3.16 Section 4(f) Evaluation

This section addresses Section 4(f) regulations, definition of "use," methodology for Tier 1 and Tier 2 Section 4(f) evaluations, the role of 4(f) in the development of alternatives, an evaluation of 4(f) properties, Section 4(f) evaluation results, mitigation strategies, and properties dismissed from further 4(f) evaluation. See Chapter 1 for a description of purpose and need, and section 2.2 of Chapter 2 for detailed descriptions of alternatives.

3.16.1 Regulations

Section 4(f) as amended and codified in the US Department of Transportation Act of 1966, 49 USC 303 (c), states that the Federal Highway Administration (FHWA) "may not approve the use of land from a significant publicly owned public park, recreation area, or wildlife and waterfowl refuge, or any significant historic site unless a determination is made that: 1) there is no feasible and prudent alternative to the use of such land from the property; and 2) the action includes all possible planning to minimize harm to the property resulting from such use." (23 CFR 771.135(a) (i–ii)).

Tier 1 studies are defined according to FHWA Regulation Section 23 CFR Part 771.135 (o) as follows:

> *"An analysis required by section 4(f) might involve different levels of detail where the section 4(f) involvement is addressed in a tiered EIS.*
>
> *When a first-tier broad scale EIS is prepared, the detailed information necessary to complete the Section 4(f) evaluation may not be available at that stage in the development of the action. In such cases, an evaluation should be made on the potential impacts that a proposed action will have on section 4(f) land and whether those impacts could have a bearing on the decision to be made. A preliminary determination may be made at this time as to whether there are feasible and prudent locations or alternatives for the action to avoid the use of section 4(f) land. This preliminary determination shall consider all possible planning to minimize harm to the extent that the level of detail available at the first-tier EIS stage allows. It is recognized that such planning at this stage will normally be limited to ensuring that opportunities to minimize harm at subsequent stages in the development process have not been precluded by decisions made at the first-tier stage. This preliminary determination is then incorporated into the first-tier EIS."*

The Tier 1 level emphasized avoidance potential. A more detailed evaluation of uses and mitigation will be conducted during Tier 2 as generally described by FHWA Regulation Section 23 CFR Part 771.135(o)(2): "A section 4(f) approval made when additional design details are available will include a determination that: i) The preliminary section 4(f) determination made pursuant to paragraph (o)(1) of this section is still valid; and ii) The criteria of paragraph (a) of this section have been met."

3.16.2 Definition of Use

FHWA Regulation Section 23 CFR 771.135(p)(1) provides that use of 4(f) properties occurs:

> *"(i) When land is permanently incorporated into a transportation facility.*
>
> *(ii) When there is a temporary occupancy of land that is adverse in terms of the statute's preservationist purposes as determined by the criteria in paragraph (p)(7) of this section; or*
>
> *(iii) When there is a constructive use of land."*

23 CFR 771.135(p)(7) provides

> *"A temporary occupancy of land is so minimal that it does not constitute a use within the meaning of Section 4(f) when the following conditions are satisfied:*
>
> *(i) Duration must be temporary, i.e., less than the time needed for construction of the project, and there should be no change in ownership of the land;*
>
> *(ii) Scope of the work must be minor, i.e., both the nature and the magnitude of the changes to the Section 4(f) resource are minimal;*
>
> *(iii) There are no anticipated permanent adverse physical impacts, nor will there be interference with the activities or purpose of the resource, on either a temporary or permanent basis;*
>
> *(iv) The land being used must be fully restored, i.e., the resource must be returned to a condition which is at least as good as that which existed prior to the project; and*
>
> *(v) There must be documented agreement of the appropriate Federal, State, or local officials having jurisdiction over the resource regarding the above conditions."*

23 CFR 771.135(p)(2) provides

> *"Constructive use occurs when the transportation project does not incorporate land from a Section 4(f) resource, but the project's proximity impacts are so severe that the protected activities, features, or attributes that qualify a resource for protection under Section 4(f) are substantially impaired. Substantial impairment occurs only when the protected activities, features, or attributes of the resource are substantially diminished."*

3.16.3 Methodology for Tier 1 and Tier 2

3.16.3.1 Tier 1

A central role in the Tier 1 evaluation will be to determine if the potential impacts that a proposed action may have on Section 4(f) resources could have a bearing on the decision to be made. For this Tier 1 evaluation, publicly owned park, recreation area, or wildlife and waterfowl refuge, and historic properties are referred to as 4(f) resources. This Tier 1 analysis of potential 4(f) use has focused on direct footprint uses and has not addressed the potential for constructive uses. If a 4(f) resource is permanently incorporated into a transportation facility, it is referred to as a "use," as described in section 3.16.2. Section 3.16.4 addresses the role that 4(f) resources have had in the development of project alternatives in terms of the alternatives screening and development process.

Identification of 4(f) Resources

The general approach for the 4(f) analysis appropriate for a Tier 1 analysis was coordinated through a 4(f) ad hoc committee composed of members from FHWA, Colorado Department of Transportation (CDOT), National Park Service (NPS), US Forest Service (USFS), Bureau of Land Management (BLM), Advisory Council on Historic Preservation, the State Historic Preservation Officer (SHPO), and the Colorado Commission of Indian Affairs. The committee assisted in defining the Tier 1 level of study and the area of potential effect (APE) for historic properties. The APE has since been reviewed by SHPO and the consulting parties, and has been revised. Coordination also occurred with local agencies through the Mountain Corridor Advisory Committee (MCAC) and with local historic representatives. The 4(f) Tier 1 process included the following elements:

- The identification of historic sites, public parks, and recreation areas, as well as recreational lands where Land and Water Conservation funds (LWCF) were used, was conducted within 3 miles on either side of I-70 throughout the Corridor. The inventory area was defined based on the I-70

viewshed (see section 3.13, Visual Resources). The inventory included file searches and coordination with the Colorado Office of Archaeology and Historic Preservation, SHPO, USFS, BLM, US Fish and Wildlife Service (USFWS), NPS, and county and municipal planners (see Appendix O for correspondence). Also conducted was a review of comprehensive, master, and open space plans as they relate to park and recreation resources. This process resulted in a list of properties within 3 miles of either side of I-70, provided in Appendix O.

- A Reconnaissance Survey of the Corridor resulted in a file search for the identification of historic sites listed on or eligible for listing in the National Register of Historic Places (NRHP) (see Table 3.16-1). This was supplemented by a windshield survey of the Corridor (an informal survey, a drive-by observation level of effort that does not require property access) and local input in coordination with individuals possessing local knowledge of the area's history and resources. The Reconnaissance Survey is included in Appendix N. The sites identified from the windshield survey and local input have not been evaluated under Section 106 of the National Historic Preservation Act for eligibility, and determinations of eligibility have not been performed in the Tier 1 Draft PEIS. They are considered candidates for protection under 4(f) because an agreement was reached with the consulting parties and the SHPO that these properties would be treated the same in Tier 1 as historic properties already listed in the NRHP or previously determined eligible.

Evaluation Approach

- **Section 4(f) Resources.** Site locations and general boundaries for 4(f) resources were utilized in the 4(f) evaluation. These locations and boundaries will be refined at Tier 2.
- **Project Alternatives.** The conceptual design of alternatives has established the footprint for Transit, Highway, and Combination alternatives. Project alternatives are described in detail in Chapter 2. A specific alignment and template were established for each alternative to optimize the performance of the alternative, while minimizing the disturbance beyond the existing I-70. At Tier 1, the footprint for the Minimal Action alternative components has been more generally defined for interchanges and auxiliary lanes. These will be refined during Tier 2 analysis. The quantification of Minimal Action footprints would include auxiliary lanes, curve safety modifications, and conceptually defined interchange modifications. It is important to note that these interchange areas are design estimations at the Tier 1 level, and it is expected that design refinement (to avoid and minimize impacts) during Tier 2 studies might result in a reduction of environmental and community resource impacts.

  In Tier 2, design features that may require refinement or a variance may be considered to avoid or minimize impacts. FHWA may approve design exceptions, or variances, on federal-aid projects for experimental features or where conditions warrant an exception. The application of variances at Tier 2 would ensure that opportunities to minimize harm have not been precluded.
- **Potential Use.** The analysis of potential use of 4(f) resources was conducted by overlaying the footprint and construction disturbance zone of alternatives over the inventoried and identified properties. The introduction to Chapter 3 provides more information on this process. Section 2.2 provides details of project alternatives, cross sections, and design details.
- **Evaluation Organization.** The 4(f) evaluation is organized as follows:

  1. Description of Resource
  2. Description of Potential Use
  3. Avoidance Alternatives
  4. Possible Efforts to Minimize Harm

3.16.3.2 Tier 2

The methods used during Tier 2 evaluations would include the following:

- Confirm Tier 1 assumptions of eligible 4(f) properties and identify any new properties that surface during Tier 2.
- Determine uses from alternatives' right-of-way overlay mapping on property mapping. Specify sites and acreage affected.
- Perform 4(f) evaluations, as required, to determine if a prudent and feasible alternative that avoids the 4(f) resources exists. If no prudent and feasible alternative exists, the project will include all possible planning to minimize harm. Mitigation measures with respect to the resources is part of minimizing harm caused by construction and/or operation of alternatives.

3.16.4 The Role of 4(f) Resources in the Development of Alternatives

The role of 4(f) resources in the development and shaping of alternatives began with the process of screening alternatives. Efforts to avoid 4(f) resources are documented in Chapter 2, section 2.1, Screening of Alternatives.

Level 1 screening focused on narrowing the range of alternatives to those that would broadly meet the underlying needs. If an alternative did not meet the purpose and need, the alternative was considered not prudent and feasible regardless if it avoided 4(f) resources.

Level 2 focused more closely on alternatives that would meet the underlying needs and included the project purposes as screening criteria. Corridor communities highly value 4(f) resources throughout this Corridor and have provided input on the screening process and avoidance options. Level 2 development of the alternatives and screening of alternatives considered 4(f) use as a criterion for screening alternatives. As a result of the analysis and public input, alternatives that were not located within or adjacent to I-70 were eliminated, which maximized the avoidance of many valuable 4(f) resources.

Alternatives that were considered in Level 2 and screened in part due to their 4(f) uses include the following:

- **Fixed Guideway Transit – Single or Double Tracks at 4 Percent and 6 Percent Grade.** These alternatives would have deviated from the I-70 alignment for extended distances and required extensive tunneling to maintain a consistent grade. By eliminating these alternatives, potential use of historic and recreational properties in the communities of Silverthorne, Georgetown, Lawson, Downieville, and Dumont would be avoided. The alternatives were deleted from further consideration in part to avoid 4(f) properties. These alignments would have conflicted with recreation trails and overlooks west of Silverthorne. Through Georgetown, the alignment would have followed the historic railroad grade and disrupted the historic core of Georgetown. Through Lawson, Downieville, and Dumont, multiple historic properties would have been affected where the alignment would have followed the frontage road.
- **Snake Creek Alternative.** This alternative would have introduced a new crossing of the Continental Divide into the Snake Creek watershed (rather than Straight Creek) for the AGS alternative. It would have used the general location of the Snake Creek test bore studies conducted for the Eisenhower-Johnson Memorial Tunnels (EJMT) alignment options to capture the ridership from the Keystone Resort. This alternative would have introduced tunnel portals on USFS land near Loveland Pass, introduced a new transportation corridor through wilderness areas, and intersected numerous recreational trails outside the Corridor. The alternative was removed from further consideration in part due to these impacts to 4(f) properties. The alignment

of this alternative would have conflicted with the central operation of the Loveland Ski Area (see Figure 3.16-1).

Figure 3.16-1. Snake Creek Alternative Alignment—Screened from Further Consideration

Avoidance and Minimization as a Result of Level 3 Screening. Level 3 screening focused on refinement of alternative designs and alignments. This included the development of alternatives that established the potential to avoid or minimize harm to 4(f) resources such as narrowing alternative footprints:

- Providing structured lanes in the Twin Tunnels and Idaho Springs area for each Highway and Combination alternative
- Fully elevating the AGS guideway
- Elevating the rail system in sensitive areas
- Locating the bus in guideway within the median of I-70
- Adjusting the alignment of the Rail with IMC and AGS alternatives to the south side of Idaho Springs to avoid use of a 4(f) resources near the north side of I-70
- Evaluating various tunnel options in the Georgetown-Silver Plume National Historic Landmark (NHL) District to avoid or minimize harm to the Georgetown and Silver Plume areas
- Using input from committees, the MCAC, and the Federal Interdisciplinary Team (see Chapter 6), as well as agency and small group meetings, to assist the screening stages of alternative analysis, as documented in Table 2-2 in Chapter 2. Documentation of properties dismissed from further analysis as a result of these efforts is provided in section 3.16.5.

3.16.5 Evaluation of 4(f) Properties

The evaluation of 4(f) properties is organized into two major categories: (1) Historic Properties and (2) Publicly Owned Public Parks and Recreation Facilities. The following evaluation is limited to the 4(f) resources that could potentially be used by any of the 21 alternatives being carried forward in the Draft PEIS. While many more properties were identified as 4(f) resources, because no use of these properties is anticipated, they are not addressed in this section.

3.16.5.1 Historic Properties

A total of 11 historic properties were studied for potential use, including a historic district and one individually eligible property; a National Historic Landmark (NHL), including two contributing resources and one individually eligible property; two other individually eligible properties; and two sites identified in the Reconnaissance Survey (NRHP eligibility status not yet determined).

The properties identified for potential damage or alteration under Section 106 analysis are a subset of the properties identified in section 3.15 and Appendix N. One property, the Multicomponent site (5CC.389), although identified as having a potential direct use, was not carried forward from the Section 106 analysis. Only the prehistoric component of the Multicomponent site has been officially determined eligible to the NRHP, under Criterion D on October 12, 1990. Section 4(f) does not apply to archeological sites where a determination is made that the archeological resource is important chiefly because of what can be learned by data recovery and has minimal value for preservation in place (23 CFR 771.135(g)(2)). The Multicomponent site, which is eligible under Criterion D, "that have yielded, or may be likely to yield, information important in prehistory or history," falls into this exception under 4(f).

The following properties were studied for potential use under Section 4(f):

- Hot Springs Historic District (5GF.1050)
- Hot Springs Lodge and Pool (Glenwood Hot Springs Bathhouse, Natatorium, Yampa Spring, 5GF.1050.2) in the Hot Springs Historic District
- Glenwood Springs Viaduct F-07-A (5GF.2717)
- Georgetown-Silver Plume NHL District (5CC.3)
  - Dunderberg Mine (5CC.3.107) eligible as a contributing element to Georgetown-Silver Plume NHL District
  - Mendota Mine (5CC.3.217) eligible as a contributing element to Georgetown-Silver Plume NHL District
- Toll House or Mine Manager's House (Julius G. Pohle House, 5CC.13) property and structures in Georgetown-Silver Plume NHL District
- Big Five Mines (5CC.328)
- Darragh Placer (5CC.985)
- Two Barns in Lawson (identified in Reconnaissance Survey)
- Loveland Ski Area (identified in Reconnaissance Survey)

National Historic District

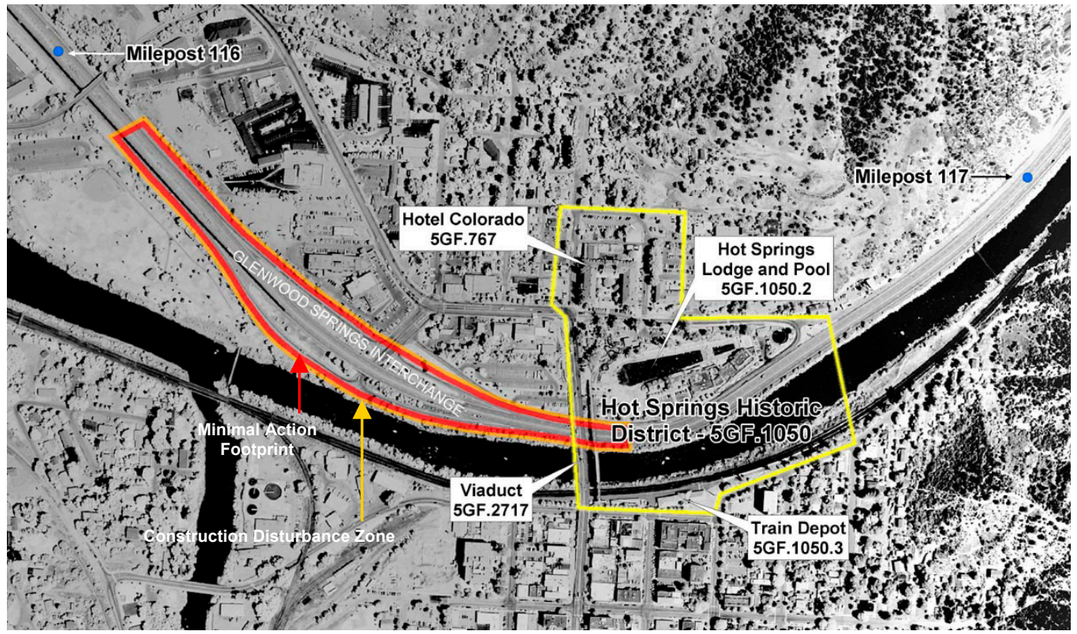
Hot Springs Historic District (5GF.1050)

Description of Resource. The hot springs bathhouse, natatorium, and yampa spring were developed between the late 1880s and early 1990s on what was at that time an island in the Colorado River by the Glenwood Hot Springs Company, a combination of local, East Coast, and English investors, led by prominent mining engineer and Glenwood developer, Walter Devereux. With the completion of the Hotel Colorado (5GF.767) to the north of the natatorium in 1893, the resort was visited by many of the business and social elite of Colorado. The district also includes the Glenwood Springs Train Station (Denver and Rio Grande Depot, 5GF.1050.3).

Description of Potential Use. Identification of potential use of the Hot Springs Historic District is limited to the area that is near the I-70 westbound off-ramp at exit 116. Upgrades to the Glenwood Springs westbound off-ramp are required due to traffic congestion onto I-70. Upgrade requirements include lengthening and widening the ramp. At Tier 1, only a conceptual level of detail has been developed. A generalized footprint and construction disturbance zone for the interchange ramps are illustrated on Figure 3.16-2. Potential use may involve the access on River Drive to Hot Springs Pool parking along the south side of the property, adjacent to the I-70 westbound ramp.

Because all build alternatives would include this Minimal Action component, all build alternatives would result in similar use of the Hot Springs Historic District (5GF.1050).

Figure 3.16-2. Potential Use of the Hot Springs Historic District—Minimal Action



Avoidance Alternatives. Avoidance could be achieved by not improving the ramps; however, this would not meet the needs at Exit 116 and would not be a prudent and feasible alternative. I-70 at Exit 116 is sandwiched between the Colorado River and the Hot Springs Historic District. To move the existing alignment to the south would require I-70 to be built over the Colorado River or to realign the river, neither of which would be a prudent and feasible alternative. Tier 2 studies will continue to explore design options to avoid the use of this resource.

Efforts to Minimize Harm. Tier 2 studies and design will further explore to minimize harm to the Hot Springs Historic District if no prudent and feasible alternative is found. Context sensitive solutions could be implemented to minimize harm to the resources in Tier 2.

National Historic Landmark District

Georgetown-Silver Plume National Historic Landmark District (5CC.3)

Description of Resource. The Georgetown-Silver Plume NHL District represents one of the most scenic and historic of all of Colorado's mining districts. Gold was first discovered along Clear Creek in 1859 and resulted in Georgetown's first boom. Prospectors moved into the area establishing satellite villages such as Silver Plume. The area also became the center of the silver craze of 1867. The district was listed on the NRHP as a National Landmark on November 13, 1966, under all four criteria:

- It is significant under NRHP Criterion A for its associations to the early mining history of Colorado.
- Some of the elements within the NHL District are also considered significant for the associations with persons of note (Criterion B).
- There are architectural values in the Landmark (Criterion C).
- Information contained in other features of the Landmark is important to history (Criterion D).

The Georgetown-Silver Plume NHL District includes many contributing and non-contributing resources. To date, 384 individual properties have been recorded within the district boundaries. Most of these, however, have not been formally evaluated regarding their individual eligibility or contributing status within the NHL District. The file search results identified 57 listed or eligible resources that carry associated point numbers connected to the NHL District and 19 additional sites with separate numbers located within the NHL District.

The Georgetown-Silver Plume NHL District includes the entire commercial and residential areas of both the Georgetown and Silver Plume communities, as well as the Georgetown Loop Railroad grade between them. The Victorian homes and buildings represent the peak of the silver mining industry from 1885 to 1905. The Georgetown Loop Railroad was an engineering marvel of the late nineteenth century when it was built. After the line was abandoned and the tracks removed before World War II, it sat derelict until the 1970s when the historic rail line was rebuilt as a tourist attraction.

The steep climb (6 percent) between Georgetown and Silver Plume is commonly referred as Georgetown Hill or the Georgetown Incline. The historic metal mining activity in this area was primarily confined to the Republican Mountain belt north of Silver Plume. However, some activity occurred along the Incline from the Silver Plume to the Georgetown interchange along the north side of I-70. The Republican Mountain area is riddled with historic mine workings, particularly the area north of Silver Plume.

Description of Potential Use. The potential for Section 4(f) use of properties in the NHL is directly related to NHL properties that are adjacent to I-70. An unusual situation occurs for this project in that three historic properties are located within the existing I-70 right-of-way. Two mine sites, the Dunderberg Mine (5CC.3.107) and the Mendota Mine (5CC.3.217), are both eligible as contributing elements to the NHL. The Toll House (5CC.13) structures, located within the NHL, are individually eligible to the NRHP. All three of these properties are located partially or fully within the I-70 right-of-way. Identification of potential use of the Georgetown-Silver Plume NHL District will depend on the uses assessed for the contributing properties in the NHL that are determined to have 4(f) use.

Avoidance Alternatives. The No Action alternative would avoid use of the National Historic Landmark; however, because this alternative would not meet the underlying needs of the Corridor, it would not be a prudent and feasible alternative.

Because the landmark extends from the ridge to the north to the ridge to the south of Clear Creek Canyon, an avoidance alternative that would travel completely around the National Historic Landmark would require impacts associated with a new alignment spreading into adjacent undeveloped sub-basins of the watershed, with tremendous amounts of engineering, and excessive cost. Therefore, it would not be a prudent and feasible alternative.

An avoidance alternative starting at milepost 232 at Empire Junction and tunneling under the Continental Divide to Silverthorne near milepost 205 for a distance of approximately 20 miles was determined not prudent and feasible due to excessive cost and inability to provide access.

Efforts to Minimize Harm. Three general tunnel alignments were considered in the Georgetown and Silver Plume area. All would have affected potentially NRHP eligible mine tunnels within the NHL. Regardless, engineering constraints were identified for all of these minimization options. The following summarizes the options and their respective engineering constraints:

- **Silver Plume North Tunnel, FGT Alignment.** The first alignment was proposed for only the Rail with IMC and AGS alternatives and was proposed to bypass the town of Silver Plume to the north. Mining workings along this alignment contain multiple drifts, and unstable openings would be encountered during the tunnel excavation. The constructability of tunneling in these conditions was determined infeasible.
- **Georgetown Incline Tunnel, FGT Alignment.** The second tunnel alignment provided a platform for the Rail with IMC and AGS alternatives that must operate on a 6 percent grade or less. Because mine workings would also be encountered along this alignment, this tunnel was deemed infeasible.
- **Georgetown Incline Tunnel, Highway Alignment.** This tunnel alignment was to provide a single three-lane bore for the highway widening alternatives. The westbound traffic was proposed to travel in the new tunnel, and eastbound traffic would follow the existing I-70 alignment. Most long highway tunnels (greater than 800 feet) operate at grades of 3 percent or less. Road icing poses a problem at tunnel portals, and when combined with steep grades, can lead to significant safety issues. For these reasons and the fact that mine workings, including multiple shafts and unstable openings, would be encountered, this tunnel alignment was deemed infeasible.

Transit, Highway, and Combination alternatives would closely follow the existing I-70 alignment, minimizing the use of the NHL to the historic Dunderberg and Mendota Mine properties that extend into the I-70 right-of-way. The Toll House is also located within the I-70 right-of-way. Due to local terrain in the Georgetown and Silver Plume areas, all alternatives would be widened to the south of I-70, rather than the north side, to avoid the rockfall hazard area (see section 3.7, Geologic Hazards).

Identification of specific minimization of harm for the NHL, Toll House, Dunderberg Mine, and Mendota Mine will occur at Tier 2.

Dunderberg Mine (5CC.3.107) eligible as a contributing element to Georgetown-Silver Plume NHL District

Description of Resource. The Dunderberg Mine, one of the largest silver-producing mines within the Georgetown-Silver Plume NHL District, is located on the south slope of Republican Mountain in the Brown Gulch area above and northwest of Silver Plume. It was patented in 1868, and by 1914, it was operated as part of the Terrible Mine. In 1990, the Colorado Mined Land Reclamation Division of the Inactive Mine Program sealed one adit (horizontal entrance to a mine) and two stopes (excavations from which ore has been removed in a series of steps) on the Dunderberg claim. As a result of a subsequent re-evaluation of this property, it was officially determined on June 5, 2000, that it is not individually eligible for the NRHP; however, it was officially determined to be a contributing element to the Georgetown-Silver Plume NHL District on June 13, 1990. I-70 was originally built over portions of the Dunderberg Mine tailings.

The historic boundary of the Dunderberg Mine has not been clearly defined. For Tier 1, the boundary is assumed to be the area covered by workings and mine tailings. This spans the area on both sides of I-70 and up to the steep valley side slopes. Historic boundaries will be clarified during Tier 2 analysis.

As a contributing element to the National Historic Landmark, it is subject to evaluation as a Section 4(f) property. It is important to note, however, that the Dunderberg Mine tailings are also a Superfund site, and while valuable and historic, they are detrimental in other ways. Most of the former mining operations throughout the Corridor have produced mine waste, including mill tailings. Although there is little mining activity in the area today, precipitation is still leaching residual metals out of old tailings/waste rock piles and from bedrock exposed in the mine drainage tunnels. Section 3.4, Water Resources, addresses the potential for disturbance of historic mine waste materials associated with project alternatives to cause the release of contaminants (such as heavy metals) into streams. I-70 construction activities have played a role in the exposure and disturbance of mine waste and mineralized rock. Historic mining in the Clear Creek watershed is discussed in section 3.8, Regulated Materials and Historic Mining.

Description of Potential Use. All build alternatives (including Minimal Action, and all Transit, Highway, and Combination alternatives) would include modification of the Silver Plume interchange (milepost 226). This Tier 1 study assumed that the westbound on-ramp of the Silver Plume interchange would be moved to a location approximately 1 mile to the west of the current interchange. Because all build alternatives would include this Minimal Action component, all build alternatives would result in similar use of the Dunderberg Mine (5CC.3.107) property, which consists of areas within the existing right-of-way. The surface area has been previously disturbed by construction of I-70 and reclamation of tailings piles.

Avoidance Alternatives. Alternatives to avoid use of the Dunderberg Mine would be the same as the alternatives to avoid use of the NHL. In addition, an alternative that would improve the safety of the westbound on-ramps without moving the ramp would require lengthening the on-ramp into the town of Silver Plume. This alternative was determined not prudent and feasible due to the community disruption.

Possible Efforts to Minimize Harm. Measures to minimize harm would be the same as those for the NHL. Measures to minimize harm will be further defined when the historic boundary of the property is defined in Tier 2 and the design of the alternatives is further refined. Context sensitive design concepts could be applied to minimize harm to this site during Tier 2 analyses.

Mendota Mine (5CC.3.217) eligible as a contributing element to Georgetown-Silver Plume NHL District

Description of Resource. The Mendota Mine, located west of Silver Plume is one of the mines that contributed to the growth and development of the Georgetown-Silver Plume NHL District. The Mendota veins (101 to 112) were all fissures 3 to 5 feet wide with an 8-inch pay vein. The claims producing gold, silver, lead, and zinc were patented by 1865. A mill on the site was torn down and rebuilt in 1922. A re-evaluation of the veins in 2000 indicated that all the veins would be backfilled, except 101, 102, 104, and 112; these would be closed with grates. In addition, the boiler on 105 was to be stabilized by construction. The Mendota Mine is considered eligible as a contributing element to the Georgetown-Silver Plume NHL District.

The historic boundary of the Mendota Mine has not been clearly established. For Tier 1, the boundary is assumed to be the area covered by workings and mine tailings. This spans the area on both sides of I-70 and up to the very steep valley side slopes. Site boundaries will be clarified during Tier 2 analysis.

As a contributing element, it is subject to evaluation as a Section 4(f) property. It is important to note, however, that the Mendota Mine tailings are also a Superfund site, and while valuable and historic, they are detrimental in other ways. Most of the former mining operations throughout the Corridor have produced mine waste, including mill tailings. Although there is little mining activity in the area today, precipitation is still leaching residual metals out of old tailings/waste rock piles and from bedrock exposed in the mine drainage tunnels. Section 3.4, Water Resources, addresses the potential for disturbance of historic mine waste materials associated with project alternatives to cause the

release of contaminants (such as heavy metals) into streams. I-70 construction activities have played a role in the exposure and disturbance of mine waste and mineralized rock. Historic mining in the Clear Creek watershed is discussed in section 3.8, Regulated Materials and Historic Mining.

Description of Potential Use. All build alternatives (including Minimal Action, and all Transit, Highway, and Combination alternatives) would include modification of the Silver Plume interchange (milepost 226). This Tier 1 study assumed that the westbound ramps of the Silver Plume interchange would be moved to a location approximately 1 mile to the west of the current interchange. The current westbound ramps at Silver Plume are very close to existing development. At the proposed location, greater ramp capacity could be provided to meet the underlying needs.

Because all build alternatives would include this Minimal Action component, all build alternatives would result in similar use of the Mendota Mine (5CC.3.217) property. The surface area has been previously disturbed by construction of I-70 and reclamation of tailings piles.

Avoidance Alternatives. Alternatives to avoid use of the Mendota Mine would be the same as the alternatives to avoid use of the NHL. In addition, an alternative that would improve the safety of the westbound on-ramps without moving the ramp would require lengthening the on-ramp into the town of Silver Plume. This alternative was determined not prudent and feasible due to the community disruption.

Possible Efforts to Minimize Harm. Measures to minimize harm would be the same as those for the NHL. Measures to minimize harm will be further defined when the historic boundary of the property is defined in Tier 2. Context sensitive design concepts could be applied to minimize harm to this site during Tier 2 analyses.

Individual Sites Listed on or Eligible for National Register of Historic Places

Hot Springs Lodge and Pool (Glenwood Hot Springs Bathhouse, Natatorium, Yampa Spring, 5GF.1050.2) in the Hot Springs Historic District

Description of Resource. The Hot Springs Resort was developed between the late 1880s and 1890s on what was at that time an island in the Colorado River. The river was diverted to the south of the island (its current location) by the construction of a large rock wall, and the Yampa Spring was lined with stone in 1886-1887. The natatorium (swimming pool) was then excavated and finished in 1888, in what is essentially the original riverbed along the north edge of the island. Finally, the bathhouse (and other small buildings no longer present) was constructed between 1888 and 1890 to complete the spa.

Description of Potential Use. Upgrades to the Glenwood Springs westbound off-ramp are required due to traffic congestion onto I-70. Upgrade requirements, including lengthening and widening the ramp have only been developed to a conceptual level of detail for Tier 1 analysis. A generalized footprint and construction disturbance zone for the interchange ramps are illustrated on Figure 3.16-2. Potential use may involve the access on River Drive to Hot Springs Pool parking along the south side of the property, adjacent to the I-70 westbound ramp.

Avoidance Alternatives. Avoidance could be achieved by not improving the ramps; however, because this would not meet the underlying needs at Exit 116, it would not be a prudent and feasible alternative. I-70 at Exit 116 is sandwiched between the Colorado River and the Hot Springs Historic District. To move the existing alignment to the south would require I-70 to be built over the Colorado River or to realign the river, neither of which would be a prudent and feasible alternative. Tier 2 studies will continue to explore design options to avoid the use of this resource.

Efforts to Minimize Harm. Tier 2 studies and design will further explore options to minimize harm to the Hot Springs Lodge and Pool if no prudent and feasible alternative is found. Context sensitive solutions could be implemented to minimize harm to the resources in Tier 2.

Glenwood Springs Viaduct F-07-A (5GF.2717)

Description of Resource. Built in 1953 to replace one of the most important bridges in the state, the Glenwood Springs Viaduct is historically significant for its role in regional transportation. The bridge is technologically significant as a long-span example of its structural type. During the 1920s and 1930s, the Colorado Highway Department began building steel deck girder structures in lieu of trusses. Not many steel girder bridges were built, limiting their use to particular circumstances such as long-span urban crossings. The Glenwood Springs Viaduct is distinguished as a well-preserved, large-scale example of beam bridge construction in Colorado.

Description of Potential Use. As shown on Figure 3.16-2, the viaduct crosses over the westbound off-ramp and eastbound on-ramp of the interchange. No direct improvements are proposed for the viaduct. There is potential that the proposed improvements at Exit 116 may have an effect on the Glenwood Springs Viaduct. According to 23 CFR 771.135(f), as long as the work does not adversely affect the historic qualities of the facility that caused it to be on or eligible for the National Register and the SHPO and the Advisory Council on Historic Preservation have not objected, 4(f) requirements may not apply. Because Section 106 consultations have not been completed at Tier 1, this determination cannot be made. Consultation for the Glenwood Springs Viaduct and 4(f) determinations will be completed in Tier 2.

Because all build alternatives would include this Minimal Action component, all build alternatives would result in similar use of the Glenwood Springs Viaduct.

Avoidance Alternatives. The intention is to fully avoid use of this historic viaduct. Tier 2 studies and design can employ context sensitive design for any project improvements in this area.

Efforts to Minimize Harm. The intention is to fully avoid use and have no harm to this historic viaduct. Tier 2 studies and design can employ context sensitive design for any project improvements in this area.

Toll House, Mine Manager's House (5CC.13), located in the Georgetown-Silver Plume NHL District

Description of Resource. This site is located in the Georgetown-Silver Plume NHL District within the I-70 right-of-way and would be potentially used by all alternatives. The site consists of two structures, the main house and an outbuilding built in 1878 by an unknown builder. Although called the Toll House, it is locally known as the Mine Manager's or Pohle House. This site has been listed on the NRHP. The Toll House was moved during the initial construction of I-70. Eligibility criteria for the property are based on Criterion 36 CFR 60.4(c) relating to architectural characteristics. The land does not contribute to the integrity of these structures. See Appendix N for additional clarification on the property. The Toll House is currently leased to the Colorado Historical Society by CDOT (see Figure 3.16-3).

The historic boundary for the Toll House property is not clearly defined. For Tier 1, it is assumed to be the historic buildings. The historic boundary will be more clearly defined in Tier 2.

Figure 3.16-3. Toll House, Mine Manager's House (5CC.13)

Description of Potential Use. All alternatives along Georgetown Hill would be constructed to the south side of I-70. At this conceptual level, it is assumed that each build alternative would result in a potential use of the Toll House, Mine Manager's House (5CC.13). The severity of the use may be different based on the alternative. Some alternatives would use some of the land leased to the Colorado Historical Society, while others would use the land, as well as occupy the location the structure occupies. Because the structure currently does not have integrity of location, the severity of the use may not be differentiating among the alternatives. Figure 3.16-4 and Figure 3.16-5 illustrate the range of use among the alternatives. The Reversible/HOV/HOT Lanes and Combination alternatives would result in displacement of the Toll House. The displacement of the building would also result from the other alternatives because of safety issues due to the closeness of the building to the transportation facility.

Figure 3.16-4. Potential Use of Toll House—Minimal Action

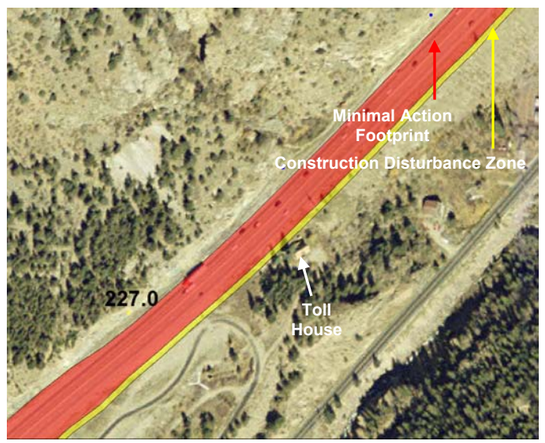
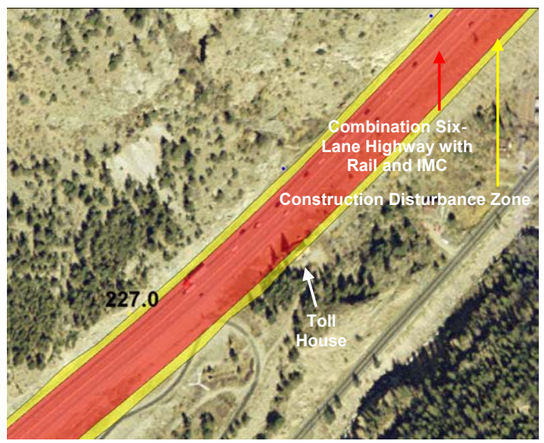


Figure 3.16-5. Potential Use of Toll House—Combination Alternatives



Avoidance Alternatives. The No Action alternative would avoid the use of the Toll House property. This alternative was determined not prudent and feasible because it would not meet the underlying need of the project. Avoidance of the Toll House property may also be achieved by moving the alternatives to the north. However, substantial geologic constraints would require excessive costs for engineering and construction, as well as increase exposure of the public to safety hazards of rockfall. Therefore, moving the alternatives to the north was determined to be not prudent and feasible.

An avoidance alternative starting at milepost 232 at Empire Junction and tunneling under the Continental Divide to Silverthorne near milepost 205 for approximately 20 miles was determined not prudent and feasible due to excessive cost and inability to provide access.

Possible Efforts to Minimize Harm. Although the land occupied by the Toll House building would not be occupied by the Minimal Action, Transit, and Six-Lane Highway (55 and 65 mph) alternatives, relocation of the Toll House would still be required. Relocating and preserving the Toll House would still be considered to minimize harm to the resource due to the closeness of the transportation facility. Historic preservation would be possible, but *in situ* preservation would not be possible. While the Toll House has architectural integrity under Criterion 36 CFR 60.4(c), it does not currently have integrity of setting or location because it was moved in the initial construction of I-70. It is assumed that moving the Toll House structure again would not diminish the significance or eligibility of this building.

Big Five Mines (5CC.328)

Description of Resource. These mines are dispersed in various locations along the north and south sides of Clear Creek, south of Idaho Springs, between Chicago Creek on the east and a concrete tunnel under I-70. The sites consist of mine waste piles on both sides of Clear Creek Canyon on a slope above an alluvial terrace. One mine portal is located at the base of the hill on the north side of the creek. It encompasses several miles and had been operating since the 1880s. The Big Five Tunnel, Ore Reduction and Transportation Company was organized in 1900. The historic mine operation constructed a tramway tunnel to haul ore east from the mine portal to the mills near the mouth of Chicago Creek. Gordon Tucker of Golder and Associates, Inc., re-evaluated a portion of the site in 1998. The western edge of the property has been affected by highway construction, and portions of the tramway have collapsed into Clear Creek. Remnants of an iron bridge that may have carried the tramway over Clear Creek have been piled next to a chain-link fence at the east end of the north waste pile. These mines were officially determined NRHP-eligible on August 6, 1998, under Criteria A and C.

The historic boundary of the Big Five Mine has not been clearly established. For Tier 1, the boundary is assumed to be the area covered by workings and mine tailings. This spans the area on both sides of I-70 and up to the steep valley side slopes. Site boundaries will be clarified during Tier 2 analysis.

It is important to note, however, that the Big Five Mine tailings are also a Superfund site, and while valuable and historic, they are detrimental in other ways. Site cleanup was conducted under the Superfund program, which included constructing retaining walls for the tailing piles and capping toxic waste material. Most of the former mining operations throughout the Corridor have produced mine waste, including mill tailings. Although there is little mining activity in the area today, precipitation is still leaching residual metals out of old tailings/waste rock piles and from bedrock exposed in the mine drainage tunnels. Section 3.4, Water Resources, addresses the potential for disturbance of historic mine waste materials associated with project alternatives to cause the release of contaminants (such as heavy metals) into streams. I-70 construction activities have played a role in the exposure and disturbance of mine waste and mineralized rock. Historic mining in the Clear Creek watershed is discussed in section 3.8, Regulated Materials and Historic Mining. I-70 was built over portions of the Big Five mine tailings.

Description of Potential Use. All build alternatives (including Minimal Action, and all Transit, Highway, and Combination alternatives) would use the mines in areas where the mine tailings coincide with the I-70 right-of-way.

Avoidance Alternatives. The No Action alternative would avoid the use of the Big Five Mines. However, this alternative would not meet the underlying need for the project; therefore, it would not be a prudent and feasible alternative.

Consideration for an alternative highway alignment called "Parallel Route" to the north of Idaho Springs would have avoided this property. This alternative was eliminated because it would not meet the need criteria of reducing congestion between the EJMT and Floyd Hill and because it would not be constructible at Fall River Road. Additionally, the Parallel Route alternative would not have improved capacity without considerable environmental effects associated with a new alignment. Therefore, this alternative would not be prudent and feasible.

Possible Efforts to Minimize Harm. As described in Chapter 2, the Bus in Guideway, Highway, and Combination alternatives would assume "structured lanes" throughout Idaho Springs, which would reduce the overall width of each alternative footprint and the amount of the 4(f) resource used. Alignments for the Rail with IMC and AGS alternatives were also preliminarily designed to minimize their impact to sensitive resources through this area. The analysis and description of use assumes that the eastbound lanes would be elevated and structured or overlapped in Idaho Springs from mileposts 238.9 to 241.5, to afford a narrower footprint. This conceptual design approach of structured lanes would minimize the use of the Big Five Mines site associated with all build alternatives, except the Minimal Action, Rail with IMC, and AGS alternatives. It should be noted that all uses of this property are expected to remain within existing I-70 right-of-way.

Further efforts to minimize harm will continue in Tier 2 when the historic boundary is more clearly defined. Context sensitive design concepts could also be applied to minimize harm to this site during Tier 2 analyses.

Darragh Placer (5CC.985)

Description of Resource. The Darragh Placer is located along the south side of Clear Creek at the west end of Idaho Springs and about 1,500 feet west of the Clear Creek Ranger Station. Gordon Tucker with Golder and Associates, Inc., originally recorded it in 1998. The property consists of a placer mine with associated mining tailings. It most likely dates to between 1860 and 1900 and predates the Big Five Mines South Waste Pile (5CC.328) located to the south and overlying the Darragh tailings. A steep cut bank and large depressions on the site are the result of scooping out gravel on the south side of Clear Creek. The site was officially determined eligible for the NRHP under Criterion A on August 6, 1998. The property is significant because it is in relatively good condition and illustrates late nineteenth century placer mining techniques.

The historic boundary of the Darragh Placer has not been clearly established. For Tier 1, the boundary is assumed to be the area covered by workings and mine tailings. This would span the area on both sides of I-70, both sides of Clear Creek. Much of the tailings and workings from this mine are mingled with tailings from the Big Five Mines.

It is important to note, however, that the Darragh Placer tailings are also a Superfund site, and while valuable and historic, they are detrimental in other ways. Most of the former mining operations throughout the Corridor have produced mine waste, including mill tailings. Although there is little mining activity in the area today, precipitation is still leaching residual metals out of old tailings/ waste rock piles and from bedrock exposed in the mine drainage tunnels. Section 3.4, Water Resources, addresses the potential for disturbance of historic mine waste materials associated with project alternatives to cause the release of contaminants (such as heavy metals) into streams. I-70 construction activities have played a role in the exposure and disturbance of mine waste and mineralized rock. Historic mining in the Clear Creek watershed is discussed in section 3.8, Regulated Materials and Historic Mining. I-70 was built over portions of the tailings from the Darragh Placer mine.

Description of Potential Use. All build alternatives (including Minimal Action, and all Transit, Highway, and Combination alternatives) would use the mine in areas where the mine tailings coincide with the I-70 right-of-way.

Avoidance Alternatives. The No Action alternative would avoid the use of the Darragh Placer. However, this alternative would not meet the underlying need for the project; therefore, it would not be a prudent and feasible alternative.

Consideration for an alternative highway alignment called "Parallel Route" to the north of Idaho Springs would have avoided this property. This alternative was eliminated because it would not meet the need criteria of reducing congestion between the EJMT and Floyd Hill and because it would not be constructible at Fall River Road. Additionally, the Parallel Route alternative would not have improved capacity without considerable environmental effects associated with a new alignment. Therefore, this alternative would not be prudent and feasible.

Possible Efforts to Minimize Harm. As described in Chapter 2, the Bus in Guideway, Highway, and Combination alternatives would assume "structured lanes" throughout Idaho Springs, which would reduce the overall width of each alternative footprint and the amount of the 4(f) resource used. Alignments for the Rail with IMC and AGS alternatives were also preliminarily designed to minimize their impact to sensitive resources through this area. The analysis and description of use assumes that the eastbound lanes would be elevated and structured or overlapped in Idaho Springs from mileposts 238.9 to 241.5, to afford a narrower footprint. This conceptual design approach of structured lanes would minimize the use of the Darragh Placer associated with all build alternatives, except the Minimal Action, Rail with IMC, and AGS alternatives. It should be noted that all uses of this property are expected to remain within existing I-70 right-of-way.

Further efforts to minimize harm will continue in Tier 2 when the historic boundary is more clearly defined. Context sensitive design concepts could also be applied to minimize harm to this site during Tier 2 analyses.

Two Barns in Lawson (Site identified from Reconnaissance Survey)

Description of Resource. Two rustic log barn structures occupy a lot that also includes a vernacular bungalow residence with a side gable roof on County Road 308 in Lawson. This property was identified during the Reconnaissance Survey (see Appendix N) and presents a potential for 4(f) use in the Lawson area. Only the barns themselves are subject to a potential physical use; hence, the reference to the Two Barns site. This property has not been officially determined eligible, but for Tier 1, an agreement was reached to treat this property the same as the properties listed on the NRHP or properties previously determined eligible. The historic boundary of this site has not been determined. For Tier 1, the historic boundary is assumed to be the buildings.

Description of Potential Use. Use of this site would occur within the construction disturbance zone of the Reversible/HOV/HOT Lanes and Combination alternatives. The alignment of these alternatives would be extended to both the north and south of I-70.

Figure 3.16-6. Potential Use of Two Barns Site—Minimal Action

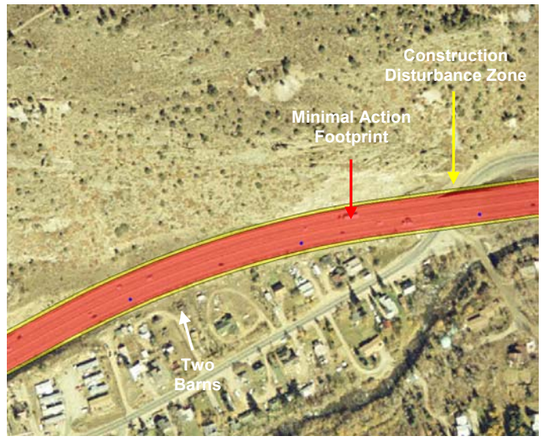
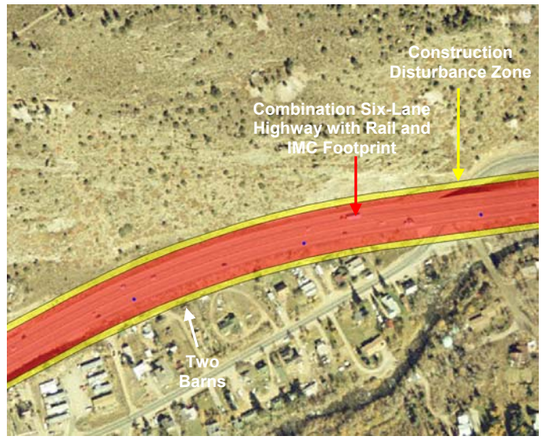


Figure 3.16-7. Potential Use of Two Barns Site—Combination Alternatives



Avoidance Alternatives. The No Action alternative would avoid the use of the Two Barns site. However, this alternative would not meet the underlying need for the project; therefore, it would not be a prudent and feasible alternative.

Realignment of the Reversible/HOV/HOT Lanes and Combination alternatives to the north would avoid the use of the Two Barns site; however, mountainous terrain to the north of I-70 would present a constraint to complete realignment to the north due to the high cost of design and construction and increased exposure of the public to the safety hazard of rockfall. Therefore, this alternative was determined to be not prudent and feasible.

With more design information and construction impacts better defined in Tier 2, avoidance of use may be possible.

Other avoidance alternatives would be the Transit-only alternatives and Six-Lane Highway alternatives.

Possible Efforts to Minimize Harm. Minimization of harm could focus on context sensitive design.

Loveland Ski Area

Description of Resource. The 2,300-acre Loveland Ski Area is Colorado's closest major ski area to Denver, located on the Continental Divide and just short of the EJMT in the Arapaho and Roosevelt National Forests (ARNF). Loveland Ski Area is the 10th largest ski resort in Colorado. This complex of skiing and outdoor recreation features dates to the early to mid-twentieth century. This complex was identified during the Reconnaissance Survey (see Appendix N). Local parties identified this as a potential historic resource. This property has not been officially determined eligible, but for Tier 1, an agreement was reached to treat this property the same as the properties listed on the NRHP or properties previously determined eligible. The historic boundary of this site has not been determined. For Tier 1, the historic boundary is assumed to be the whole ski area. This property is also a recreation area. Analysis of this property is described in 3.16.5.2.

Description of Potential Use. See section 3.16.5.2 for a discussion on the Loveland Ski Area.

Efforts to Avoid 4(f) Use. See section 3.16.5.2 for a discussion on the Loveland Ski Area.

Possible Efforts to Minimize Harm. See section 3.16.5.2 for a discussion on the Loveland Ski Area.

3.16.5.2 Publicly Owned Public Parks and Recreation Facilities

The following recreation properties were studied for potential use under Section 4(f):

- Loveland Ski Area Lease
- Prospector Trail and USFS Visitor Center Parking Lot/Trailhead
- Charlie Tayler Water Wheel Park

Temporary occupancy could occur on one additional recreation property, the Georgetown Lake Recreation Area, which is not included as a use but is addressed below.

Georgetown Lake Recreation Area

At this Tier 1 level of design and analysis, the construction disturbance zone associated with each of the Combination alternatives is anticipated to extend into the road that provides the only access into the Georgetown Lake Recreation Area. All efforts to avoid the temporary disruption of access to this site during construction will be made. For this Draft PEIS, this would constitute a temporary occupancy of the 4(f) resource; therefore, this would not warrant a 4(f) evaluation. Consistent with the Section 4(f) criteria (23 CFR 771.135(p) (7)) defined at the beginning of this section, only a temporary occupancy of the Georgetown Lake Recreation Area is anticipated due to the following:

1. The duration would be temporary. Although a site-specific project has not been identified at this time, and construction phasing plan would occur after Tier 2 analysis, it is reasonable to assume that the construction disturbance zone could be limited and that access could be maintained to this site during construction. Also there would be no change in ownership of the land. The Georgetown Lake Recreation Area is owned and managed by the town of Georgetown, and the recreation area and surrounding land would remain in the jurisdiction of Georgetown.
2. The scope of the work would be minor. The nature and the magnitude of the changes to this Section 4(f) resource would be minimal. Access to Georgetown Lake Recreation Area would not change nor would additional easement be required.
3. There are no anticipated permanent adverse physical impacts. The purpose of the resource would be maintained along with access to this site.
4. The access road used would be fully restored.

At the Tier 2 level of analysis, there must be documented agreement of the town of Georgetown regarding the above conditions.

Loveland Ski Area Lease

Description of Resource. Loveland Ski Area is Colorado's closest major ski area to Denver, located on the Continental Divide and just short of the EJMT in the ARNF. Loveland Ski Area is the 10th largest ski resort in Colorado. The 2,300-acre ski area is located east of the EJMT between mileposts 213.9 and 217, as shown on Figure 3.16-17. It is accessed from I-70 by way of US 6 (road to Loveland Pass). The lease between the USFS and the ski area requires the site to be open to public use. Loveland Ski Area is actually two ski areas connected by a long horizontal lift and a shuttle bus. The ski area is located to the north and south of I-70; however, most of the operations are located on the south side of I-70 including the Loveland Basin and Loveland Valley Ski facilities.

Description of Potential Use. All build alternatives (other than Minimal Action) would use the Loveland Ski Area. The proposed third tunnel bore at the EJMT would use the base of "The Face" ski run at milepost 215.3 and could also disrupt access under I-70, which provides return to the base area from slopes located to the north of I-70. At this Tier 1 level of analysis, new tunnel bores are only conceptually designed, and differentiating among the alternatives other than the Minimal Action is not possible.

Figure 3.16-8. Potential Use of Loveland Ski Area—Rail with IMC

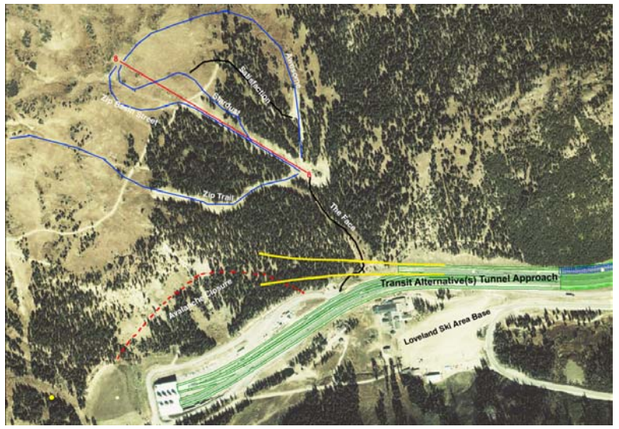
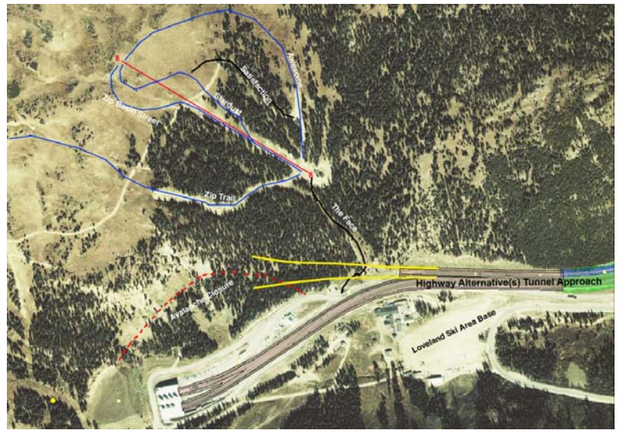


Figure 3.16-9. Potential Use of Loveland Ski Area—Six-Lane Highway Alternatives



Avoidance Alternatives. The No Action and Minimal Action alternatives would avoid use of the Loveland Ski Area because these alternatives would not require a third tunnel bore at the EJMT. These alternatives would not meet the underlying needs of the project; therefore, they would not be prudent and feasible alternatives.

Relocating the third bore of the EJMT starting outside the ski area was determined not prudent and feasible because the longer tunnel would have had excessive costs associated with it.

An avoidance alternative starting at milepost 232 at Empire Junction and tunneling under the Continental Divide to Silverthorne near milepost 205 for approximately 20 miles was determined not prudent and feasible due to excessive cost and inability to provide access.

Possible Efforts to Minimize Harm. Third bore options were considered on both the north and south sides of the existing tunnel bores of the EJMT. While both scenarios would result in use of the Loveland Ski Area, the construction of a south bore would result in considerable disruption to the function of the Loveland Ski Area because the majority of the operations are located on the south side of I-70. A north tunnel bore would minimize harm to the operation of the Loveland Ski Area. Therefore, the proposed bore to the north of the existing tunnel was preferred at this Tier 1 level of analysis. At Tier 2, planning and design of the third tunnel bore will continue efforts to minimize disruption to the ski runs and access tunnels.

Prospector Trail and USFS Visitor Center Parking Lot/Trailhead

Description of Resource. The USFS Clear Creek Ranger District Visitors Center is located in the southwest quadrant of I-70 and Mount Evans Road (see Figure 3.16-17). The Visitors Center parking area serves as a trailhead for the Prospector Trail and provides for the operation center of the Clear Creek Ranger District. Prospector Trail is a short interpretive trail that winds its way up steep grades of the Alps Mountain.

Figure 3.16-10. Oblique View of USFS Visitors Center (Clear Creek District) and Prospector Trail

Description of Potential Use. The Rail with IMC and AGS alternatives would use the Prospector Trail and the northern portion of the Visitors Center parking area. Use of this site would include multiple crossings of the Prospector Trail, a partial loss of the parking area, and altered access to the Visitors Center.

Avoidance Alternatives. The No Action, Minimal Action, Bus in Guideway, Six-Lane Highway (55 and 65 mph), Reversible/HOV/HOT Lanes, and Combination Six-Lane Highway with Bus in Guideway alternatives would avoid use of the Prospector Trail and USFS Visitors Center Parking Lot/Trailhead. For the Rail with IMC and AGS alternatives to avoid use of this trail and trailhead, the alignment of these alternatives would need to be located to the north of I-70 or integrated into the interchange of Mount Evans Road over I-70. Moving the Rail with IMC and AGS alternatives to the north would be confined by other 4(f) resources, Anderson Park and Idaho Springs Historic Commercial District. In addition, shifting the alignment to the north would impact Water Street, which provides local access to Idaho Springs Historic Commercial District and parking for the commercial district.

There may be a potential avoidance alternative by integrating the Rail with IMC and AGS alternatives into the interchange. At the Tier 1 level of analysis, the feasibility of integrating the interchange has not been explored. This design will require substantial Tier 2 analysis.

Figure 3.16-11. Potential Use of Prospector Trail and USFS Visitor Center Parking Lot/Trailhead—Rail with IMC

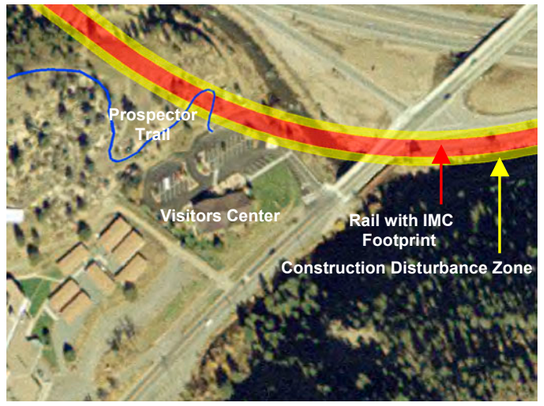
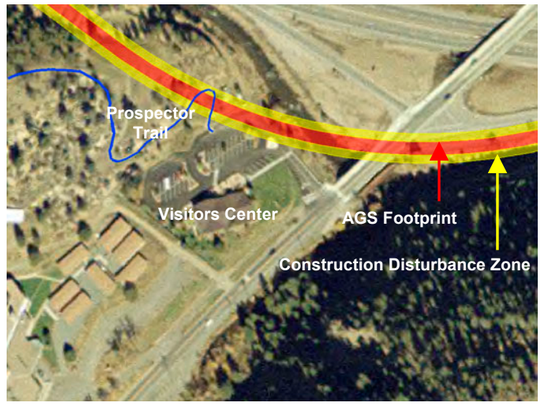


Figure 3.16-12. Potential Use of Prospector Trail and USFS Visitor Center Parking Lot/Trailhead—AGS



Possible Efforts to Minimize Harm. By elevating the guideway of the Rail with IMC and the AGS alternatives and carefully placing piers for the guideway, disruption to the Prospector Trail and Trailhead could be minimized. At Tier 2, planning and design of the alignment and pier placement will include efforts to minimize disruption to the Prospector Trail and Trailhead.

Charlie Tayler Water Wheel Park

Description of Resource. The Charlie Tayler Water Wheel Park is an interpretive park located along Clear Creek below Bridal Veil Falls on the south side of I-70 (see Figure 3.16-13 and Figure 3.16-17). The water wheel is located south of Clear Creek, directly below Bridal Veil Falls. Access to the Charlie Tayler Water Wheel Park is provided through Anderson Park, located north of I-70, by a path that crosses under I-70. Public groups and agencies have identified these properties as extremely important and their protection and/or preservation as high priority concerns in the overall I-70 PEIS process. The Charlie Tayler Water Wheel Park is adjacent to I-70, and the setting of this park is greatly influenced by the presence of I-70, as well as the traffic on I-70. As discussed in section 3.12, existing noise levels within the park can be quite high.

Figure 3.16-13. Oblique View of Charlie Tayler Water Wheel Park

Description of Potential Use. All build alternatives would use the Charlie Tayler Water Wheel Park. No project alternatives would use the Charlie Tayler Water Wheel itself, which is located south of Clear Creek. While each build alternative would result in similar use of the Charlie Tayler Water Wheel Park, those alternatives with wider footprints would use somewhat more of the park.

As described in the following bullets, these differences would be a matter of feet and would not substantially differ among the alternatives.

- The Minimal Action, Bus in Guideway, Highway, and Combination alternatives would extend approximately 40 feet into the park.
- The AGS and Rail with IMC alternatives would extend up to 55 feet into the park.

Figure 3.16-14. Potential Use of Charlie Tayler Water Wheel Park—AGS

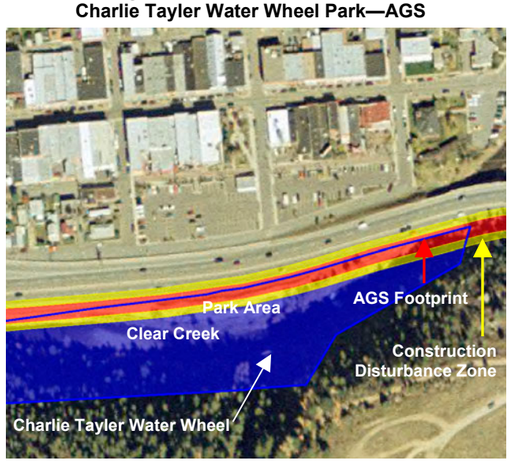
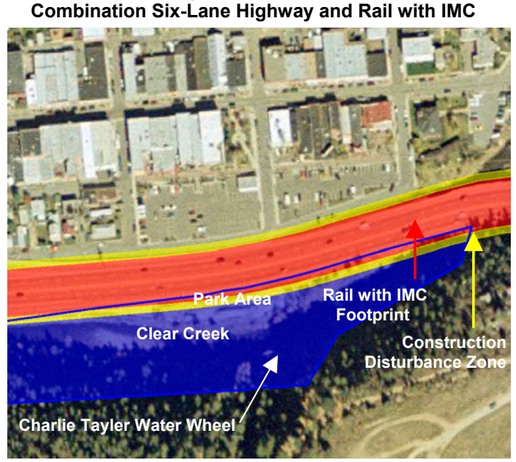


Figure 3.16-15. Potential Use of Charlie Tayler Water Wheel Park—Combination Six-Lane Highway and Rail with IMC



Avoidance Alternatives. Other than the No Action alternative, no other alternative would avoid use of the Charlie Tayler Water Wheel Park. The No Action alternative would not meet the underlying needs of the project; therefore, the No Action alternative would not be prudent and feasible.

Shifting the alternatives to the north would be confined by other 4(f) resources, Anderson Park and Idaho Springs Historic Commercial District. In addition, shifting the alignment to the north would impact Water Street, which provides local access to Idaho Springs Historic Commercial District and parking for the commercial district. As evident in Figure 3.16-13, I-70 is in close proximity to both Water Street and the Charlie Tayler Water Wheel Park. The right-of-way is tightly constrained through Idaho Springs.

Possible Efforts to Minimize Harm. As described in Chapter 2, all alternatives other than the Minimal Action, Rail with IMC, and AGS alternatives are evaluated assuming structured lanes throughout Idaho Springs, which would reduce the overall width of each alternative footprint. The eastbound lanes throughout Idaho Springs are assumed to be elevated and structured or overlapped in Idaho Springs from mileposts 238.9 to 241.5, to afford a narrower footprint. This conceptual design approach of structured lanes could minimize the use of the Charlie Tayler Water Wheel Park.

Further efforts to minimize harm will continue in Tier 2. Context sensitive design concepts could also be applied to minimize harm to this site during Tier 2 analyses.

3.16.6 Section 4(f) Evaluation Results

3.16.6.1 Overall Comparison

Table 3.16-1 identifies potential uses of 4(f) properties. This preliminary evaluation of use will be re-evaluated at the Tier 2 level of analysis.

Table 3.16-1 indicates if a project alternative would use 4(f) land and identifies the relative extent of potential harm to 4(f) lands. There is the potential for use of up to 13 properties, of which 3 are recreation properties and 11 are historic properties. One of these 13 properties, the Loveland Ski Area, is both a recreation and a historic property and tallied in both numbers.

Outside the No Action alternative, the Minimal Action alternative would result in the least use of 4(f) properties (10 properties). The greatest potential for 4(f) use would be associated with the Rail with IMC, AGS, Reversible/HOV/HOT Lanes, and Combination alternatives (12 properties). Temporary occupancy would occur on one additional recreation property, which is not included as a use based on meeting the five conditions of temporary occupancy (23 CFR 771.135(p)(7) on Table 3.16-1, but is addressed in section 3.16.5.2.

In most cases, the differences among alternatives in use of 4(f) properties would be subtle (see section 3.16.5). The use of the Hot Springs Historic District, Hot Springs Lodge and Pool, Glenwood Springs Viaduct, Georgetown-Silver Plume NHL District, Mendota Mine, Dunderberg Mine, Darragh Placer, and Big Five Mines would be so similar that there would be no clear distinction among alternatives. Slight differences at this level of detail can be seen among the alternatives at the Toll House and Charlie Tayler Water Wheel Park. As shown in Table 3.16-1, select alternatives would avoid use of Toll House, Two Barns, Loveland Ski Area, and Prospector Trail and USFS Visitors Center Parking Lot/Trailhead.

With the general level of detail that is assumed for this analysis for design and the detail of survey on the properties, the accuracy of the detail and the severity of the impacts do not clearly show that one alternative far exceeds another in avoiding or minimizing harm to the 4(f) resources. The exception lies with respect to the Prospector Trail and USFS Visitors Center Parking Lot/Trailhead. The Rail with IMC and AGS alternatives would have the potential to use these 4(f) resources; however, with refined design and analysis, there would be an opportunity to avoid these resources or minimize the harm.

3.16.6.2 Bearing on Decision

During the development of the alternatives, a strong emphasis was placed on avoiding 4(f) resources. Level 1 screening focused on carrying forward alternatives that would meet the underlying need. Level 2 screening focused more closely on alternatives that could meet the underlying need and address the purposes to the extent possible. Reasons for not carrying forward some alternatives from Level 2 screening include numerous and severe 4(f) uses. The remaining 21 alternatives, except No Action, would have similar enough uses in quantity and severity that at the level of design detail and the accuracy of the current data, all alternatives would have 4(f) uses. All efforts to avoid 4(f) resources have been made to date with the level of detail currently available. All efforts and opportunities to avoid and further minimize harm to 4(f) resources will be explored in Tier 2 where design options and more detailed designs for the preferred alternative will be further developed.

Table 3.16-1. Tier 1 4(f) Evaluation

						Transit				Highway			Combination			
				No Action	Minimal Action	Rail with IMC	Advanced Guideway System	Dual-Mode Bus in Guideway	Diesel Bus in Guideway	6-Lane Highway 55 mph	6-Lane Highway 65 mph	Reversible/ HOV/HOT Lanes	6-Lane Highway with Rail and IMC	6-Lane Highway with AGS	6-Lane Highway with Dual-Mode Bus in Guideway	6-Lane Highway with Diesel Bus in Guideway
4(f) Properties (includes publicly owned park, recreation area, or wildlife or waterfowl refuge or any publicly or privately owned historic property)	**Historic**	Hot Springs Historic District (5GF.1050)	4(f) Use?	No	**Yes**	**Yes**	**Yes**	**Yes**	**Yes**	**Yes**	**Yes**	**Yes**	**Yes**	**Yes**	**Yes**	**Yes**
			Relative harm to 4(f) property		similar	similar	similar	similar	similar	similar	similar	similar	similar	similar	similar	similar
		Hot Springs Lodge and Pool (5GF.1050.2)	4(f) Use?	No	**Yes**	**Yes**	**Yes**	**Yes**	**Yes**	**Yes**	**Yes**	**Yes**	**Yes**	**Yes**	**Yes**	**Yes**
			Relative harm to 4(f) property		similar	similar	similar	similar	similar	similar	similar	similar	similar	similar	similar	similar
		Glenwood Springs Viaduct F-07-A (5GF.2717)	4(f) Use?	No	**Yes**	**Yes**	**Yes**	**Yes**	**Yes**	**Yes**	**Yes**	**Yes**	**Yes**	**Yes**	**Yes**	**Yes**
			Relative harm to 4(f) property		similar	similar	similar	similar	similar	similar	similar	similar	similar	similar	similar	similar
		Georgetown-Silver Plume NHL District (5CC.3)	4(f) Use??	No	**Yes**	**Yes**	**Yes**	**Yes**	**Yes**	**Yes**	**Yes**	**Yes**	**Yes**	**Yes**	**Yes**	**Yes**
			Relative harm to 4(f) property		similar	similar	similar	similar	similar	similar	similar	similar	similar	similar	similar	similar
		Mendota Mine (5CC.3.107) (mine tailing only)	4(f) Use?	No	**Yes**	**Yes**	**Yes**	**Yes**	**Yes**	**Yes**	**Yes**	**Yes**	**Yes**	**Yes**	**Yes**	**Yes**
			Relative harm to 4(f) property		similar	similar	similar	similar	similar	similar	similar	similar	similar	similar	similar	similar
		Dunderberg Mine (5CC.3.107) (mine tailings only)	4(f) Use?	No	**Yes**	**Yes**	**Yes**	**Yes**	**Yes**	**Yes**	**Yes**	**Yes**	**Yes**	**Yes**	**Yes**	**Yes**
			Relative harm to 4(f) property		similar	similar	similar	similar	similar	similar	similar	similar	similar	similar	similar	similar
		Toll House Property, Mine Manager's House (5CC.13)	4(f) Use?	No	**Yes**	**Yes**	**Yes**	**Yes**	**Yes**	**Yes**	**Yes**	**Yes**	**Yes**	**Yes**	**Yes**	**Yes**
			Relative harm to 4(f) property		similar	Similar	similar	similar	similar	similar	similar	Greatest	Greatest	Greatest	Greatest	Greatest
		Darragh Placer (5CC.985) (mine tailings only)	4(f) Use?	No	**Yes**	**Yes**	**Yes**	**Yes**	**Yes**	**Yes**	**Yes**	**Yes**	**Yes**	**Yes**	**Yes**	**Yes**
			Relative harm to 4(f) property		similar	similar	similar	similar	similar	similar	similar	similar	similar	similar	similar	similar
		Big Five Mines (5CC.328) (mine tailings only)	4(f) Use?	No	**Yes**	**Yes**	**Yes**	**Yes**	**Yes**	**Yes**	**Yes**	**Yes**	**Yes**	**Yes**	**Yes**	**Yes**
			Relative harm to 4(f) property		similar	similar	similar	similar	similar	similar	similar	similar	similar	similar	similar	similar
		Two Barns (no site number)	4(f) Use?	No	No	No	No	No	No	No	No	**Yes**	**Yes**	**Yes**	**Yes**	**Yes**
			Relative harm to 4(f) property									similar	similar	similar	similar	similar
	Historic & Recreation	Loveland Ski Area	4(f) Use?	No	No	**Yes**	**Yes**	**Yes**	**Yes**	**Yes**	**Yes**	**Yes**	**Yes**	**Yes**	**Yes**	**Yes**
			Relative harm to 4(f) property			similar	similar	similar	similar	similar	similar	similar	similar	similar	similar	similar
	Recreation	Prospector Trail and USFS Visitor Center Parking Lot/Trailhead	4(f) Use?	No	No	**Yes**	**Yes**	No	No	No	No	No	No	No	No	No
			Relative harm to 4(f) property			similar	similar									
		Charlie Tayler Water Wheel Park	4(f) Use?	No	**Yes**	**Yes**	**Yes**	**Yes**	**Yes**	**Yes**	**Yes**	**Yes**	**Yes**	**Yes**	**Yes**	**Yes**
			Relative harm to 4(f) property		similar	similar	similar	similar	similar	similar	similar	similar	similar	similar	similar	similar
Number of 4(f) Uses Associated with Project Alternatives				**0**	**10**	**12**	**12**	**11**	**11**	**11**	**11**	**12**	**12**	**12**	**12**	**12**

Figure 3.16-16. Historic Properties In the Vicinity of Georgetown-Silver Plume National Historic Landmark

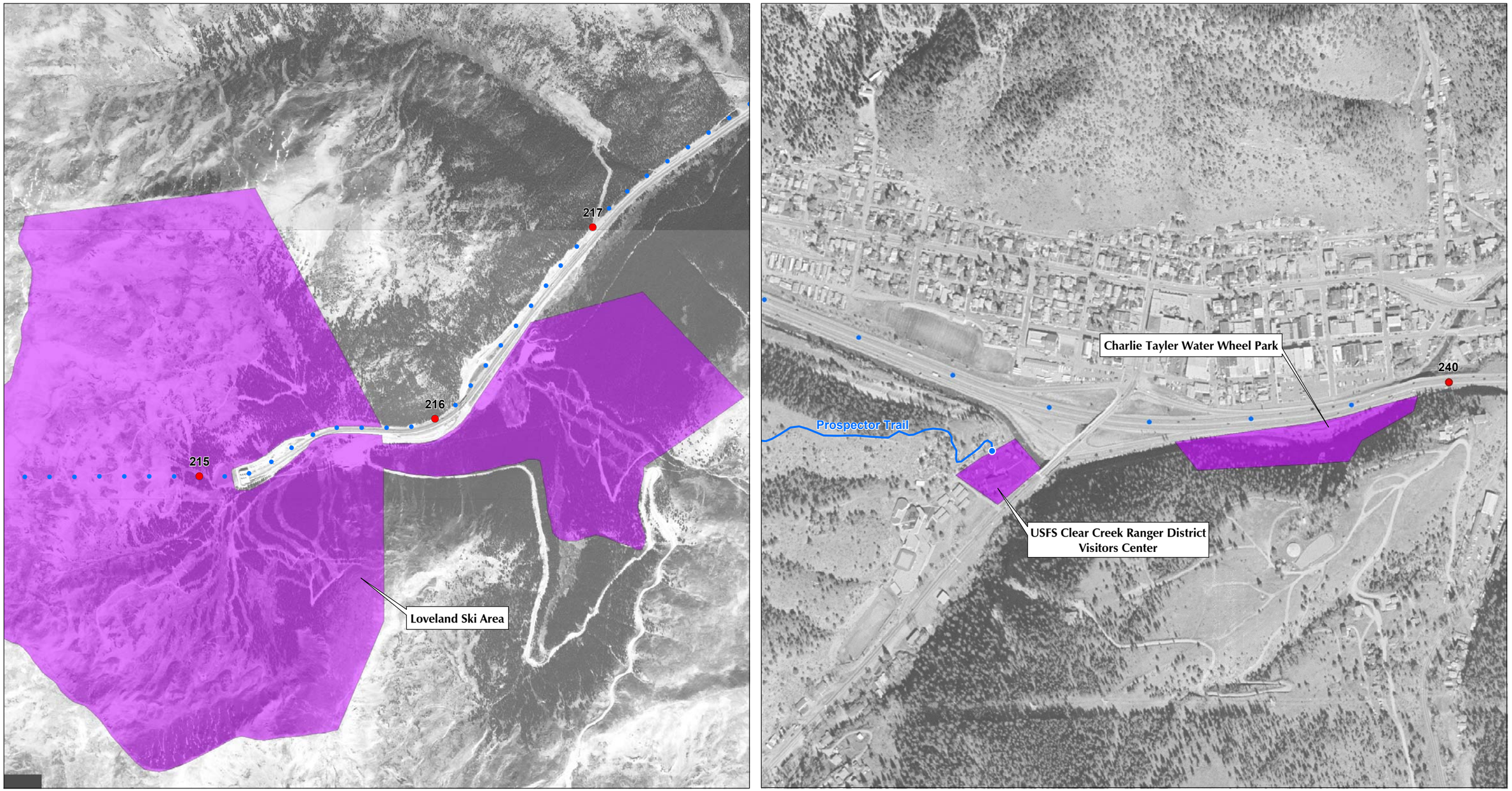


Figure 3.16-17. Recreation Properties: Loveland Ski Area, Charlie Tayler Water Wheel Park, USFS Clear Creek Ranger District Visitors Center, and Prospector Trail

3.16.7 Mitigation Strategies

The purpose of mitigation strategies with respect to the 4(f) resources is to minimize harm caused by construction and/or operation of alternatives. During subsequent Tier 2 NEPA studies, minimization of harm and mitigation measures will continue to be investigated. These measures will be evaluated based on coordination and cooperation with concerned agencies and organizations at the local, state, and federal levels. Mitigation strategies that could be considered at Tier 2 would include context sensitive design, refinement or variance for a narrower footprint or construction disturbance zone, and alignment variations, to the extent that terrain, constructibility, and environmental factors are prudent.

The following general measures could be considered individually or in combination with other strategies, depending on the identified use, which will be analyzed in greater detail at the project-specific design level.

3.16.7.1 Recreation Resources

Typical mitigation strategies to minimize harm for anticipated use of recreational resources would include, but would not be limited to:

- Modifying project design to minimize physical alteration
- Minimizing indirect effects on properties by including vegetation screening at appropriate at-grade and above-grade locations
- Incorporating environmentally sensitive design features into structural components of the project, such as bridges, retaining walls, and sound walls
- Minimizing use of trails by locating trails into alternatives' templates and maintaining existing crossings
- Mitigating park lands and recreation facilities by replacing the affected facilities or by enhancing other nearby facilities

3.16.7.2 Historic Buildings and Structures

Typical mitigation strategies to minimize harm for anticipated use of historic buildings and structures would include, but would not be limited to:

- Modifying project design to minimize physical alteration
- Modifying construction methods to minimize construction-related effects
- Minimizing visual effects on properties by including vegetation screening at appropriate at-grade and above-grade locations
- Incorporating sensitive design of structural components of the project, such as bridges retaining walls, and sound walls
- Minimizing vibration by including shock absorbing materials and employing construction techniques to reduce vibration from construction equipment and vehicles
- Ensuring design compatibility with the historic setting and character of individual resources and historic districts
- Consulting with the SHPO, NPS, applicable Certified Local Governments (CLG), or consulting parties on project design elements that may damage, alter, or obscure the view to or from NRHP listed or eligible resource (the NPS would be involved only when NHLs are affected, and the CLGs or consulting parties should be involved when the properties are within their jurisdiction)

3.16.8 Properties Dismissed from Further 4(f) Evaluation

3.16.8.1 Historic Properties

The file search of the Office of Archaeology and Historic Preservation records found 1,477 previously recorded historic sites within 3 miles on either side of I-70 (October 2003). No local landmarks or traditional cultural properties of concern to Native Americans have been identified to date. The full file search list is provided in Appendix N, Historic Properties and Native American Consultation (see Appendix N, Table N-1). This file search identified 181 NRHP and SRHP listed and eligible properties, of which 57 of these properties have point numbers directly related to their inclusion in the Georgetown-Silver Plume NHL District. Nineteen additional individual properties are also in the Georgetown-Silver Plume NHL District. Historic properties that have been dismissed at this time from further analysis under Section 4(f) are provided in Appendix N.

3.16.8.2 Recreation Resources.

Initial alternatives, described in Chapter 2, included a wide range of alignments beyond the existing I-70 alignment. Due to the variation in alternative alignments, the initial inventory of recreation properties occurred 3 miles to either side of I-70. After alternative screening, all of the remaining alternatives retained for full evaluation in the PEIS would closely follow the existing I-70 alignment, and the 3-mile corridor inventory area was no longer applicable for potential Section 4(f) properties. As alternatives were screened, the list of resources also was pared. Table 3.16-2 lists the recreation properties inventoried and eliminated from further consideration.

Table 3.16-2. Recreation Properties Dismissed from Further Analysis

Jurisdiction	Name	Evaluation Result
BLM	Community Site	No Use
	Eagle River Access	No Use
	Gypsum Recreation Site	No Use
	Hells Pocket Trailhead and Trail	No Use
	Horse Pasture Site	No Use
	Horseshoe Bend Picnic Area	No Use
	Lava Flow Recreation Site	No Use
	Siloam Springs Trailhead and Trail	No Use
	Ute Trailhead and Trail	No Use
	Wolcott Recreation Area	No Use
WRNF	Beaver Creek Resort	No Use
	Berry Creek Four-Wheel Drive Route	No Use
	Bighorn Trailhead and Trail	No Use
	Bike Path Trailhead and Trail	No Use
	Black Lakes Recreation Area	No use
	Booth Trailhead and Trail	No Use
	Buffalo Cabin Trailhead and Trail	No Use
	Buffalo Creek Trail	No Use
	Buffer Creek Trailhead and Trail	No Use
	Corral Creek Trail	Impacts would occur on portions of the trail occupying an easement through the WRNF. Adjustments or changes in the alignment of the trail would not impair the continuity of the trail. Therefore, a "use" of land would not occur.
	Copper Mountain Resort	No Use

Jurisdiction	Name	Evaluation Result
WRNF	Davos Trail	No Use
	Dead Horse Trail	No Use
	West Dillon Overlooks	No Use
	Dillon Visitors Center/Dillon Dam Nature Preserve	No Use
	Down Valley Bike Ranch	No Use
	Eagle River Kayak Launch	No Use
	Frisco Lakefront Trail	No Use
	Game Creek Trailhead and Trail	No Use
	Giberson Bay Picnic Area	No Use
	Glenwood Canyon Bike Trail	No Use
	Gore Creek Campground	No Use
	Gore Range Trail	Impacts would occur on portions of the trail occupying an easement through the WRNF. Adjustments or changes in the alignment of the trail would not impair the continuity of the trail. Therefore, a “use” of land would not occur.
	Grizzly Creek Picnic Area	No Use
	Grizzly Creek Trail	No Use
	Grouse Lake Trailhead and Trail	No Use
	Guller Trail	No Use
	Hanging Lake Trailhead and Trail	No Use
	Heaton Bay Campground	No Use
	Hubbard Cave Trail	No Use
	June Creek Four Wheel Drive Route	No Use
	Lily Pad Trailhead and Trail	No Use
	Meadow Creek Trailhead and Trail	No Use
	Meadow Mountain Complex (Holy Cross Visitor Center)	No Use
	Mesa Cortina Trailhead and Trail	No Use
	No Name Trailhead and Trail	No Use
	North Tenmile Trailhead and Trail	No Use
	North Trailhead and Trail at Trappers Run	No Use
	Officers Gulch Trail	No Use
	Parking and Scenic Pullout near Gore Range Trail	Impacts on site access would occur on portions occupying an easement through the WRNF. The Rail with IMC and AGS alternatives would span over this access, and access to pullout would be maintained. No adjustments or changes in the alignment of the actual trail would occur. Therefore, a “use” of land would not occur.
	Pass Lake Day Use Area	No Use
	Peak One Campground	No Use
	Peaks Trailhead and Trail	No Use
	Pine Cove Campground and Boat Ramp	No Use
	Pitkin Trailhead and Trail	No Use
	Prospector Campground	No Use
	Ptarmigan Pass Trailhead and Trail	No Use
	Red Sandstone Road	No Use
	Roaring Fork River Access	No Use
	Ryan Gulch Trailhead and Trail	No Use
	Sapphire Point Overlook and Picnic Area	No Use
	Shoshone Power Plant Boat Launch	No Use
	Shoshone Reservoir	No Use
	Shrine Ridge Trail	No Use
	Spraddle Creek Trailhead and Trail	No Use
	Stafford Trail	No Use
	Tenderfoot Trailhead	No Use
	Tie Gulch Trail	No Use
	Transfer Trailhead and Trail	No Use
	Vail Pass Winter/Summer Recreation Area	No Use
	Vail Resort	No Use
	Tenmile-Vail Pass National Recreation Trail	Impacts would occur on portions of the trail occupying an easement through the WRNF. Adjustments or changes in the alignment of the trail would not impair the continuity of the trail. Therefore, a “use” of land would not occur.
	Two Elk National Recreation Trail	Impacts would occur on portions of the trail occupying an easement through the WRNF. Adjustments or changes in the alignment of the trail would not impair the continuity of the trail. Therefore, a “use” of land would not occur.
	West Grouse Creek Trail	No Use
	Wheeler Flats Trailhead and Trail	No Use
	Wheeler Lakes Trail	No Use
	Whiskey Stone Creek Trail	No Use
	Wilder Trail	No Use
	Windy Point Campground	No Use
ARNF	Continental Divide National Scenic Trail/ Herman Gulch	The Continental Divide National Scenic Trail was exempted from Section 4(f) by Public Law 95-625.
	Bakerville-Loveland Access Trail	No Use
	Bakerville-Loveland Trail	No Use
	Barbour Fork Trailhead and Trail	No Use
	Bard Creek Trail	No Use
	Gray’s Peak Trailhead and Trail	No Use
	Hell’s Hole Trail	No Use
	Herman Gulch Trailhead and Trail	No Use
	Kearney Gulch Trail	No Use
	Loveland Pass Trailhead and Trail	No Use
	Watrous Gulch Trail	No Use
	West Chicago Creek Campground	No Use
	West Chicago Creek Picnic Area	No Use

Jurisdiction	Name	Evaluation Result
Garfield County	Bear Creek Trail	No Use
	Boy Scout Trail	No Use
	Rock Gardens Campground	No Use
	Transfer Trail	No Use
City of Glenwood Springs	A.E. Axtell Park	No Use
	Centennial Park	No Use
	Glenwood Canyon Trail	No Use
	Two Rivers Park	Improvements to the eastbound off-ramp would occur within CDOT's right-of-way adjacent to Two Rivers Park. At the Tier 1 level of analysis, there is insufficient information to determine if there would be any indirect impacts on the park.
	Veltus Park	No Use
	Vogelaar Park	No Use
Town of Gypsum	Eagle River Estates Park	No Use
	Estes Lane Park	No Use
	Gypsum Meadows Park	No Use
	Gypsum Park	No Use
	Gypsum Platted Open Space	No Use
	Old Town Park	No Use
	Town Hall Park Lower	No Use
	Town Hall Park Upper	No Use
Eagle County	Gypsum Ponds State Wildlife Area Wildlife Refuge	No Use
	Eagle County Fairgrounds and Ball Fields	No Use
	Eagle Open Space	No Use
	Eagle Park	No Use
	Eagle River Park	No Use
	ECO Trails	No Use
	Existing Core Trail	No Use
	Existing Spur Trail	No Use
Town of Eagle	Central Park	No Use
	City Park	No Use
	Town Park	No Use
Town of Avon	Nottingham Park/Avon Open Space	No Use
Eagle-Vail Metro District	9-hole Golf Course	No Use
	Baseball Field	No Use
	Eagle-Vail Golf Course	No Use
	Eagle-Vail Swim Club	No Use
	Eagle-Vail Tennis Courts	No Use
	Hockey Rink	No Use
	Six public parks	No Use
	Soccer Field	No Use
Town of Vail	Bighorn Park	No Use
	Booth Falls/Tot Lot and Tennis Courts	No Use
	Buffehr Creek Park	No Use
	Donovan Park	No Use
Town of Vail	Ford Park	No Use
	Katsos Ranch Open Space	Open space is not eligible for 4(f) protection
	Vail Trail	Impacts would occur on portions of the trail occupying CDOT's right-of-way. Adjustments or changes in the alignment of the trail would not impair the continuity of the trail. Therefore, a "use" of land would not occur.
	Pirate Ship Park	No Use
	Roger Staub Park	No Use
	Sandstone Park/Tot Lot	No Use
	Stephens Park	No Use
	Vail Open Space	Open space is not eligible for 4(f) protection
	Vail Public Outdoor Recreation	No Use
	Willow Park	No Use
Summit County	Frisco to Keystone Bike Path	No Use
	Blue River Park (regional)	No Use
	Rainbow Park (Silverthorne)	No Use
	Silver Mountain Park	No Use
	Summit Recreation Tourism Trails	No Use
Town of Frisco	Dillon Dam Recreation Trail	No Use
	Frisco Historic Park	No Use
	Marina Park	No Use
	Meadow Creek Park	No Use
	Meadow Creek Park/Wetlands, Frisco	No Use
	Memorial Park	No Use
	Pocket Park	No Use
	Triangle Park	No Use
	Walter Byron Memorial Park	No Use
Town of Dillon	Dillon Park	No Use
	Dillon/Frisco Ball Fields	No Use
	Greenbelt Park	No Use
Town of Silverthorne	Arctic Placer Park	No Use
	Blue River Trail	No Use
	Cottonwood Park	No Use
	Rainbow Park	No Use
	Silverthorne Mountain Park	No Use
	Silverthorne Open Space	Open space is not eligible for 4(f) protection
	Trent Park	No Use
Clear Creek County	Carlson Elementary Playground	No Use
	Clear Creek Metropolitan Recreation District Recreational Center	No Use
	Empire Pass Trail	No Use

Jurisdiction	Name	Evaluation Result
Clear Creek County	Georgetown to Silver Plume Bike Trail	Impacts would occur on portions of the trail occupying CDOT's right-of-way. Adjustments or changes in the alignment of the trail would not impair the continuity of the trail. Therefore, a "use" of land would not occur.
	Guanella Pass Scenic Byway	No Use
	Public use area with Wildlife Viewing Station, picnic and fishing facilities	No Use
	Clear Creek Metropolitan District Recreation Center	No Use
	Scott Lancaster Memorial Bike Path/Colorado Bikeway Route	Impacts would occur on portions of the trail occupying CDOT's right-of-way. Adjustments or changes in the alignment of the trail would not impair the continuity of the trail. Therefore, a "use" of land would not occur.
	Silver Plume City Park	No Use
	Stevens Gulch Recreational Area	No Use
	Tennis Court/multipurpose court	No Use
	Tennis Courts at Hyland Hills	No Use
	Division of Wildlife (Bighorn Sheep Habitat) Wildlife Refuge	No Use
Town of Georgetown	Georgetown Ballfields	No Use
	Georgetown Lake Recreation Area	Not considered 4(f) use based on commitment to meet temporary occupancy per 23 cdf 771.135 (p)(7).
	Georgetown Park	No Use
	Georgetown Pocket Park #1	No Use
	Georgetown Pocket Park #2	No Use
	Georgetown Pocket Park #3	No Use
	Georgetown Pocket Park #4	No Use
	Georgetown Pocket Park #5	No Use
	Georgetown Pocket Park #6	No Use
City of Idaho Springs	Citizens Park	No Use
	Cooper Park (Old City Park)	No Use
	Courtney Ryley Cooper Park	No Use
	East End Ballfields	No Use
	Heritage Park	No Use
	Hillside Park	No Use
	Idaho Springs City Park	No Use
	Idaho Springs High School Football Field	No Use
	Montgomery Park	No Use
	Scott Lancaster Memorial Bike Path/Colorado Bikeway Route	Impacts would occur on portions of the trail occupying CDOT's right-of-way. Adjustments or changes in the alignment of the trail would not impair the continuity of the trail. Therefore, a "use" of land would not occur.
	Skateboard Park	No Use
Jefferson County	Apex Park	No Use
	Apex Trail	No Use
	Bergen Park	No Use
	Bonanza Trail	No Use
	C-470 Trail West of Green Mountain	No Use
	Charles Boettcher's Lorraine Lodge	No Use
	Creekside Trail	No Use
	Dakota Ridge Trail	No Use
	Elk Meadow Park	No Use
	Fillius Park, Denver Mountain Parks	No Use
	Green Mountain Park	No Use
	Grubstake Loop	No Use
	Hogback Park (a.k.a. Dinosaur Ridge)	No Use
	Katherine Craig Park	No Use
	Kinney Run	No Use
	Lair O' the Bear Park	No Use
	Little Park, Denver Mountain Parks	No Use
	Lookout Mountain Nature Center	No Use
	Matthews/Winters Park	No Use
	Painter's Pause	No Use
	Pick N Sledge	No Use
	Red Rocks Park	No Use
	Red Rocks Trail	No Use
	Sluicebox	No Use
	Village Walk Trail	No Use
	Windy Saddle Park	No Use
	Beaver Brook Trail	No Use
City and County of Denver	Denver Water Board Lands, Frisco	No Use

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