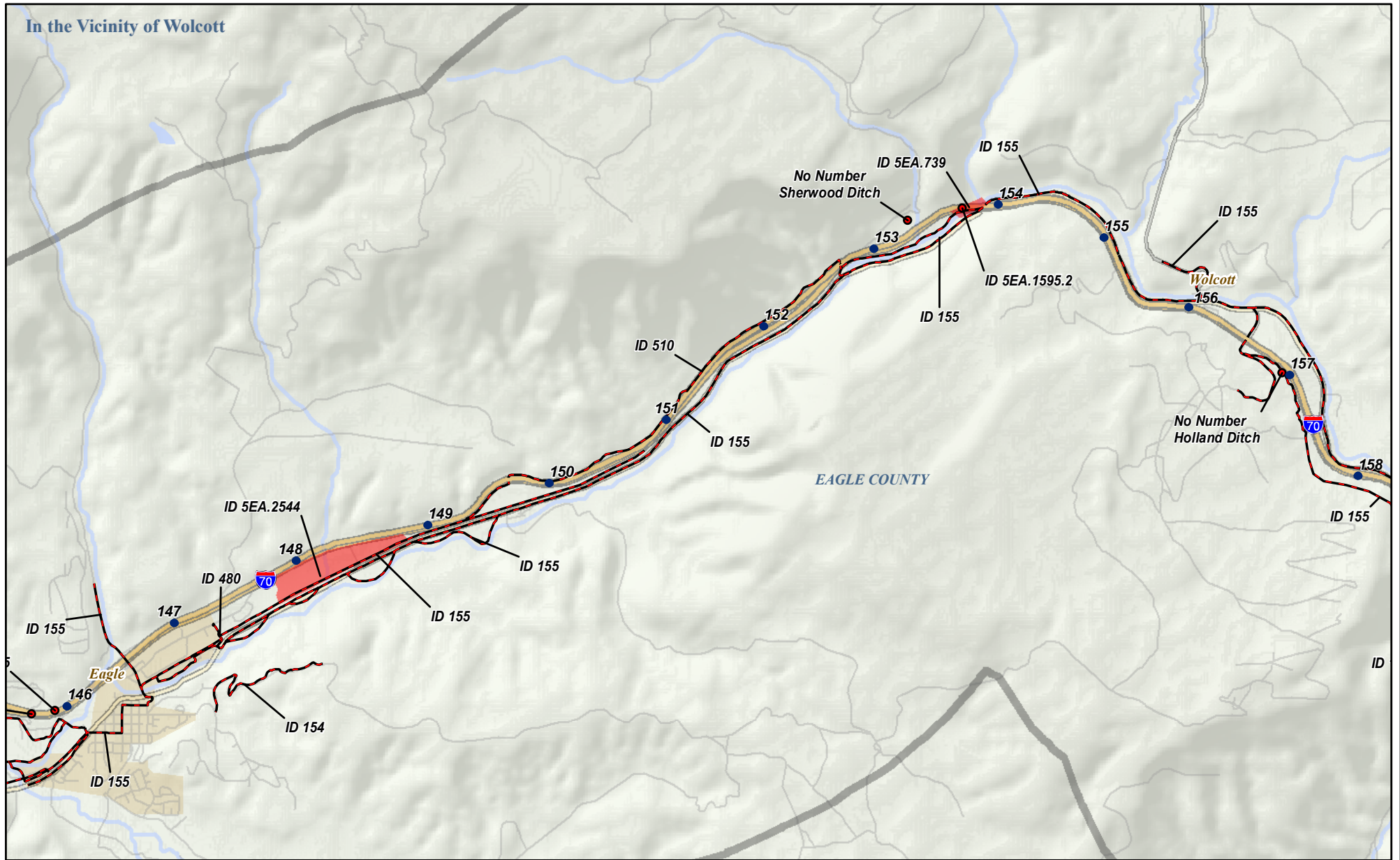


In the Vicinity of Gypsum and Eagle



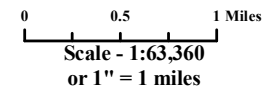
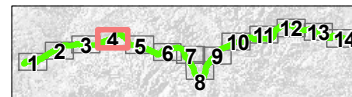
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- ▭ 4(f) Historic Districts With a Potential Use
- 4(f) Properties With a Potential Use Under 5 Acres



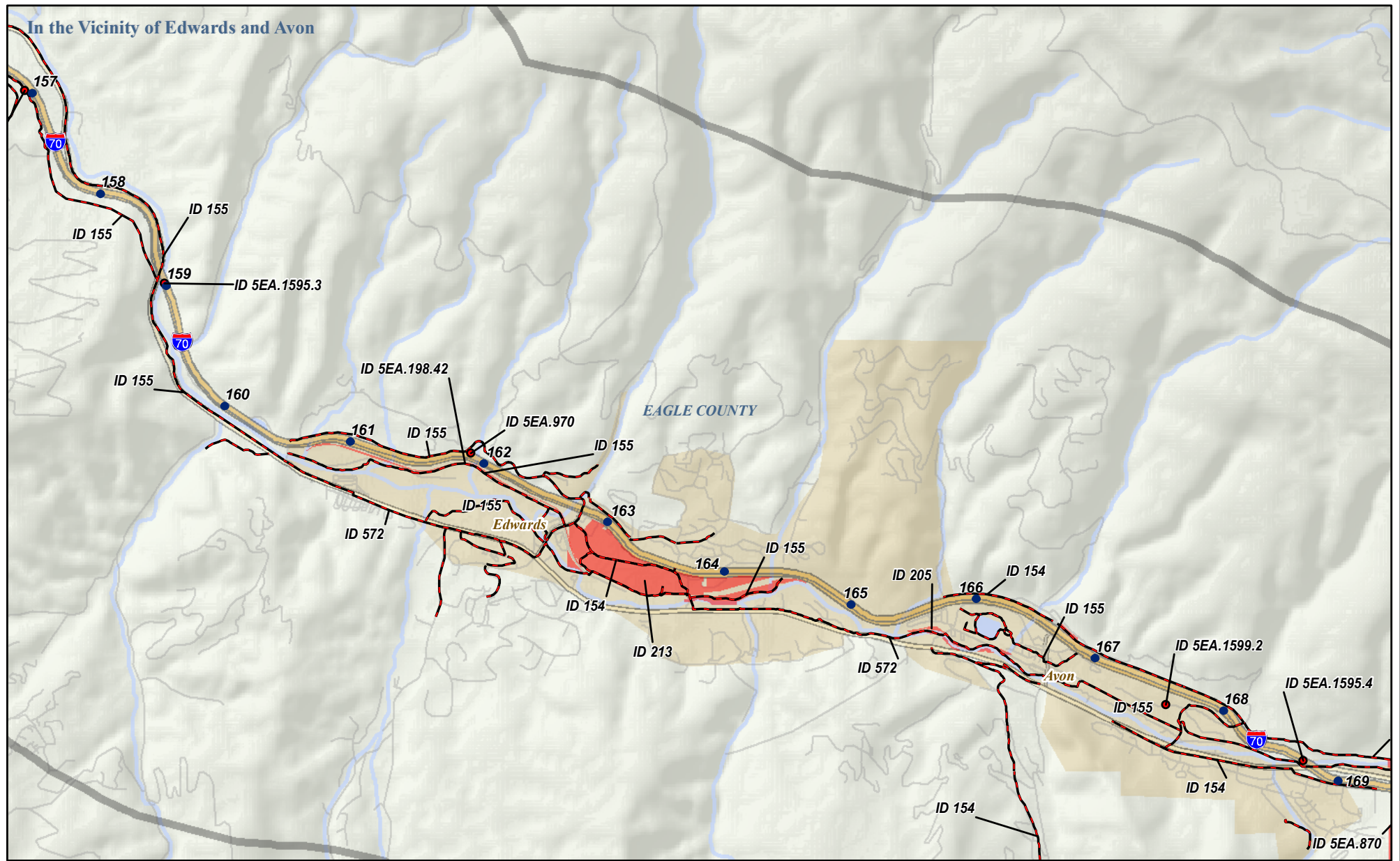


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- ▭ 4(f) Historic Districts With a Potential Use



In the Vicinity of Edwards and Avon



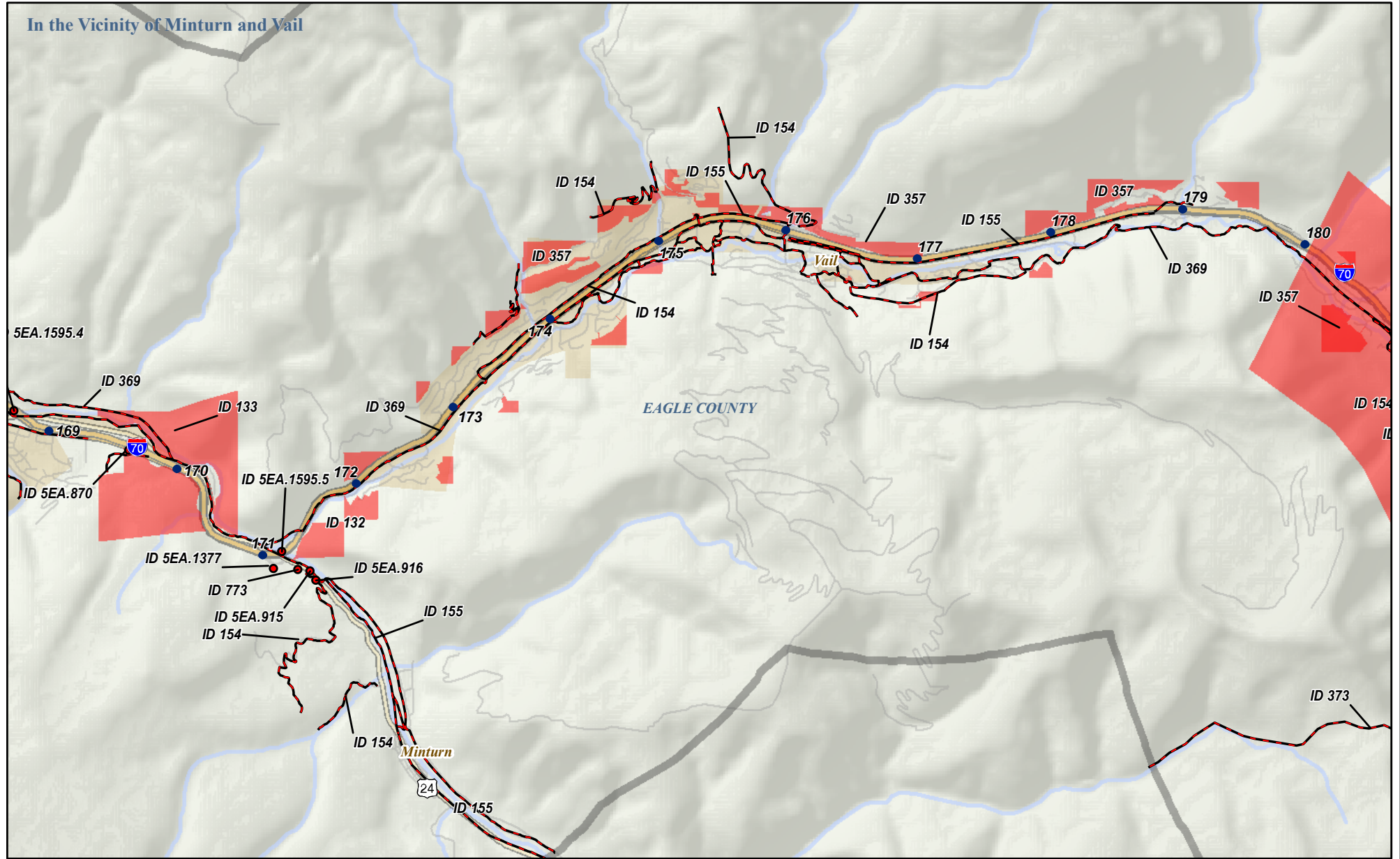
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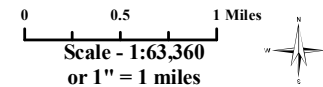
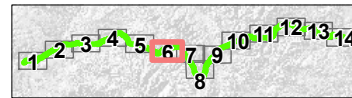
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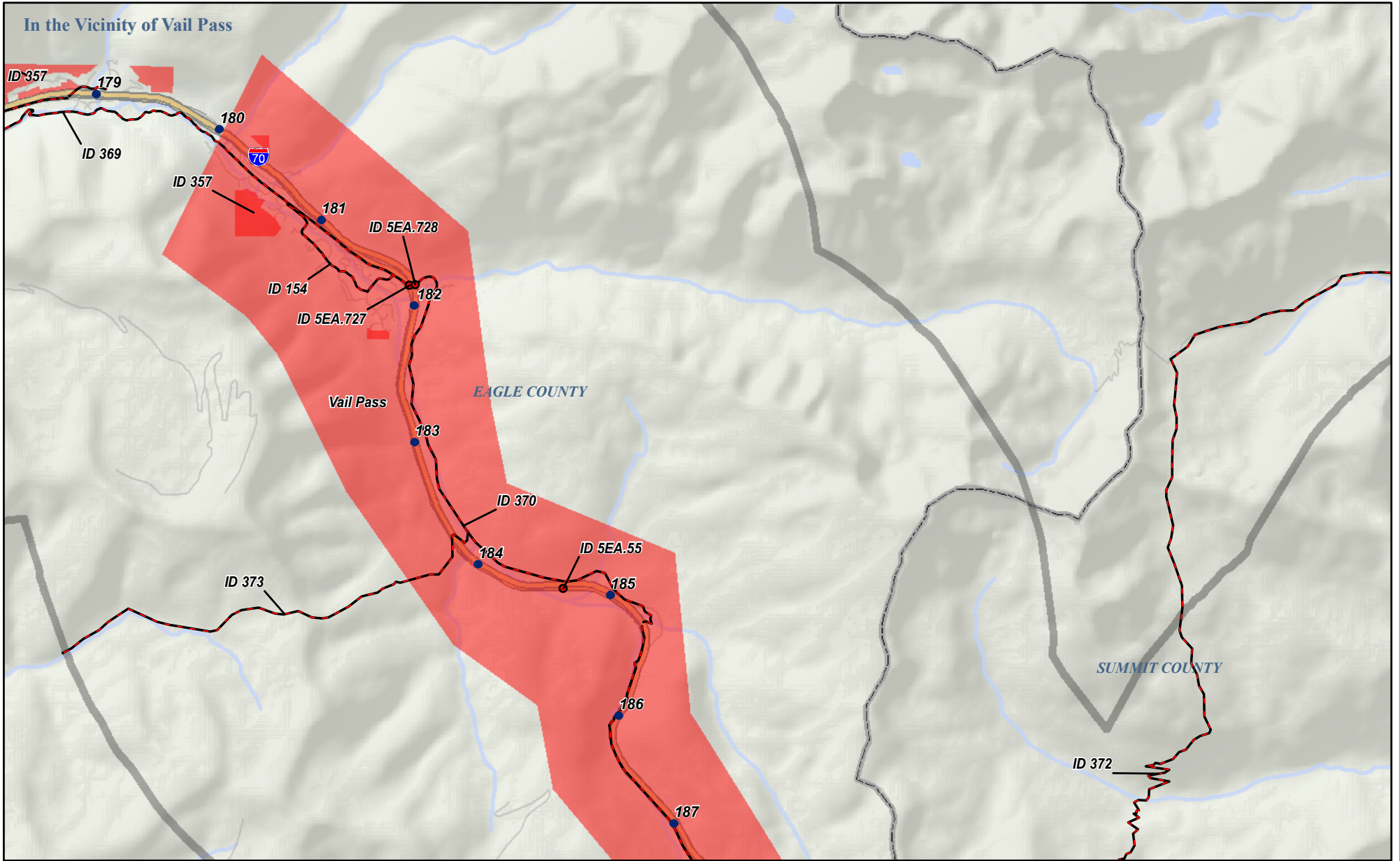


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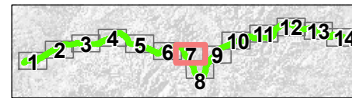


In the Vicinity of Vail Pass



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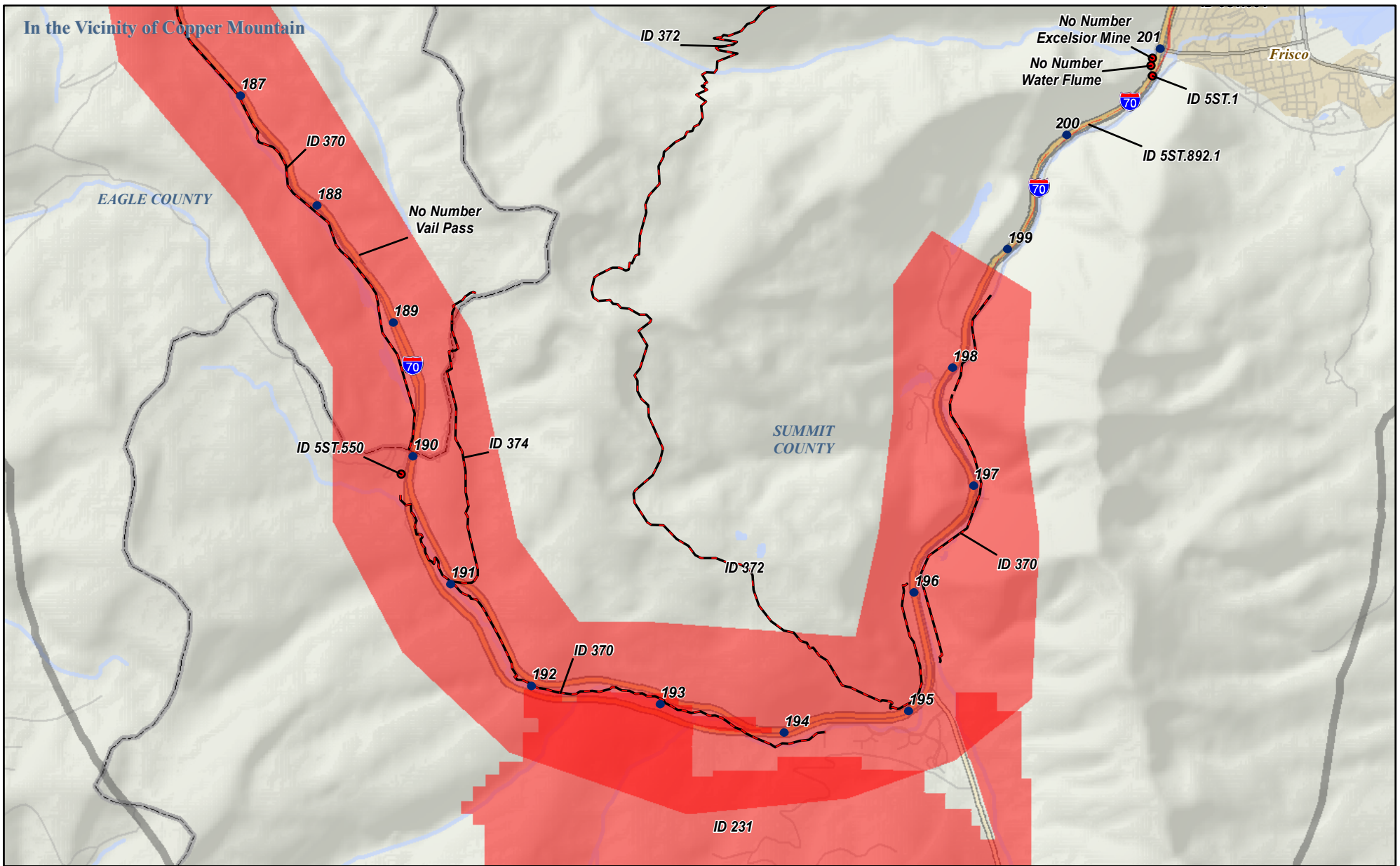
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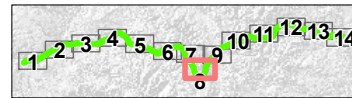


In the Vicinity of Copper Mountain



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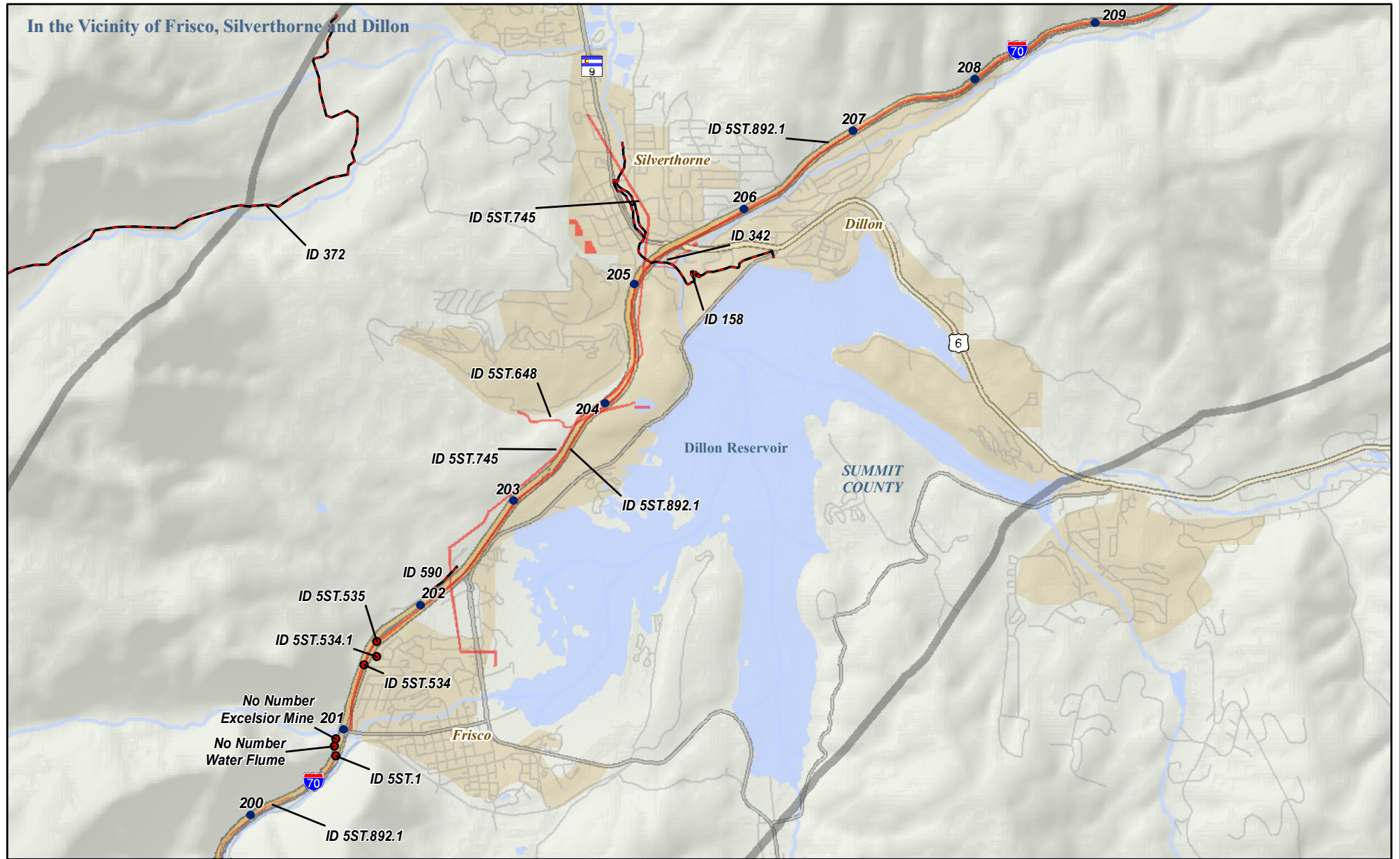
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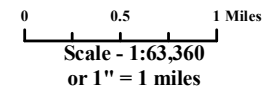
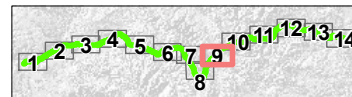


In the Vicinity of Frisco, Silverthorne and Dillon

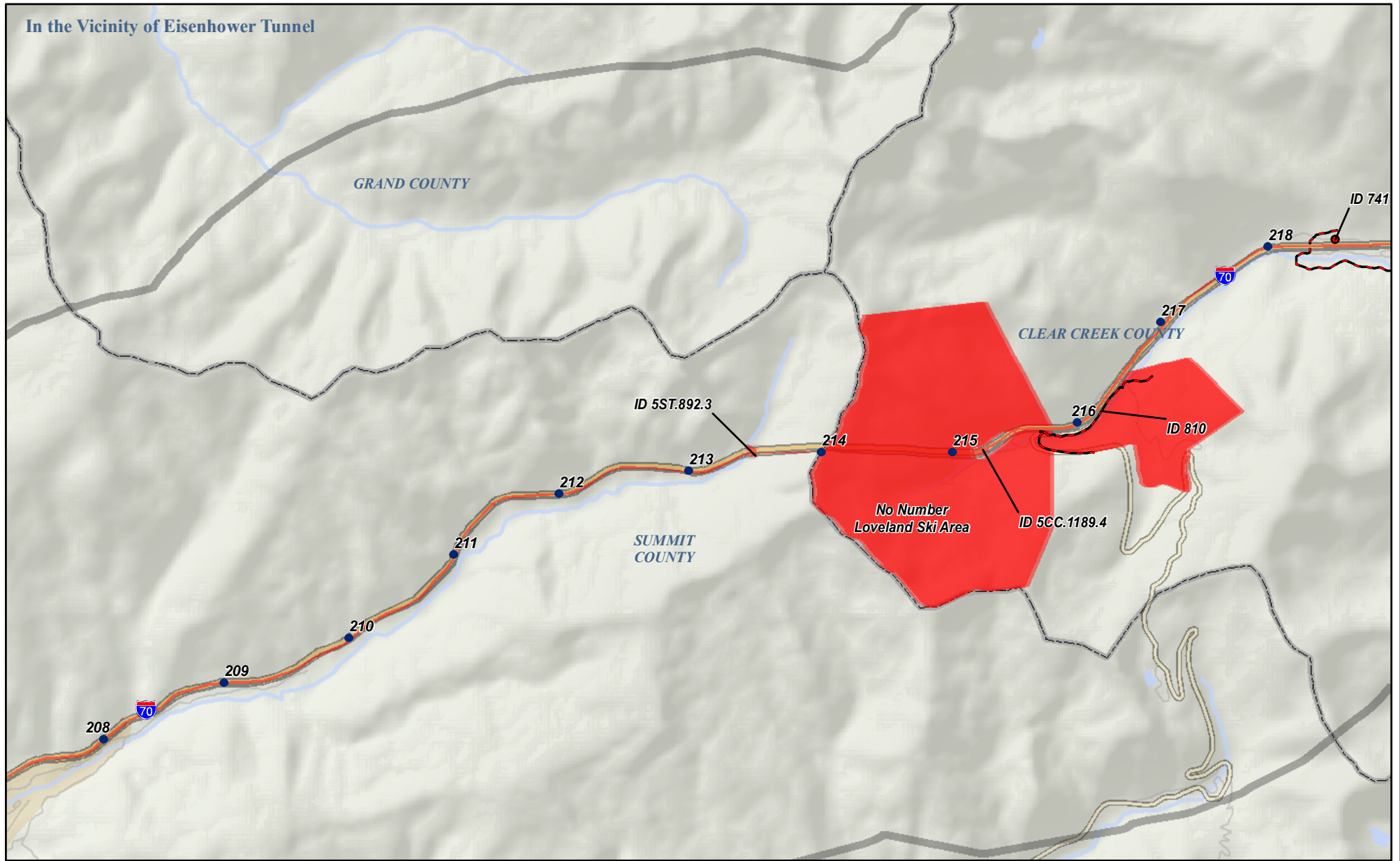


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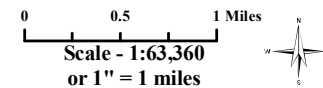
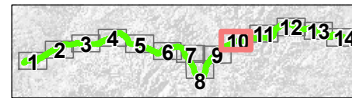


In the Vicinity of Eisenhower Tunnel

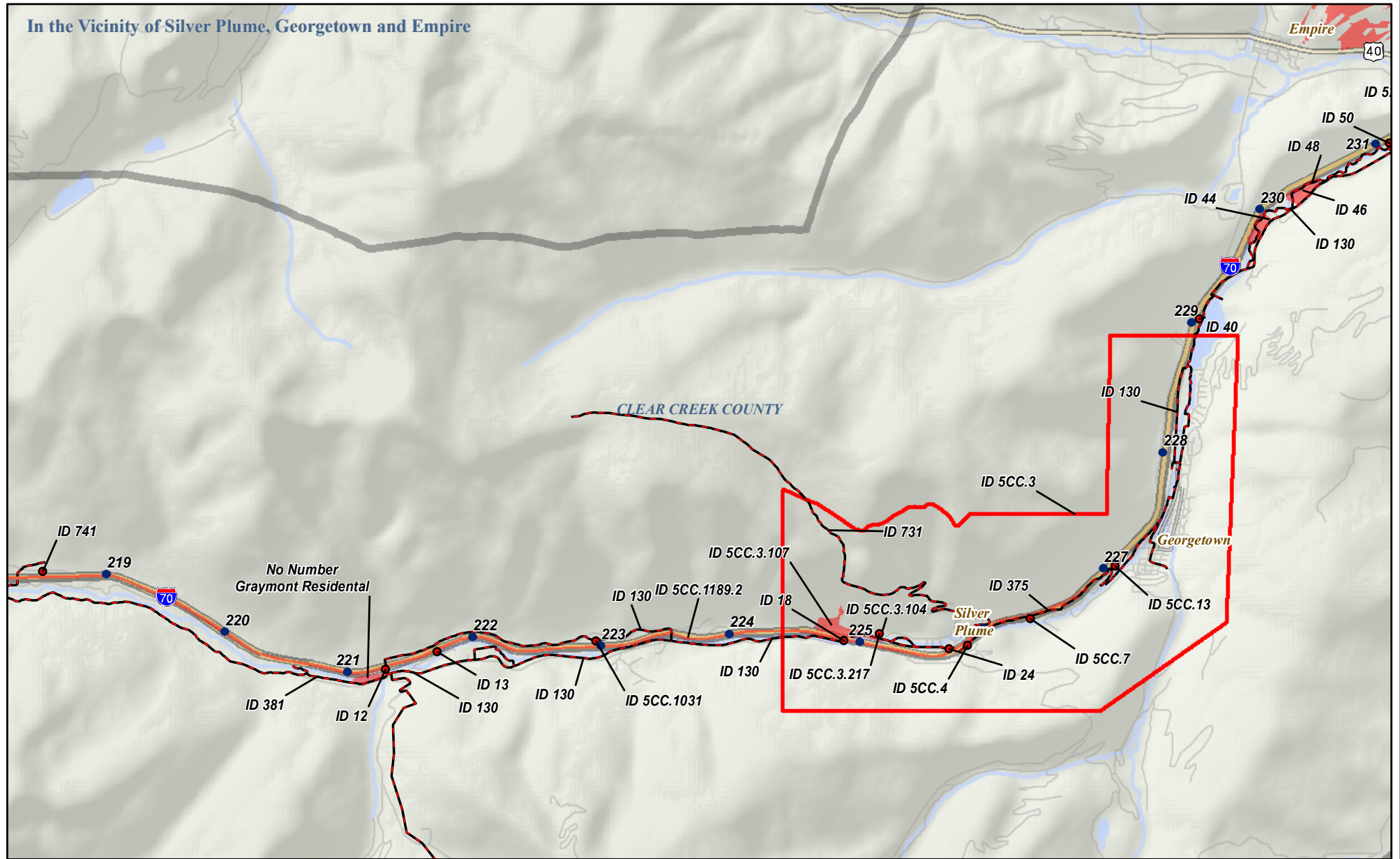


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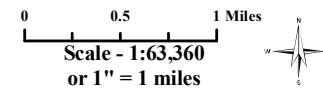
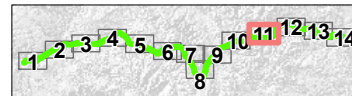


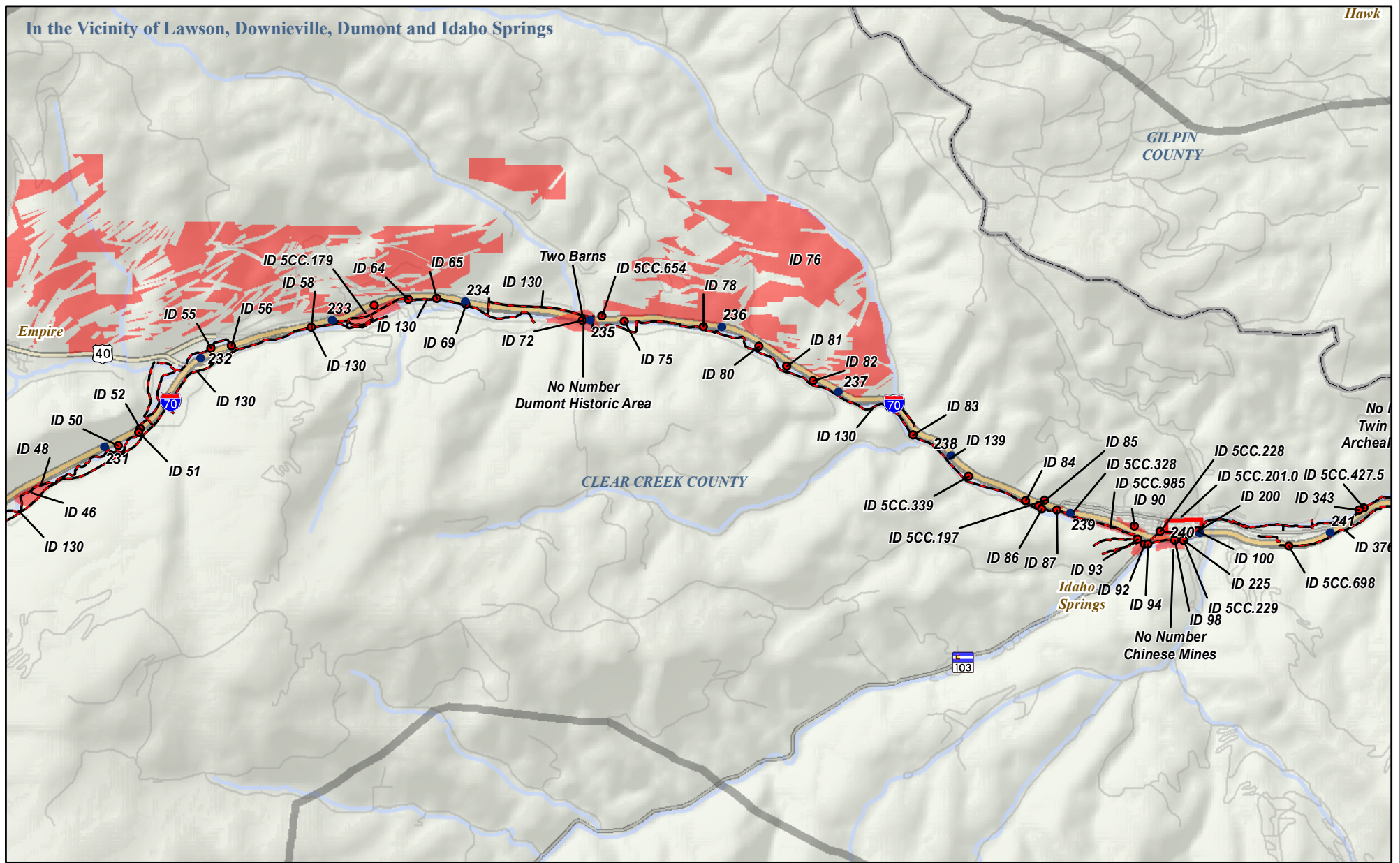
In the Vicinity of Silver Plume, Georgetown and Empire



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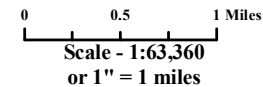
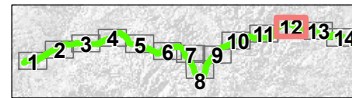
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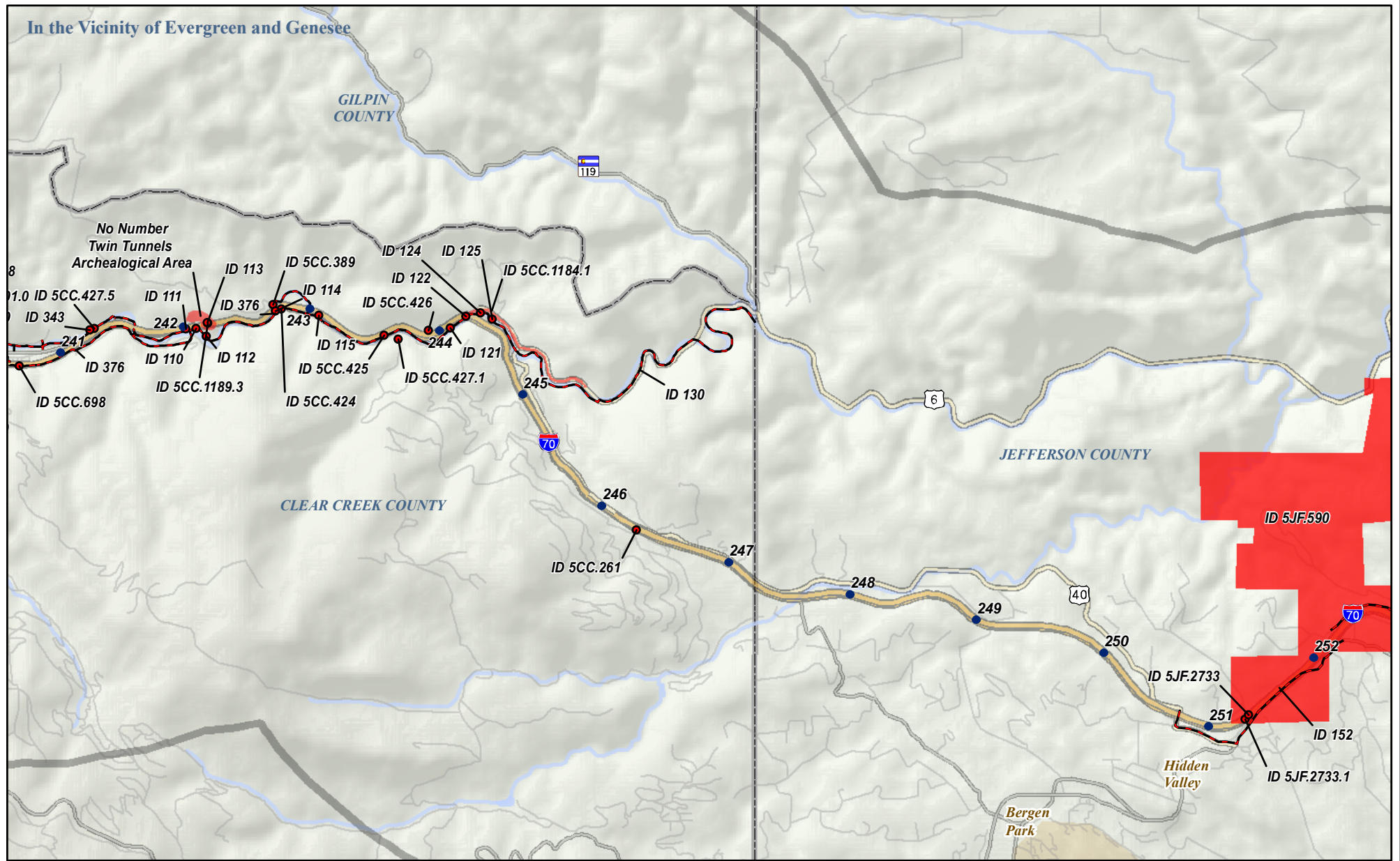


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- 3 Mile Study Area of I-70
- 4(f) Properties With a Potential Use Under 5 Acres
- ▭ 4(f) Properties With a Potential Use Over 5 Acres
- ▭ 4(f) Properties With a Potential Use - Trails
- ▭ 4(f) Historic Districts With a Potential Use

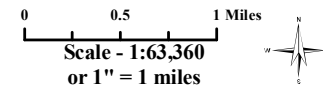
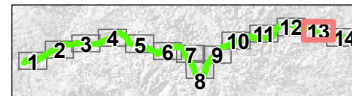


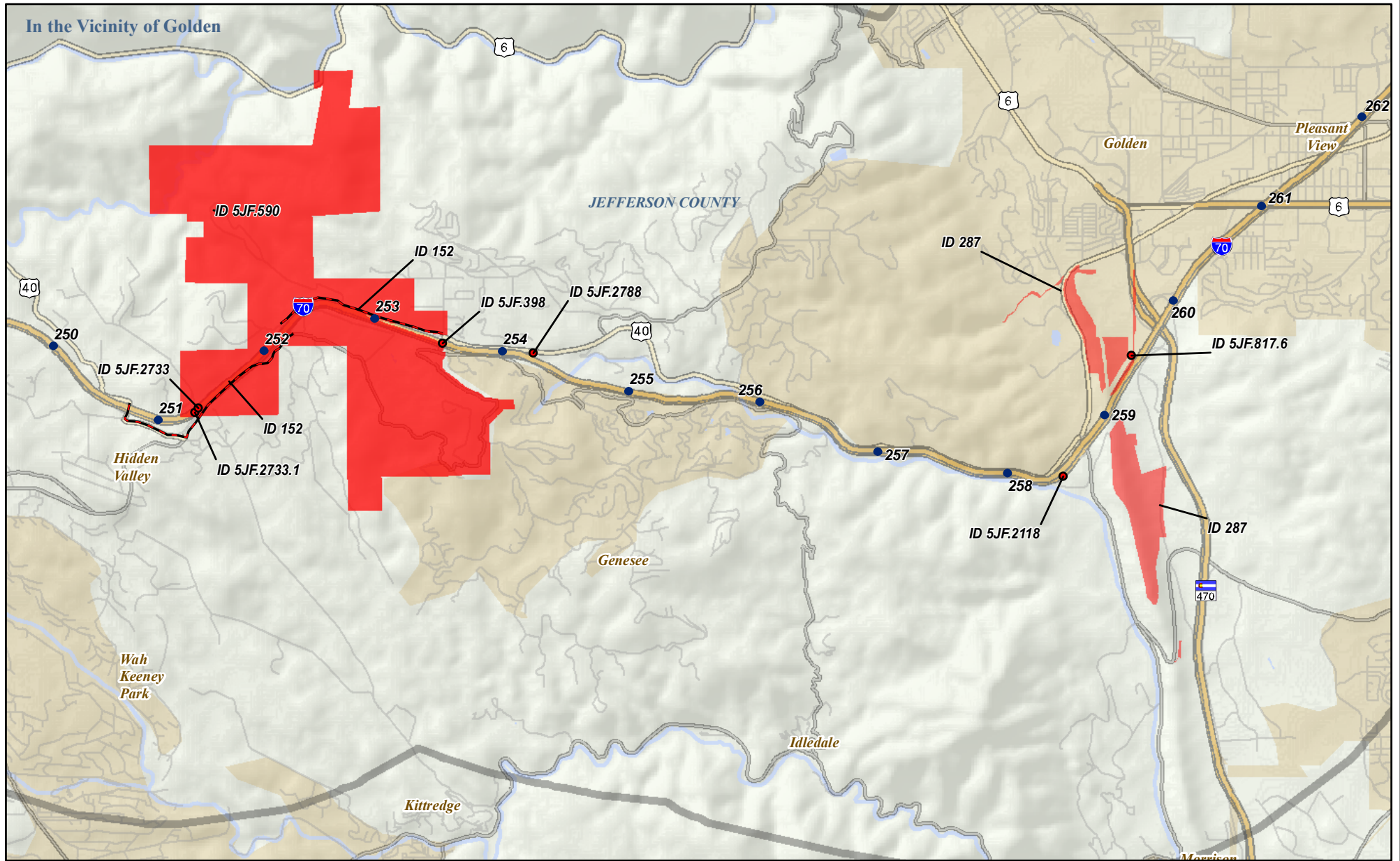
In the Vicinity of Evergreen and Genesee



Legend

- Mileposts
- ▬ Limited Access Highways
- ▬ Major Highways
- ▬ Highways
- ▬ Lakes
- ▭ County Boundary
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