



APPENDIX B. CLEAR CREEK COUNTY AND IDAHO SPRINGS RESOLUTIONS (INCLUDING THE 2014 MOU)

**Westbound I-70
 Concept Development Process Final Report
 Appendix B: Resolutions and MOU
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RESOLUTION #15-70

RESOLUTION ADOPTING CLEAR CREEK COUNTY I-70 MOUNTAIN CORRIDOR VISIONING TASK FORCE 1 RECOMMENDATIONS FOR WESTBOUND IMPROVEMENTS FROM FLOYD HILL TO VETERANS MEMORIAL TUNNELS

WHEREAS, in 2014 the Clear Creek County Board of County Commissioners ("Board") and relevant County staff, in association with community stakeholders and following a public outreach process, developed the Clear Creek County Vision for the I-70 Mountain Corridor, an evaluation system incorporating the values of the County and strategies for future development ("Evaluation System"); and

WHEREAS, improvements to I-70 between Floyd Hill and Veterans Memorial Tunnels are one of the "specific improvements" in the preferred alternative adopted by the ROD which must be completed in the stepwise adaptive management approach in the preferred alternative; and

WHEREAS, the Board appointed a Task Force to develop recommendations for the improvements to westbound I-70 between Floyd Hill and Veterans Memorial Tunnels, using the Evaluation System, because of the imminence of CDOT undertaking concept and design development; and

WHEREAS, the Task Force has presented recommendations based on the Evaluation System to the Board with respect to the improvements to westbound I-70 between Floyd Hill and Veterans Memorial Tunnels, attached hereto as Exhibit A and incorporated here by this reference ("Task Force 1 Recommendations"); and

WHEREAS, Clear Creek County is a prominent stakeholder in the planning and implementation of improvements to the transportation system in the I-70 Mountain Corridor; and

WHEREAS, it is valuable that the other stakeholders, CDOT and the public are acquainted with and certain about the positions the Board has taken on various aspects of the I-70 Mountain Corridor development; and

WHEREAS, the Board accepts the recommendation of the Task Force.

NOW, THEREFORE BE IT RESOLVED, the Clear Creek County Board of County Commissioners hereby approves the Task Force 1 Recommendations, Exhibit A hereto.

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ADOPTED, this 19th day of May, 2015 at a regularly scheduled meeting of the Clear Creek Board of County Commissioners.

Phil Buckland
Phil Buckland, Chairman

Thomas S. Hayden
Thomas S. Hayden, Commissioner

Timothy J. Mauck
Timothy J. Mauck, Commissioner

APPROVED AS TO FORM:

Robert Loeffler
County Attorney Robert Loeffler

ATTEST:

Deputy Clerk and Recorder
Deputy Clerk and Recorder





EXHIBIT A TO RESOLUTION 15-70

CLEAR CREEK COUNTY I-70 MOUNTAIN CORRIDOR VISIONING

TASK FORCE 1: FLOYD HILL TO VETERANS MEMORIAL TUNNELS WESTBOUND

Paramount: All designs should be in keeping with the existing ROD and MOU. That means only Peak Period Shoulder lanes may be constructed west of the Veteran Memorial Tunnels to Empire as a non-infrastructure improvement. In accord with the CCC/IS and CDOT agreement, the design of WBPPSL must be in keeping with the minimal design of Eastbound Peak Period Shoulder Lanes. The RFQ and RFP for the CDOT proposed Design Competition should clearly state that there should be no NEPA changes.

Outstanding Commitments: Development on I-70 westbound from Floyd Hill to the Veterans Memorial Tunnels must include honoring the commitments, including but not limited to all environmental mitigation, made by CDOT (1) to Clear Creek County in the Intergovernmental Agreement between CDOT and Clear Creek County dated June 24, 2012, as amended by Contract Amendment, Amendment #1 executed by the state September 25, 2013, with respect to a scope of work on Frontage Road Projects and Twin Tunnels Project; and (2) to Clear Creek County and the City of Idaho Springs in the Memorandum of Understanding Between Clear Creek County, City of Idaho Springs and the Colorado Department of Transportation dated January 16, 2014.

RECOMMENDATIONS BY GEOGRAPHIC AREAS

Floyd Hill MP 247 interchange

A diamond interchange is not recommended at this exit.

A conceptual design study for the interchange should be undertaken to determine how to handle circulation, emergency services access, parking for trucks, park and ride, neighborhood parking, mobility and vehicle waiting areas during road closures, demands of local traffic and minimal commercial development, and demands of gaming traffic.

A connection should be made to Jefferson County 65 to facilitate local circulation.

Top of Floyd Hill through Highway 6 interchange

A separated bike trail from the top of Floyd Hill intersecting with the Greenway at the base must be included.

If westbound I-70 is expanded to the north, Highway 40 should be moved rather than creating high retaining walls between the two roads. All walls should meet CSS guidelines.

The Highway 6 /I-70 interchange is a major node for the Clear Creek Greenway. Multiple parking areas are planned and should be implemented with restrooms, information services and creek access. These may be constructed with a possible joint use for trucking facilities.

Geotechnical issues must be mitigated so the area under the Saddleback development remains stable. The wells in the Saddleback development must be protected.

EMS accessibility in all directions on all roads is essential.

West from junction with Highway 6 to Veteran Memorial tunnels

A minimal frontage road should be constructed from the Highway 6 interchange to MP ~~234~~ ²⁴³ to accommodate bicycle traffic and emergency vehicles with substantial parking areas at both ends. The needed facilities along the trail should be planned. This is a reduced requirement from the full frontage

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road indicated in the ROD. A full frontage road with two 11 foot lanes and two 4 foot shoulders coupled with a five foot separation and ten foot bike path would create a 45-foot footprint requiring substantial geotechnical work and encroachment upon the creek. A frontage road with a 16 to 22 foot footprint would minimize the environmental damage and still provide the connectivity needed for Emergency Services. The savings accrued from this change should be calculated and expended in CCC to increase community connectivity to the creek.

A 55 mph speed limit on I-70 is recommended in this area in order to facilitate the least environmentally damaging road construction.

CORRIDOR-WIDE

Context Sensitive Design Criteria and Aesthetic Guidelines should drive the design.

In keeping with the long range vision of the ROD, the footprint of the hybrid alignment for a mid-speed Advanced Guideway System as described in the AGS study should be precisely identified and delineated in all plans.

The Internet broadband that is placed along the Interstate should become available to local areas.

Signage should be minimal and placed in consideration of the identified viewsheds. Possible topics for interpretive signage may be found in the *I-70 Historic Context* authored by Eric Twitty and in the *I-70 Mountain Corridor Opportunities for Interpretation Map* that is part of the *I-70 Corridor Interpretive Plan*.

The SCAP plan for drainage should be fulfilled, Clear Creek enhanced, and improvements made to the brown trout spawning areas.

Rafting and fishing access should be improved and maintained.

All changes and threats to wetlands should be avoided.





R 17-16

RESOLUTION ADOPTING CLEAR CREEK COUNTY 1-70 MOUNTAIN CORRIDOR VISION FOR FALL RIVER ROAD ACCESS

WHEREAS, by MOU among Clear Creek County, the City of Idaho Springs and CDOT dated January 16, 2014, the parties committed themselves to an integrated plan of improvements for 1-70 consistent with the 1-70 Mountain Corridor Final Programmatic Environmental Impact Statement and Record of Decision; and

WHEREAS, by the MOU the parties committed themselves that all of the identified improvements are required to comply with the PEIS and ROD, and applicable Federal laws and regulations including but not limited to NEPA; and

WHEREAS, among the improvements in the MOU's integrated plan was an eastbound express toll peak period shoulder lane from Empire Junction to the Twin Tunnels ("EB PPSL"); and

WHEREAS, construction of the EB PPSL is complete; and

WHEREAS, operation of the of the EB PPSL has cut off non-motorized access eastbound between Fall River Road and the City of Idaho Springs, except by traveling west to the Dumont exit, across 1-70 to Stanley Road, east on Stanley Road to Idaho Springs, six miles added to a one mile trip; and

WHEREAS, Fall River Road passes through a rural area desirable to tourist bicycle and vehicular traffic; and

WHEREAS, Fall River Road leads to multiple residential areas requiring emergency services; and

WHEREAS, The Clear Creek Greenway plan identifies a connection to Fall River Road from Stanley Road and acknowledges that the development of the greenway is envisioned to serve as a backbone of the County and "tie together communities... "; and

WHEREAS, Goal 4 of the Greenway plan is, "The Greenway shall become a major connecting element within the region, County and between municipalities," with an objective to "Provide alternative emergency access routes along the corridor"; and

WHEREAS, access of any kind to and from Fall River Road may be obstructed by traffic, accidents, rockfall and road conditions on 1-70; and



WHEREAS, it is desirable that there is access to and from Fall River Road across Clear Creek to Stanley Road for emergency services, evacuation and recreational pedestrian/bicycle traffic to overcome the access obstacles identified above; and

WHEREAS, federal law requires CDOT to "incorporate safe and convenient walking and bicycling facilities into transportation projects" such as EB PPSL; and

WHEREAS, the construction of EB PPSL created an impact that was identified late in the process and offered an opportunity to efficiently install an emergency services/bicycle/pedestrian bridge between Fall River Road and Stanley Road; and

WHEREAS, it is valuable that the other stakeholders, CDOT and the public are acquainted with and certain about the positions the Board has taken on various aspects of the 1-70 Mountain Corridor development; and

WHEREAS, the Board of County Commissioners, on May 19, 2015, adopted Resolution 15-71 setting the goal that CDOT incorporate a pedestrian/bike and emergency services bridge, approximately 14 feet in width, with a 20 ton capacity to provide non-motorized access to Fall River Road and its communities and local ambulance, fire and emergency services access and egress; and

WHEREAS, the current Board of County Commissioners desired to review the function and size of the contemplated bridge that would provide access from Stanley Road to Fall River Road; and

WHEREAS, the Board of County Commissioners met on February 21, 2017, at which public meeting, a published agenda item identified discussion on the topic of reviewing the function and size of a bridge that would provide access from Stanley Road to Fall River Road; and

WHEREAS, public comment was received regarding the type of bridge that should be recommended to the Colorado Department of Transportation; and those comments included:

The Sheriff expressed concern that a full-size bridge could encourage I-70 traffic to divert to the local road system during hours of interstate congestion, negatively affecting the local road network. The Sheriff recommended that if a full-size bridge is constructed, management of the bridge be under local control.

A member of the Clear Creek County Veterans Coalition stated that veterans who live off of Fall River Road desire access for emergency response vehicles at all times, under all circumstances, in order to meet the needs of disabled veterans. He recommended a bridge that will accommodate all classes of vehicles at all times.



The President of the York Gulch Homeowners Association stated that the proposed limited-use bridge does not provide enough benefit given the cost estimate. The Association recommends a full-size bridge that will accommodate vehicles of all types, motorized and non-motorized, that will benefit residents of the area by providing increased motor vehicle access to the local road system.

NOW, THEREFORE BE IT RESOLVED, the Clear Creek County Board of County Commissioners hereby revises its goal with respect to Fall River Road access, expressed in Resolution 15-71, to request that CDOT investigate the feasibility of constructing a full-width bridge that will meet American Association of State Highway and Transportation Officials (AASHTO) standards and will provide both motorized and non-motorized access connecting Stanley Road to Fall River Road.

ADOPTED, this 21st day of February, 2017 at a regularly scheduled meeting of the Clear Creek Board of County Commissioners.

Timothy J. Mauck, Chairman

Randy Wheelock, Commissioner

Sean Wood, Commissioner

APPROVED AS TO FORM:

County Attorney Robert Loeffler

ATTEST:

Deputy Clerk and Recorder



RESOLUTION R-16-14

RESOLUTION ADOPTING CLEAR CREEK COUNTY I-70 MOUNTAIN CORRIDOR VISIONING TASK FORCE 2 RECOMMENDATIONS FOR WESTBOUND IMPROVEMENTS FROM THE WEST END OF THE CITY OF IDAHO SPRINGS TO EMPIRE JUNCTION

WHEREAS, in 2014 the Clear Creek County Board of County Commissioners ("Board") and relevant County staff, in association with community stakeholders and following a public outreach process, developed the Clear Creek County Vision for the I-70 Mountain Corridor, an evaluation system incorporating the values of the County and strategies for future development ("Evaluation System"); and

WHEREAS, improvements to I-70 between the west end of the city of Idaho Springs to Empire Junction are currently permitted as non-infrastructure improvements in the Memorandum of Understanding Between Clear Creek County, City of Idaho Springs and the Colorado Department of Transportation dated January 16, 2014; and

WHEREAS, the Board appointed a Task Force to develop recommendations for the improvements to westbound I-70 between west end of the city of Idaho Springs to Empire Junction, using the Evaluation System, because of the imminence of CDOT undertaking concept and design development; and

WHEREAS, the Task Force has presented recommendations based on the Evaluation System to the Board with respect to the improvements to westbound I-70 between west end of the city of Idaho Springs to Empire Junction, attached hereto as Exhibit A and incorporated here by this reference ("Task Force 1 Recommendations"); and

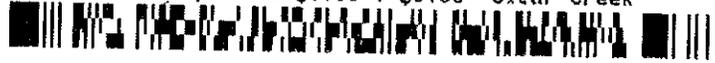
WHEREAS, Clear Creek County is a prominent stakeholder in the planning and implementation of improvements to the transportation system in the I-70 Mountain Corridor; and

WHEREAS, it is valuable that the other stakeholders, CDOT and the public are acquainted with and certain about the positions the Board has taken on various aspects of the I-70 Mountain Corridor development; and

WHEREAS, the Board accepts the recommendation of the Task Force.

NOW, THEREFORE BE IT RESOLVED, the Clear Creek County Board of County Commissioners hereby approves the Task Force 1 Recommendations, Exhibit A hereto.

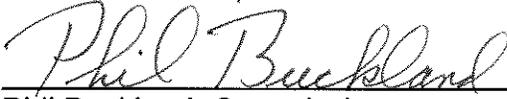
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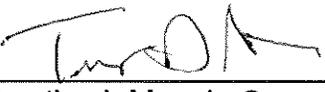
ADOPTED, this 19th day of January, 2016, at a regularly scheduled meeting of the Clear Creek Board of County Commissioners.



Thomas S. Hayden, Chairman



Phil Buckland, Commissioner



Timothy J. Mauck, Commissioner

APPROVED AS TO FORM:



County Attorney Robert Loeffler

ATTEST:



Deputy Clerk and Recorder



EXHIBIT A TO RESOLUTION R-16-14

CLEAR CREEK COUNTY I-70 MOUNTAIN CORRIDOR VISIONING

TASK FORCE 2: WEST END OF THE CITY OF IDAHO SPRINGS TO EMPIRE JUNCTION, WESTBOUND

Paramount: The resolution contains recommendations for CDOT future projects on I70 from west of Idaho Springs through Empire Junction. Future projects in this area are presently limited to the actions specifically identified in the Record of Decision and IGA. **Recommendations for actions beyond that limitation are expressions of Clear Creek County's overall concerns and are not an endorsement of further projects.**

Outstanding Commitments: Development on I-70 westbound from the west end of Idaho Springs to Empire Junction must include honoring and not deferring the commitments, including but not limited to all environmental mitigation, made by CDOT (1) to Clear Creek County in the Intergovernmental Agreement between CDOT and Clear Creek County dated June 24, 2012, as amended by Contract Amendment, Amendment #1 executed by the state September 25, 2013, with respect to a scope of work on Frontage Road Projects and Twin Tunnels Project; and (2) to Clear Creek County and the City of Idaho Springs in the Memorandum of Understanding Between Clear Creek County, City of Idaho Springs and the Colorado Department of Transportation dated January 16, 2014.

Recommendations:

1. The CSS process as implemented through Project Leadership teams must remain active through all phases of a project. Training should be developed for CDOT employees who are new to the I 70 corridor on the requirements of the Record of Decision and the CSS process and design requirements.
2. Clear Creek County must focus on economic diversification as the Henderson Mine heads towards closure. All accessible sites in the corridor must be assessed for their development potential. Sites adjacent to I 70 are of particular interest. State services along the corridor should be minimized particularly in the Empire Junction area. The economic impact of the Port of Entry should be examined for the consideration of moving the Port and the potential for alternative uses. As part of the ROADX program making the POE fully electronic could eliminate truck accel/decel and assist in mobility.
3. Construction schedules must be developed with stakeholder input and a plan for economic and travel impact mitigations developed. CDOT shall develop a standard special specification for the I 70 corridor that requires contractors to coordinate with Clear Creek Emergency Services in the development of a traffic management plan.
4. Throughout the length of the corridor a major overriding goal shall be to improve the quality of the view, and reduce and control noise and light pollution. Overall signage, including tourist oriented directions and historical cultural sites should be reviewed to eliminate visual clutter and more efficiently direct the visiting public.



5. All projects, large or small, should review and incorporate the multiple planning efforts in the Clear Creek Master Plan, neighborhood plans, Greenway planning and 1041 permit considerations.
6. The route of the main stem of the Greenway, accompanying secondary trails and activity nodes, as accepted by the Clear Creek County Commissioners, shall be a priority when they intersect any project.
7. All projects should consider truck activities including parking areas, turn arounds, rest areas and chain stations that can be managed in a sanitary and environmentally sustainable manner.
8. Frontage roads should remain for community and local business use and be open for emergencies.
9. Sufficient area should be left in each project to accommodate a future high speed mass transit.

Specific area recommendations

West Idaho Springs to DLD

1. Fall River Road must be connected to the frontage road with agreed upon bridge. Bicycles must be off the Interstate.
2. The Greenway bicycle connection between Idaho Springs and DLD with connection to Fall River Road is imperative.
3. Prior to any curve modification action at Fall River a full investigation must include a study of the light and shadow and icing effects on the traffic, the potential of deicing technologies and the meteorological impacts of altering the slopes. Curves of similar radii in the corridor to not have the same traffic reaction.
4. Retain the eastbound/westbound separation and median
5. Keep signage, including traffic signs, to a minimum for safety and aesthetic reasons.

Dumont-Lawson-Downieville

1. Incorporate the Dumont-Lawson-Downieville Neighborhood Plan and the Greenway Plan in any planned improvements.
2. If improvements beyond peak period shoulder lanes are contemplated, both directions of the



interstate must be reconsidered in order to mitigate substantial damage done to these communities in original construction.

3. For any major improvement including WBPPSL the following should be examined:

a. Use of air rights to cover the interstate for multiple purposes that would visually and physically unite the Dumont community.

b. Examination of the economic impacts of the Port of Entry with the consideration of removing the Port to free the area for more substantial economic development.

c. Raise the highway or otherwise buffer the Lawson National Register eligible historic district and the Silver Lake residential area to provide noise and visual relief.

Empire Junction

1. Empire Junction is a rare open space in the I 70 corridor in Clear Creek. Conceptual planning for interchange improvement should be a joint endeavor with Clear Creek County to assure maximization of county designated development and recreation lands to help meet the county diversification needs.

2. Improvements should be designed to buffer the historic Rocky Mountain Village, Easter Seal Handicamp from interstate noise and visual impact in a manner such as an agreed upon vegetated berm.

3. The Greenway should be constructed through the area in accordance with the parameters established in the Greenway plan, including an iconic pedestrian-bicycle bridge.

4. Government uses, including explosives storage, should be relocated to provide as much development space as possible in keeping with the County plans. No additional services should be placed in this area.

5. General public use of frontage roads for through traffic should be discouraged; traffic-calming techniques should be explored.



RESOLUTION R-17-14

**RESOLUTION ADOPTING CLEAR CREEK COUNTY 1-70 MOUNTAIN CORRIDOR VISIONING TASK FORCE 4
RECOMMENDATIONS FOR WESTBOUND IMPROVEMENTS FROM EMPIRE JUNCTION TO THE
EISENHOWER/JOHNSON MEMORIAL TUNNELS**

WHEREAS, in 2014 the Clear Creek County Board of County Commissioners ("Board") and relevant County staff, in association with community stakeholders and following a public outreach process, developed the Clear Creek County Vision for the I-70 Mountain Corridor, an evaluation system incorporating the values of the County and strategies for future development ("Evaluation System"); and

WHEREAS, improvements to I-70 between Empire Junction and the Eisenhower/Johnson Memorial Tunnels are presently limited to the actions specifically identified in the I-70 Mountain Corridor Record of Decision (ROD) and the CDOT, Clear Creek County and Idaho Springs Memorandum of Understanding (MOU) dated January 16, 2014. These improvements include a redesign of the Empire Junction and a westbound auxiliary lane from Bakerville to EJMT; and

WHEREAS, the Board appointed a Task Force to develop recommendations for the improvements to westbound I-70 between Empire Junction and the Eisenhower/Johnson Memorial Tunnels, using the Evaluation System, because of the imminence of CDOT undertaking concept and design development; and

WHEREAS, the Task Force has presented recommendations based on the Evaluation System to the Board with respect to the improvements to westbound I-70 between Empire Junction and the Eisenhower/Johnson Memorial Tunnels, attached hereto as Exhibit A and incorporated herein by this reference ("Task Force 4 Recommendations"); and

WHEREAS, Clear Creek County is a prominent stakeholder in the planning and implementation of improvements to the transportation system in the I-70 Mountain Corridor; and

WHEREAS, it is valuable that the other stakeholders, CDOT and the public are acquainted with and certain about the positions the Board has taken on various aspects of the I-70 Mountain Corridor development; and

WHEREAS, the Board accepts the recommendation of the Task Force.

NOW, THEREFORE BE IT RESOLVED, the Clear Creek County Board of County Commissioners hereby approves the Task Force 4 Recommendations, Exhibit A hereto.

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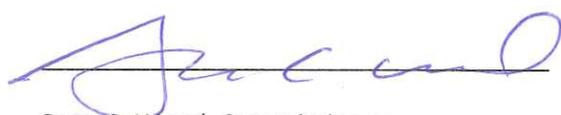
ADOPTED, this 17th day of January, 2017, at a regularly scheduled meeting of the Clear Creek Board of County Commissioners.



Timothy J. Mauck, Chairman



Randall P. Wheelock, Commissioner



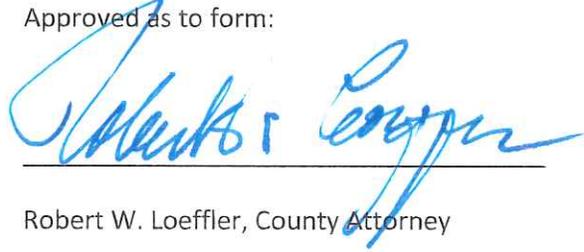
Sean C. Wood, Commissioner

ATTEST:



Deputy Clerk and Recorder

Approved as to form:



Robert W. Loeffler, County Attorney



EXHIBIT A TO RESOLUTION R-17-14

CLEAR CREEK COUNTY I-70 MOUNTAIN CORRIDOR VISIONING

TASK FORCE 4: EMPIRE JUNCTION TO EISENHOWER/JOHNSON MEMORIAL TUNNELS RECOMMENDATIONS

Paramount: The resolution contains recommendations for Colorado Department of Transportation (CDOT) future projects on I-70 from Empire Junction to the Eisenhower/Johnson Memorial Tunnels (EJMT). Future projects in this area are presently limited to the actions specifically identified in the I-70 Mountain Corridor Record of Decision (ROD) and the CDOT, Clear Creek County and Idaho Springs Memorandum of Understanding (MOU) dated January 16, 2014. These improvements include a redesign of the Empire Junction and a westbound auxiliary lane from Bakerville to EJMT. Recommendations for actions beyond that limitation are expressions of Clear Creek County's overall concerns and are not an endorsement of further projects. Short-term solutions should not be implemented without a long-term plan, nor general purpose lanes added prior to the construction of an additional bore at the EJMT. This resolution was prepared in cooperation with the Towns of Empire, Silver Plume and Georgetown.

All corridor activities should consider parcels in the I-70 ROW that are owned by the County or other governmental entities. A map of the parcels belonging to the County is attached.

Outstanding commitments: Any further actions on I-70 must include honoring, and not deferring, the commitments, including but not limited to, all environmental mitigations agreed upon by CDOT (1) to Clear Creek County in the Intergovernmental Agreement (IGA) between CDOT and Clear Creek County dated June 24, 2012, as amended by Contract Amendment #1 executed by the State on September 25, 2013, with respect to Frontage Road projects and Twin Tunnels Projects; and, (2) to Clear Creek County and the City of Idaho Springs and the Colorado Department of Transportation in the Memorandum of Understanding (MOU) dated January 16, 2014.

Issues:

Empire Junction to Georgetown Lake

Overall: The Empire Junction is the convergence of Highway 40, Interstate 70 and surrounding frontage roads. It is a key area in the Clear Creek County Master Plan and included in the three-mile plans of both the Towns of Empire and Georgetown. It is acknowledged in the Context Sensitive Solutions guidance as an area of Special Interest and a unique green space with outstanding vistas toward the north and west. Keeping as much green as possible within the central areas of the existing interchange is a goal. The physical junction of Highway 40 and Interstate 70 is an irregular interchange which intersects the frontage roads. To facilitate long range planning and provide shorter term safety improvements a concept plan for a future Interstate Interchange Approval Package should be undertaken as soon as possible

Safety: Realign the intersection of CR 308 and the WB exit of I-70. Realign the EB intersection with US 40 and the access to the State shop.



To mitigate blowing sand or snow, and to reduce ice build-up, place snow barriers at Georgetown flats.

Maintain access to Georgetown during the implementation of any traffic management techniques considered for westbound traffic.

CDOT properties including the Wolcott Placer: It is assumed that CDOT maintenance facilities will remain.

Remove the ammunition storage and repurpose the ammunition building. Do not place additional CDOT facilities in the area, particularly not a port of entry or truck holding area.

Retain the ROW in the gore between I-70 and WB exit as open space.

Protect and preserve wetlands.

Greenway: As a total redesign of the interchange does not appear to be imminent, plan a Greenway design through the present interchange configuration and include the Greenway in future Interchange Approval Package.

In the interim, connect the Greenway to the Empire Trail and determine whether the Greenway or the Empire Trail will go over or under I-70.

Recreation: Maintain fishing and creek access between the Junction and Georgetown Lake. Do not channelize the creek. Enhancements should be made wherever opportunities occur.

Aesthetics: Preserve the view of Douglas Mountain, a key westbound viewscape in Clear Creek County.

Limit signage and visual clutter.

Consider open space a priority.

Retain as much green space as possible within the center of the interchange.

Economics: It is anticipated that economic development will occur mainly to the north toward Empire and not in the center of the interchange.

Historic asset preservation: The Colorado & Southern railroad passed through this area. Preserve the railroad right-of-way wherever possible.

The Empire Junction Station, a documented historic structure, is intact in situ and owned by a private party. The historic structure should be incorporated in the Interchange Approval Package.

Wildlife: Immediately to the north of the interchange on Highway 40 is a major big horn sheep



crossing for the northern herd that ranges from Silver Plume to Fall River. A wildlife bridge is needed at the base of Highway 40. Other animals are also present.

Noise: Noise is a major issue at Rocky Mountain Village. Investigate and mitigate noise from the vantage point of the camp.

Georgetown Silver Plume National Historic Landmark District

Overall: The boundaries of the National Historic Landmark (NHL) District include the entire towns of Georgetown and Silver Plume, History Colorado's Georgetown Loop Historic Mining and Railroad Park® and the mountains that surround these entities to the USFS boundaries. An issue of highest importance is that the alignment of the Georgetown Loop Railroad® not be compromised by any proposed solution or construction activities. The entire cultural landscape is considered as contributing to the District. All actions must be reviewed in accord with the 106 Programmatic Agreement and the sections of the National Historic Preservation Act (NHPA) that pertain specifically to NHLs. The Area of Potential Effect (APE) established in the 106 Programmatic Agreement extends to the surrounding ridgelines.

Any actions in the District must employ highly inventive design to assist in rectifying some of the damage done to the NHL during the initial construction of the highway and to achieve a context sensitive design. Concepts such as a bypass tunnel and a cut and cover in Silver Plume may be viable alternatives that would result in improvements relating to noise, safety, community connectivity and traffic congestion – ultimately reducing the need for a complicated larger footprint. Because human activity has added such complexity, an in-depth study of the natural geology as modified by road- building, mining, creek relocations and other human activity is needed.

Safety: No frontage road exists between Georgetown and Silver Plume. The current bike path serves as the emergency route. Maintenance of this emergency access must be a priority for basic emergency preparedness.

Employ a technological "Road X" solution to automatically manage occupancy in the westbound chain-up at 228 and link chain up stations in a coherent system.

Use an infrared warning system for brake overheating on eastbound trucks.

Continue work on rockfall mitigation under the existing 106 agreement.

Noise: Interstate noise is a major issue in the NHL. It significantly deteriorates the visitor and resident experience in the District. Tire noise and truck brakes are the primary sources of noise.

Employ noise reduction techniques in pavement surface and highway configuration.

Investigate noise mitigations for the Georgetown-Silver Plume hill.

Replace the deteriorated noise wall in Silver Plume.

Water quality: Stabilizing the fill slope in Georgetown requires slope to appropriately handle drainage from both highway and mountainside. Implement the SCAP. Dredge the Georgetown lagoon to remove highway sediment. Enhance the creek wherever possible.

Greenway: The Greenway heading west through the NHL comes through Georgetown on Argentine Street from the dam through the roundabout to Loop Drive, through the Georgetown Loop® Parking lot, beside the Interstate to Silver Plume and then through Silver Plume on Old Highway 6 (Water Street). The Greenway serves as the only emergency access to Silver Plume other than I-70.

Clear Creek County has completed a study of alternative routes for the Greenway through the Georgetown Loop Historic Mining and Railroad Park®. These alternatives proved to be not financially or environmentally feasible due to railroad crossing, steep grades, extensive structural walls and safety concerns and are considered an inappropriate use and detrimental to the interpretation of the park. The Greenway must remain adjacent to the Interstate between Georgetown and Silver Plume. For safety reasons, the section around the Silver Plume acceleration ramp and the section from above the Georgetown Loop® parking lot to Loop Drive should be adjusted. These sections must be jointly planned with CDOT and local stakeholders and local jurisdictions. The current connection through the Georgetown Loop's® parking lot sets up conflicts between bicyclists, pedestrians and autos that will only intensify as visitation and use increase.

CDOT cooperation is required for Greenway construction through Georgetown as it impacts the Interstate fill slope.

Aesthetics: Innovative designs should be considered to minimize the visual impact of the Interstate on the NHL. Follow aesthetic guidelines and dark sky regulations. Allow only minimal signage through the NHL.

Viewscapes: Retain westbound view of Georgetown. Retain the view of the mines on the north side of Silver Plume.

Historic assets: Over 500 structures and sites are recorded as contributing to the NHL. These contributing assets are not only in the municipalities and Loop District, but scattered throughout the mountainsides. Preserving the context is vital to these sites. The context itself is a contributing element to the District. As indicated in the 106 Agreement, the Area of Potential Effect (APE) in this NHL is ridgeline to ridgeline. Special attention is called for in addressing both direct and indirect impacts within the (APE).

Maintenance: The condition of the overlook is atrocious. If proper maintenance cannot be managed, it should be contracted out. Both the Georgetown Loop® Railroad and the Georgetown Trust have offered to subcontract this service.

Sanitary facilities are imperative on overlook and chain stations.

Fix the drainage from the north side of the interstate in Silver Plume. It is causing ponding behind the homes on Water Street. Fix the pond.



Signage: Signs should be kept to a minimum and signs and lighting should be “dark sky” fixtures.

Place overhead VMS signs outside the NHL boundaries.

Enhance the operations without negative visual impact.

West of Silver Plume to EJMT

Overall: West of Silver Plume is the first forested mountain environment on the Interstate. It is the first section of I-70 over and on USFS lands. The interstate is on an easement from the USFS which permits current footprint. The 1997 Revised Forest Plan notes “Interstate 70 is a significant access route through the area, with very high traffic volumes. I-70 maintenance and use creates significant impacts to the surrounding area, including wildlife impediments, vehicular noise, excess sediment, air pollutants and trash.” The USFS management strategies include protection of the scenic quality of the area and providing viewing opportunities of the natural landscape, and emphasizes protection of soil and water quality and wildlife habitat. All actions in this area should coincide with these management strategies. The USFS representatives participated in this visioning process.

Safety: Medians should be maintained for traffic safety, visual appearance, wildlife protection and visibility in oncoming traffic.

Take appropriate protection measures with fencing, overpass or underpass to minimize the frequent wildlife - vehicle encounters.

Silver Valley Road between Silver Plume and Bakerville is frequently used as an Interstate bypass /frontage road. It is also being used as a regular heavy truck commercial route. It bisects a residential area and needs traffic calming speed modifications.

Employ a technological “Road X” solution to automatically operate occupancy in the westbound chain-ups at 221 and 219, and link chain up stations in a coherent system.

Greenway: The Greenway from Silver Plume to Bakerville is planned as a separated bikeway adjacent to Hwy 6 - a CDOT, but not I-70, ROW. From that point, the Greenway proceeds on the completed Bakerville to Loveland Trail (BLT).

Recreation: Consider the impact of increased access on the recreational use in the USFS lands. At this time, USFS support facilities are not able to accommodate a use increase. Address mitigation for such an increase of vehicular traffic.

Aesthetics: It is an important viewscape toward the Continental Divide with Grays, Torreys, and Bethel mountains on the sides.

The USFS Scenic designation should be respected through use of agreed upon engineering criteria, aesthetic guidelines, dark sky lighting, minimal signage, blended colors and maintaining medians.



Wildlife: The Herman Gulch is a major Linkage Inference Zone. It is the most used lynx crossing in the state. A wildlife bridge and fencing for all animals is needed in the Herman Gulch area.

Maintaining a dark environment is critical to wildlife.

Water quality: The interstate is, in many places, directly adjacent to Clear Creek, wetlands and fens. Fully implement the SCAP to mitigate the dying trees, the altered chemistry in fens and sedimentation choking vegetation.

The Town of Silver Plume municipal water is drawn from constructed underground chambers on both sides of, and possibly under, I-70. These collection chambers need to be identified and protected as any changes to I-70 are considered.

Lighting: Lighting should be limited and dark sky when used. In-pavement lighting is effective in this area.

Signage: Signage should be very limited and full overhead Variable Message Signs (VMS) not permitted. Unless necessary for immediate information, VMS signs should remain dark.

Tunnel expansion: For safety reasons, complete a tunnel bore prior to expansion of general purpose lanes. Maintain the agreement with Loveland Basin to tunnel to the north for a new bore.

CITY OF IDAHO SPRINGS
County of Clear Creek, Colorado

Resolution No. 23, Series 2016

**A RESOLUTION ADOPTING THE RECOMMENDATIONS OF THE INTERSTATE-70
VISIONING TASK FORCE FOR THE CITY OF IDAHO SPRINGS**

WHEREAS, the City Council for the City of Idaho Springs (“City Council”) and relevant City staff, in association with community stakeholders, developed the Interstate 70 (“I-70”) Visioning for the City of Idaho Springs; and,

WHEREAS, improvements to I-70 in the City of Idaho Springs are currently permitted as non-infrastructure improvements in the Memorandum of Understanding between Clear Creek County, City of Idaho Springs and the Colorado Department of Transportation (CDOT) dated January 16, 2014; and,

WHEREAS, the City Council appointed an I-70 Visioning Task Force to develop recommendations for the improvements to westbound I-70 within the City of Idaho Springs because of the imminence of CDOT undertaking concept and design development; and

WHEREAS, the Task Force presented recommendations to the City Council with respect to I-70 improvements within the City, attached hereto as Exhibit A and incorporated here by this reference (“Final recommendations for presentation to Idaho Springs City Council”), including recommendations for future CDOT projects along I-70 from mile marker 243 to mile marker 239; and,

WHEREAS, the City of Idaho Springs is a prominent stakeholder in the planning and implementation of improvements to the transportation system in the I-70 Mountain Corridor, including the planned transit center at Exit 240 in the City; and

WHEREAS, it is valuable that the other stakeholders, CDOT and the public are acquainted with and certain about the positions of the City Council on various aspects of the I-70 Mountain Corridor development; and

WHEREAS, the City Council accepts the recommendations of the Task Force; and

NOW THEREFORE, BE IT RESOLVED, that the City Council of the City of Idaho Springs hereby approves the I-70 Visioning Task Force Recommendations for the City of Idaho Springs as contained and attached hereto in Exhibit A.

RESOLVED, APPROVED, and ADOPTED this 5th day of December, 2016.



Michael Hillman, Mayor

ATTEST:



Diane Breece, City Clerk

EXHIBIT A

I-70 Visioning Task Force Idaho Springs

January 26, 2016 – May 11, 2016

Executive Summary

City of Idaho Springs Mayor Michael Hillman, having participated in the local stakeholder visioning processes for portions of the I-70 corridor in unincorporated Clear Creek County, desired to have the Idaho Springs vision for I-70 through the City reviewed and updated. Using the process developed by THK, CH2M Hill and Atkins in 2014, Cindy Neely and Jo Ann Sorensen led a group of Idaho Springs citizens and business owners through the process of identifying issues, impacts and opportunities. The group discussions were guided by the values of the community and the community's vision for its future.

Three meetings were held from January through April 2016, and the group completed final edits to the list of recommendations in May 2016. Attached is a copy of the recommendations that are in two categories – one for municipal planning actions, and the second for inclusion in a resolution proposed for adoption by the City Council. The resolution will provide guidance to the Colorado Department of Transportation and future City leaders as highway projects that will have an impact on the City are proposed.

I-70 Visioning Task Force Idaho Springs

May 11, 2016

Final recommendations for presentation to Idaho Springs City Council

Recommendations to Idaho Springs City Council for municipal planning actions to assist in coordinating with Interstate development

1. Develop a City-wide signage plan to thematically identify City gateways at all exits. An example may be the stone sign off the 240 exit in front of the Kum and Go. Develop a consistent directional and coordinated informational signage program throughout the City for pathways and major sites.
2. Develop a City-wide pedestrian and recreational pathway plan incorporating the Greenway to connect all areas of the City including areas to the south of the Interstate between exits 241 and 240.
3. Work with the Clear Creek School District and potential partners such as CDOT and USFS to find alternative locations for the school bus lot to facilitate use of that area for a multi-modal transit center and additional parking.
4. Consider, and seek private resources for, a shuttle system for special events and summer activities in coordination with the Clear Creek County transit plan.

I-70 Visioning Task Force Idaho Springs**May 11, 2016****Final recommendations for presentation to Idaho Springs City Council**

Recommendations for a resolution for future CDOT projects along I-70 from MM 243 (Hidden Valley) to MM239 (west end of Idaho Springs): Future projects in this area are presently limited to the actions specifically identified in the Record of Decision and Intergovernmental Agreement between CDOT, Clear Creek County and Idaho Springs. Recommendations for any actions beyond that limitation are expressions of Idaho Springs' overall concerns and are not an official endorsement of further projects.

Overall

1. Past commitments, specifically the Phase II, Exhibit A of the Twin Tunnel Agreement of June 2012, which includes finishing work on CR 314/East Idaho Springs Road and a separated bike path along CR 314/East Idaho Springs Road or an alternate route from MP 243 to MP 241, must be completed before, or in conjunction with, any additional capacity improvements (i.e., the addition of a new travel lane) to westbound I-70 between Floyd Hill and Idaho Springs. In keeping with the January 16, 2014 IGA between Clear Creek County, Idaho Springs and CDOT, westbound Peak Period Shoulder Lane must use existing infrastructure and must not exceed the agreed upon dimensional width for the Eastbound Peak Period Shoulder Lane.
2. As future projects along the corridor are planned and constructed, the City desires that westbound mainline work on I-70 through Idaho Springs be completed before mainline work between Floyd Hill and the Veterans Memorial Tunnels. The City does not want to experience three lanes of interstate traffic being diverted to Colorado Boulevard, as would likely occur if westbound widening from Floyd Hill is accomplished first.
3. The legal status of the Interstate Right of Way through the City should be examined.
4. The Context Sensitive Solutions process as implemented through Project Leadership Teams must remain active through all phases of a project. Construction schedules, traffic control management plans, lane rental, hours of operation, haul routes and staging areas must be developed with municipal and stakeholder input and a plan for economic and travel impact mitigation developed. Mitigations, incentives and penalties should be considered.
5. CDOT shall develop a standard, special specification that requires a public communication plan targeting both locals and travelers in partnership with the City for any project affecting Idaho Springs. Reliable, timely and clear communication must be emphasized. Both CDOT and their contractors must commit to full implementation of the plan.
6. A jointly developed aesthetic theme and messaging should be developed to create an image of Idaho Springs for the traveling public. The aesthetic theme should begin at Hidden Valley and carry throughout all exits
7. Messaging must be consistent on both Interstate and municipal signing. Example: Colorado Boulevard rather than Business I-70. Interstate structures throughout Idaho Springs are worn, dirty and unattractive. Guardrail and jersey barriers must be cleaned and/or replaced with designs that may be well maintained.

8. Natural areas adjacent to the highway must be landscaped.
9. Baseline air quality measurements must be established through Idaho Springs, as residences, parks and schools are adjacent to the interstate. Air quality and particulate matter must be monitored before, during and after construction.
10. Idaho Springs was the site of numerous mining and milling operations in the 19th and early 20th centuries. A master drainage study including the provisions of the Clear Water Act should be undertaken prior to construction.
11. A reevaluation of traffic regulatory signs on the interstate should be undertaken to reflect the new traffic patterns associated with the Peak Period Shoulder Lane.

Specific to MM 243 – 241

1. The westbound chain down area for Floyd Hill should be located at the base of the hill as recommended in the Clear Creek County Resolution regarding improvements from Floyd Hill to Twin Tunnels, not between 243 and 241.
2. Signage at the west end of Hidden Valley exit should welcome westbound travelers to Idaho Springs. Signage at the westbound exit of Exit 243 should indicate the connection to CR 314/East Idaho Springs Road and the Greenway toward Game Check Park.
3. A wildlife viewing station might be appropriate in the Game Check Station area.

Specific to MM 241 – 240

1. Connectivity between the commercial centers of Idaho Springs and the Ballpark/Events Center is crucial. The new bridge at Exit 241 was built to accommodate the interstate and barely accommodates pedestrians. It does not provide the needed vital connection between two essential sections of the City. A local bridge to accommodate pedestrian, bicycle and recreational traffic should be placed to the west of the exit bridge.
2. The frontage road surface leading to the ballfields south of the Interstate must be cleared and cleaned up.
3. A parking structure in keeping with the aesthetic of the community should be constructed at Exit 240 in coordination with the interstate. The structure should use existing space and retain development space. It should be planned in consideration of future multi modal transit options, including a transit center.
4. Discourage through truck traffic on Colorado Boulevard.

Specific to MM 240 -239 (west end of Idaho Springs)

1. Any increased capacity on the Interstate will increase the noise and air quality concerns in this residential area. The current sound wall is deteriorating badly and must be replaced. A new sound wall should be placed from the west end of the football field to the west end of town. This wall will assist in addressing previous damage created by the original construction of the

Interstate which resulted in housing in close proximity to the Interstate. The sound wall should be coordinated with the City of Idaho Springs.

2. Appropriate signage should be placed to control those exiting both EB and WB at MM 239 as it is frequently used by rafting companies. Consider a stop sign at the end of the westbound 239 exit ramp.
3. The rafting staging area at the base of the 239 exit is insufficient and creates a traffic hazard. It should be expanded.

Contact Group Name: I-70 Visioning Task Force Idaho Springs

Members:

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Documents Used by the Task Force

Idaho Springs 3 Mile Area Plan - July 2008

Idaho Springs Area of Special Attention Report - May 2010

Idaho Springs Assets and Opportunities Map - January 2014

Idaho Springs Comprehensive Plan – July 2008

I-70 Mountain Corridor Programmatic Environmental Impact Statement Record of Decision – June 2011

I-70 West Transportation Needs Assessment – April 1988

Intergovernmental Agreement between the Colorado Department of Transportation and Clear Creek County – June 2012

Memorandum of Understanding between Clear Creek County, the City of Idaho Springs and the Colorado Department of Transportation – January 2015

Photo collections of locations that are valued and need protection or improvement – January 2014

**MEMORANDUM OF UNDERSTANDING
BETWEEN CLEAR CREEK COUNTY, CITY OF IDAHO SPRINGS AND THE
COLORADO DEPARTMENT OF TRANSPORTATION**

This Memorandum of Understanding, dated January 16, 2013 ²⁰¹⁴ ("Agreement"), is by and between Clear Creek County, Colorado, a statutory county acting by and through its Board of County Commissioners ("CCC"), the City of Idaho Springs, Colorado, a statutory city ("City"), and the Colorado Department of Transportation, an executive agency of the state of Colorado ("CDOT," and, together with CCC and City, the "Parties").

Recitals

WHEREAS, after years of study by the Federal Highway Administration ("FHWA"), CDOT, and the stakeholders in the I-70 Mountain Corridor, including extensive community process, to identify improvements to I-70 that would improve transportation and the quality of life in the I-70 Mountain Corridor, the I-70 Mountain Corridor Final Programmatic Environmental Impact Statement ("PEIS") and Record of Decision ("ROD") describing a preferred alternative for improvements in the Corridor were approved in 2011; and

WHEREAS, the Parties have participated in discussions since the ROD was issued to identify appropriate improvements to accommodate transportation and community needs which are consistent with the PEIS and ROD; and

WHEREAS, among them are a tolled managed peak period shoulder lane in both directions between the Twin Tunnels at Idaho Springs and Empire Junction; and

WHEREAS, under current Colorado law, the Colorado High Performance Transportation Enterprise (HPTE) is responsible for certain tolled lanes, and is required to use funds derived from managed lanes and other tolling arrangements in the corridor in which they were derived; and

WHEREAS, this Agreement reflects a shared vision between the Parties for the future of the I-70 Corridor within Clear Creek County and the City that is consistent with the PEIS and ROD; and

WHEREAS, the Parties intend that this Agreement form the basis for implementing that vision for the I-70 Corridor within Clear Creek County and the City; and

WHEREAS, the City and CDOT also intend that this Agreement form the basis for completing the long-planned improvements to Colorado Boulevard (Business I-70) and devolution of ownership to the City; and

WHEREAS, the parties are authorized to enter into this Agreement by Article XI, Section 7, and Article XIV, Section 18, of the Colorado Constitution, and Section 29-1-203 of the Colorado Revised Statutes, as amended.

NOW, THEREFORE, in consideration of the mutual covenants and agreements stated herein, and for other good and valuable consideration, the receipt and sufficiency of which is hereby acknowledged by the Parties, the Parties agree as follows:

Section I Purpose:

The purpose of the MOU is to outline a mutually acceptable basis for moving ahead with certain improvements on the Interstate 70 (I-70) Mountain Corridor, within Clear Creek County, to enhance safety and the travel experience, while preserving the values of the corridor's communities. The MOU provides a principal path forward in the short and mid-term and does not exclude other mutually acceptable improvements which are permissible under the PEIS and ROD.

Section II: Integrated Plan of Improvements:

All projects listed in this Section constitute a package, representing the parties' commitment to an integrated plan of improvements for I-70 consistent with the I-70 Mountain Corridor Final Programmatic Environmental Impact Statement (PEIS) and Record of Decision ROD. All projects or proposed projects in this section are required to comply with the I-70 Mountain Corridor Final PEIS and ROD (unless noted otherwise), applicable Federal laws and regulations including but not limited to the National Environmental Policy Act (NEPA), the I-70 Mountain Corridor Context Sensitive Solution (CSS) Process (unless noted otherwise), comply with CSS Design Criteria for Engineering and Aesthetic Guidelines when feasible (when not feasible, CDOT will obtain the appropriate Design Variance approval from Federal Highway Administration (FHWA)) and will follow the Design Exception Process noted in the Design Criteria for Engineering (<http://www.coloradodot.info/projects/contextsensitivesolutions/design/design-criteria.html>) and are subject to local permitting requirements. The Parties agree to cooperate to implement the following program of improvements for I-70 and other commitments within Clear Creek County:

A. Short Term (Two to Three Year) Timeframe:

1. Eastbound (EB) Express Toll Peak Period Shoulder Lane (PPSL): Empire Junction to Twin Tunnels: continue CSS Process already underway for EB PPSL Project. The parties agree to:

- A PPSL is intended to operate only during periods of peak traffic, during only parts of the year, to be further defined in the Operational Agreement discussed below.
- Implement the project to remain a two-lane highway with shoulders within the existing footprint where feasible.
 - Where not feasible CDOT will work through the CSS process to develop a solution.
- Minimize infrastructure and throwaway work where feasible.
- The SH 103 and Exit 241 bridges over I-70 will need replacement, and will be designed to accommodate anticipated future improvements.
- Implement required mitigation (including mitigation of impacts identified in any level of NEPA or CDOT environmental review process including Categorical Exclusion) for identified impacts in the project area.
- Seek reasonable enhancement opportunities with direct nexus to project, consideration of budget and consideration of the interim nature of the project.
 - CDOT will provide agreed upon enhancements determined through the CSS Process at the Charlie Tayler Water Wheel Park due to impacts from I-70 widening.
 - The City of Idaho Springs will continue to be responsible for the maintenance of the Charlie Tayler Water Wheel Park after enhancements are constructed.
- If necessary, CCC and Idaho Springs will provide CDOT a letter allowing for temporary occupancy of the Greenway and other recreational resources in their jurisdiction during PPSL construction.
- As part of the Eastbound PPSL project, CDOT agrees to provide, under a separate Intergovernmental Agreement (IGA), \$2 million and Clear Creek County \$500,000 for a total of \$2.5 million for the design of the Clear Creek County Greenway from MP 241 to Empire Junction.
 - Greenway project will be managed by Clear Creek County with CDOT oversight and is subject to a separate IGA.
 - Any cost overruns specific to the Greenway project will be the responsibility of Clear Creek County. Funding was approved by the Transportation Commission in October 2013.

- CDOT will conduct a local road network operational analysis to investigate options for Clear Creek County to operate the local roads for enhanced local mobility during congested times on I-70.
- CDOT will submit Field Inspection Report (FIR) level (approximately 30% design level) plans and any additional information for County and City 1041 permit applications.
- The Parties will continue to discuss local permitting variance processes and ways to expedite the 1041 process.
- Develop an EB PPSL Operational Agreement to outline the operating protocols of the shoulder lanes and review periods.
 - This PPSL Operational Agreement will be executed between FHWA, CDOT, HPTE, CCC and Idaho Springs and include elements agreed to through the CSS process.
 - The Parties to the PPSL Operational Agreement will collect data annually and will periodically re-assess the PPSL operation.
 - Consideration of PPSL closure due to adverse weather and incidents
 - Consideration of emergency response
 - The PPSL Operational Agreement must be in place prior to project advertisement.
- CDOT, through the HPTE, shall be responsible for managing toll rates in the PPSL and the inside lane of the new EB three lane section from Exit 241 to Floyd Hill to maintain toll express lane mobility.

Project Timeframe: Funding approved by the Transportation Commission October 2013, Project Open to Traffic by July 2015.

The Parties further agree the Eastbound PPSL meets the definition of non-infrastructure related components under the I-70 Mountain Corridor ROD and the Final PEIS. The Parties acknowledge the FHWA is the responsible agency and has the authority to determine compatibility with the ROD, and it has determined this project is a non-infrastructure related component.

2. Westbound Twin Tunnel Widening: The parties acknowledge that widening the WB Twin Tunnel while the EB Twin Tunnel construction detour is in place will be beneficial to CDOT and local communities. General project elements include tunnel widening, necessary rock cuts to minimize rockfall and accommodate construction staging and portal completion and; minimal roadway design and construction to accommodate WB I-70 traffic detour. Tunnel widening will accommodate three-lanes at some future date; opening day roadway template would remain a two-lane highway with shoulders. The Parties agree to:

- Continued use of CR 314/ Game Check Area to accommodate EB Interstate 70 traffic detour
 - CCC will provide CDOT a letter allowing for the temporary occupancy of SL Memorial Trail, Game Check Area and any other recreational resources that may be impacted.
- Consideration of Project as next phase of Eastbound Twin Tunnel Project and thus a continuation of that Project's CSS Process.
 - The intent is to avoid duplication of effort in CSS and adhere to previously agreed to design and other tunnel elements incorporated in the EB Twin Tunnel project.
- Continue to implement adaptive mitigation principles from the EB Twin Tunnels NEPA document. For example, there would be no need to monitor air quality because we now have enough data to know that air quality impacts due to blasting are negligible.
- The parties understand current EB Twin Tunnel Construction Package 3 is delayed until after WB Bore completion.
 - Elements of Twin Tunnel Construction Package 3 include: decommissioning of detour on CR 314, restoration of CR 314 and Greenway, enhancements to the game check area, stream enhancements, and retaining wall aesthetic treatment.
 - Clear Creek County will be held harmless for any additional costs above \$1.35 million for Game Check enhancements resulting from the construction delay.
 - Improvements identified in EB Twin Tunnel Construction Package 3 will be implemented no later than December 2015.
- CDOT will submit FIR level plans (approximately 30% design level) and any additional information for County and City 1041 permit applications.
- The Parties will continue to discuss local permitting variance processes and ways to expedite the 1041 process.

Project Timeframe: Prep-work starting in February 2014, with full construction April – December 2014. EB Twin Tunnel Construction Package 3: no later than December 2015.

The Parties further agree the Westbound Twin Tunnels widening is a component of the “specific highway improvements” under the I-70 Mountain Corridor ROD and the Final PEIS. The Parties acknowledge the FHWA is the responsible agency and has the authority to determine compatibility with the ROD.

3. Idaho Springs Colorado Boulevard (I-70 B) Devolution- Project consists of improvements to Colorado Boulevard from Exit 241 to the west and includes improvement to SH103 between I-70 and Colorado Boulevard and devolution of Colorado Boulevard to the City of Idaho Springs. This project is not identified in the Preferred Alternative in the PEIS ROD and is not subject to the CSS process; however

CDOT will continue to work closely with the City of Idaho Springs as project is designed and implemented. The City of Idaho Springs agrees to allow CDOT to submit FIR level plans (approximately 30% design level) for the 1041 permit application. Project funding was approved by Transportation Commission in October 2013. Project will be subject to a separate IGA.

Project Timeframe: CDOT's intent is to finish design on Phase 3 which will be consolidated with the existing Phase 2 design and advertised as a single project. CDOT will coordinate with the city to determine best project delivery method and associated project construction schedule. Anticipate advertisement for construction Spring 2015.

B. Mid-Term Projects (> Three Years):

1. Westbound I-70 PPSL: The Parties agree a Westbound I-70 PPSL project from Twin Tunnels to Empire Junction will be implemented as the mid-term project when funded. Any westbound construction between Empire and Idaho Springs will not exceed the scope of the EB PPSL project. A Westbound PPSL project will minimize infrastructure and throwaway work and implement within existing footprint where feasible and considered an interim improvement. The Westbound PPSL will incorporate peak period toll operations similar to the EB PPSL. The parties will pursue funding opportunities, including the potential of furthering the development of Clear Creek County's Greenway plan. The Parties agree a Westbound PPSL concept meets the definition of non-infrastructure related components under the I-70 Mountain Corridor ROD and the Final PEIS. The Parties acknowledge the FHWA is the responsible agency and has the authority to determine compatibility with the PEIS ROD. FHWA would make such determination after project initiation.

2. Westbound I- 70 Floyd Hill: Parties agree to investigate funding opportunities to advance improvements as defined in the I-70 Mountain Corridor PEIS ROD (in total or in part) on WB I-70 from the top of Floyd Hill to Twin Tunnels. Elements include widening to three lanes, improving the design speed of both eastbound and westbound I-70, replacement of the bridge at the bottom of Floyd Hill, interchange reconstruction at US 6 Clear Creek Canyon, and Phase 2 of the Greenway and Frontage Road (CR 314 from Exit 241 to 243). The third lane will be operated as an express toll lane during peak periods.

C. Other Considerations:

- Use of Excess Revenue from EB PPSL: Excess revenue is defined as revenue received by the HPTE from tolls above and beyond that required to operate, maintain, reconstruct and finance the PPSL and is required to stay on the corridor. The parties agree to further explore the implementation of a process whereby at such time excess revenue exists, Clear Creek County, the City of Idaho Springs, CDOT and HPTE discuss prioritization and use of excess revenue.

- As noted in the Twin Tunnels Finding of No Significant Impact and Section 4(f) Finding (October 2012), the parties understand and agree the third lane added as part of the EB Twin Tunnel Lane from Exit 241 to Floyd Hill is intended to operate as a Peak Period Express Toll Lane. Toll operations are anticipated to begin as early as July 2015 and no later than 2017.
- CDOT will continue to explore demonstration opportunities for noise abatement at Lawson. This is consistent with the implementation recommendations found in CDOT Department of Transportation Development's (DTD) recently completed research study entitled: *Investigation into Effective Traffic Noise Abatement Design Solutions for Mountain Corridors (July 2013)*.

D. Other Project Elements For All Projects Except Colorado Boulevard:

- If a managed lane or other pay-for-use lane is to be added in the project areas, CDOT shall ensure that the free lanes are kept and maintained in at least the same state of repair as the managed or pay-for-use lanes.
- If a managed or other form of pay-for-use lane is to be added in the Corridor, the Parties will follow the requirements established under all applicable provisions of Article 4 of Title 43, Part 8 of Colorado Revised Statutes, including specifically the requirements established under §43-4-808(3) thereof.

Section III. Implementation and Funding:

- A. Funding exists and is committed for the Westbound Twin Tunnel Bore Widening, Eastbound Peak Period Shoulder Lane, the Idaho Springs Colorado Boulevard (I-70B) Devolution, and the completion of the Twin Tunnels Projects.
- B. CDOT has committed to Phase 2 of the Frontage Road Projects in the Frontage Road IGA and the November 2012, MOA.
- C. CDOT intends to execute the devolution of Colorado Blvd through the RAMP process and per formalized agreement with the City of Idaho Springs.
- D. The parties agree to use their best efforts to fund and implement the Westbound Peak Period Shoulder Lane and Westbound I-70 from Floyd Hill to Twin Tunnels Projects covered in this Agreement. This shall include efforts to include the proposed improvements in Section I on the Fiscally Constrained Regional Transportation Plan and develop an overall plan of finance.
- E. Nothing in this Agreement shall obligate either of the Parties to unfunded mid-term projects. However, if any such projects are undertaken, they shall follow the design and operational principles and conditions identified in Section 2 of this Agreement.

Section IV. Permits:

This Agreement is not an agreement by the County or the City to issue permits for any Project. All Projects are subject to whatever local permitting requirements are or may become applicable.

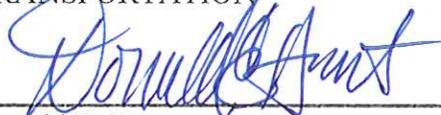
Section VI. Financial Obligations:

None of the obligations imposed upon any Party by this Agreement constitutes an indebtedness or multiple fiscal year financial obligation of such Party within the meaning of any constitutional, statutory, or charter limitation or provision. This Agreement shall not directly or indirectly obligate any Party to make any payments. All financial obligations between the Parties will be encumbered under separate Intergovernmental Agreements. The officer of each Party at any time charged with the responsibility of formulating budget proposals for such Party is hereby directed to include in the annual budget proposal submitted to its respective governing body, in any year in which this Agreement shall be in effect, items for all payments required by such Party for the ensuing year under this Agreement. Notwithstanding this directive regarding the formulation of budget proposals, it is the intention of each Party that any decision to effect an appropriation for the payment of any amounts required to be paid by such Party in the ensuing year under this Agreement shall be made solely by its governing body.

Section VII. Effective Date:

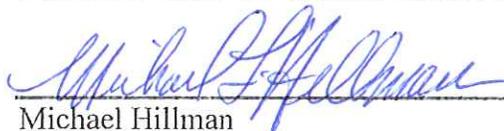
This MOU becomes effective when funding is approved for WB Tunnel for construction in 2014.

FOR THE COLORADO DEPARTMENT OF
TRANSPORTATION



Donald E. Hunt
Executive Director

FOR THE CITY OF IDAHO SPRINGS



Michael Hillman
Mayor

FOR CLEAR CREEK COUNTY



Tim Mauck

Chairman, Board of County Commissioners

