



**Twin Tunnels Environmental Assessment  
Land Use Technical Memorandum**

April 2012

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## Acronyms and Abbreviations

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BLM	Bureau of Land Management
CDOT	Colorado Department of Transportation
CPW	Colorado Parks and Wildlife
CR	County Road
DRCOG	Denver Regional Council of Governments
EA	environmental assessment
FHWA	Federal Highway Administration
GHG	greenhouse gas
GIS	geographic information system
I-70	Interstate 70
MP	milepost
NEPA	National Environmental Policy Act
PEIS	Programmatic Environmental Impact Statement
ROD	Record of Decision
RV	recreational vehicle
TM	technical memorandum
Uniform Act	Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, as amended
USFS	United States Forest Service

## 1 Section 1. Purpose of the Memorandum

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2 The Federal Highway Administration (FHWA), in cooperation with the Colorado Department of  
3 Transportation (CDOT), is preparing an environmental assessment (EA) for proposed changes to the  
4 eastbound lanes of Interstate 70 (I-70) and the eastbound bore of the Twin Tunnels between milepost  
5 (MP) 241 and MP 244 in Clear Creek County, Colorado. The Twin Tunnels area is one of the most  
6 congested locations along the I-70 Corridor. Improvements are necessary to improve safety, operations,  
7 and travel time reliability in the eastbound direction of I-70 in the study area. The improvements will be  
8 consistent with the *I-70 Mountain Corridor Final Programmatic Environmental Impact Statement (I-70*  
9 *PEIS) Record of Decision (ROD)*, I-70 Mountain Corridor Context Sensitive Solutions process, and other  
10 commitments of the I-70 PEIS.

11 This technical memorandum (TM) discusses the regulatory setting and describes the affected environment  
12 and impacts of the Proposed Action on land use within the identified study area. The TM also documents  
13 mitigation measures, including applicable measures identified in the I-70 PEIS, that would reduce any  
14 impacts during construction and operation. The I-70 PEIS identified comprehensive improvements for the  
15 Corridor. The Proposed Action would immediately address safety, mobility, and operations in the  
16 eastbound direction at the Twin Tunnels, but would not address all of the needs in the Twin Tunnels area.  
17 The Proposed Action would not preclude other improvements needed and approved by the I-70 PEIS  
18 ROD.

## 19 Section 2. How Does the Analysis Relate to the Tier 1 PEIS?

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20 The I-70 PEIS committed to conducting specific additional analysis and coordination regarding land use  
21 impacts during Tier 2 projects. The following commitments from the I-70 PEIS are applicable to this Tier  
22 2 project:

- 23 • CDOT will conduct further analysis of changes that affect the functionality of parcels of land near the  
24 I-70 highway, such as changes in access, visibility, and noise levels.
  - 25 » The analysis will include coordination with individual communities and agencies to determine  
26 functional impacts on businesses, homeowners, and other property owners, and to determine  
27 appropriate mitigation.
- 28 • CDOT will consider approaches to effectively coordinate projects with local communities and their  
29 land use plans, including:
  - 30 » Identifying an I-70 Mountain Corridor Context Sensitive Solutions Manager and agency staff  
31 liaisons who can serve across the entire Corridor to provide process continuity; and
  - 32 » Providing communities with possible alignments as early as possible to allow them to make  
33 timely land use decisions.

34 CDOT has followed the I-70 Mountain Corridor Context Sensitive Solutions process for this project,  
35 establishing a Project Leadership Team and Technical Leadership Team composed of community and  
36 agency stakeholders. Through these forums, CDOT has consulted early and often with community  
37 representatives regarding the proposed improvements, thereby allowing them to make timely land use  
38 decisions. A Context Sensitive Solutions Manager and staff liaisons who can serve across the entire  
39 Corridor are not necessary at this time; however, the CDOT I-70 Mountain Corridor Environmental  
40 Manager provides continuity in both the environmental and Context Sensitive Solutions processes for all  
41 Tier 2 projects that occur within the Corridor.

## Section 3. What Process Was Followed to Analyze Land Use?

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### 3.1 Methodology

CDOT evaluated existing land uses in the study area by reviewing aerial photography, and Google™ Street View images, and by visiting the study area. Additionally, CDOT reviewed adopted land use plans from Idaho Springs and Clear Creek County to evaluate consistency with future proposed land uses and growth management policies. CDOT met with planning staff from Clear Creek County and Idaho Springs to discuss land use planning and growth management policies and to gather information on present and future development projects in the county.

The Twin Tunnels Land Use TM is prepared in accordance with the CDOT *National Environmental Policy Act (NEPA) Manual* guidance and evaluates:

- Consistency with existing and future proposed land uses and zoning;
- Consistency with adopted land use plans;
- Potential for induced development and growth; and
- Land use impacts of temporary construction activities, including detours and maintaining access to businesses, which are of great concern to both Idaho Springs and Clear Creek County.

### 3.2 Study Area

The project is situated within the eastern extreme of the Idaho Springs city limits and within the eastern third of Clear Creek County. The study area used to analyze the direct impacts to land use includes the parcels surrounding the existing I-70 highway and County Road (CR) 314. See Map 1 in Section 9 of the Technical Memorandum for a figure showing the existing and planned land uses surrounding the proposed project limits. The study area used to analyze the indirect impacts of induced growth includes Clear Creek County.

### 3.3 Data Sources

CDOT examined the adopted land use plans from Idaho Springs and Clear Creek County, as discussed below in Section 3.4.3, Local and Regional Regulations. Additionally, CDOT obtained geographic information system (GIS) data from Idaho Springs and Clear Creek County for mapping purposes.

### 3.4 Plans and Regulations

This section identifies the relevant federal, state, regional, and local regulations, guidelines, and/or laws that apply to land use.

#### 3.4.1 Federal

No federal lands exist within the permanent or temporary construction footprint. Therefore, compliance with adopted federal land use plans and regulations was not evaluated.

#### 3.4.2 State

No state lands, outside of CDOT-owned right-of-way, are present within the permanent or temporary construction footprint. Therefore, compliance with adopted state land use plans and regulations was not evaluated.

### 3.4.3 Local and Regional

CDOT considered adopted land use plans from Idaho Springs and Clear Creek County that had relevance to the Twin Tunnels study area. Additionally, the Twin Tunnels study area is within the Denver Regional Council of Governments (DRCOG) boundaries. **Table 1** lists the local and regional plans evaluated in the land use analysis.

TABLE 1  
Land Use Plans and Policies Evaluated

Municipality/Agency	Adopted Plans and Policies
City of Idaho Springs	<ul style="list-style-type: none"> <li>• <i>Comprehensive Plan</i> (2008)</li> <li>• <i>3 Mile Area Plan</i> (2008)</li> <li>• Article 21 (Zoning) of the City Municipal Code</li> </ul>
Clear Creek County	<ul style="list-style-type: none"> <li>• <i>Master Plan 2030</i> (2004)</li> <li>• <i>Open Space Plan</i> (2005)</li> <li>• <i>Greenway Plan</i> (2005)</li> <li>• <i>Floyd Hill Gateway Development Master Plan</i> (2009)</li> <li>• <i>Non-Motorized Routes Master Plan</i> (1990)</li> <li>• Zoning Code</li> </ul>
Denver Regional Council of Governments	<ul style="list-style-type: none"> <li>• <i>2035 Metro Vision Regional Transportation Plan</i></li> <li>• 2012-2017 Transportation Improvement Program</li> </ul>

## Section 4. Description of the Proposed Action

The Proposed Action would add a third eastbound travel lane and consistent 10-foot outside shoulder to the I-70 highway between the East Idaho Springs interchange and the base of Floyd Hill. The eastbound bore of the Twin Tunnels would be expanded to accommodate the wider roadway section, and the existing tunnel portal face would be removed and replaced. Additionally, the Proposed Action would straighten the curve west of the Hidden Valley interchange where the highest number and most serious crashes occur. This curve reconstruction also involves replacing a bridge on I-70 over Clear Creek.

Other proposed improvements include reconstructing the chain station west of the Twin Tunnels, constructing and operating new sediment basins throughout the study area to treat stormwater runoff, installing wildlife fencing, and constructing retaining walls. **Figure 1** illustrates the project limits and the Proposed Action.

CDOT is considering a range of widths between 4 and 10 feet for the inside shoulder between the west project limits and the Hidden Valley interchange. A 10-foot inside shoulder would match the existing 10-foot inside shoulder width through the Hidden Valley interchange. A 4-foot inside shoulder would be provided east of Hidden Valley, which would match the existing shoulder in that location. A range of tunnel widths, corresponding to the variations in the inside median, is being evaluated.

CDOT is also considering whether the additional capacity will operate exclusively as a general purpose lane or as a tolled lane during peak periods (also called a managed lane).

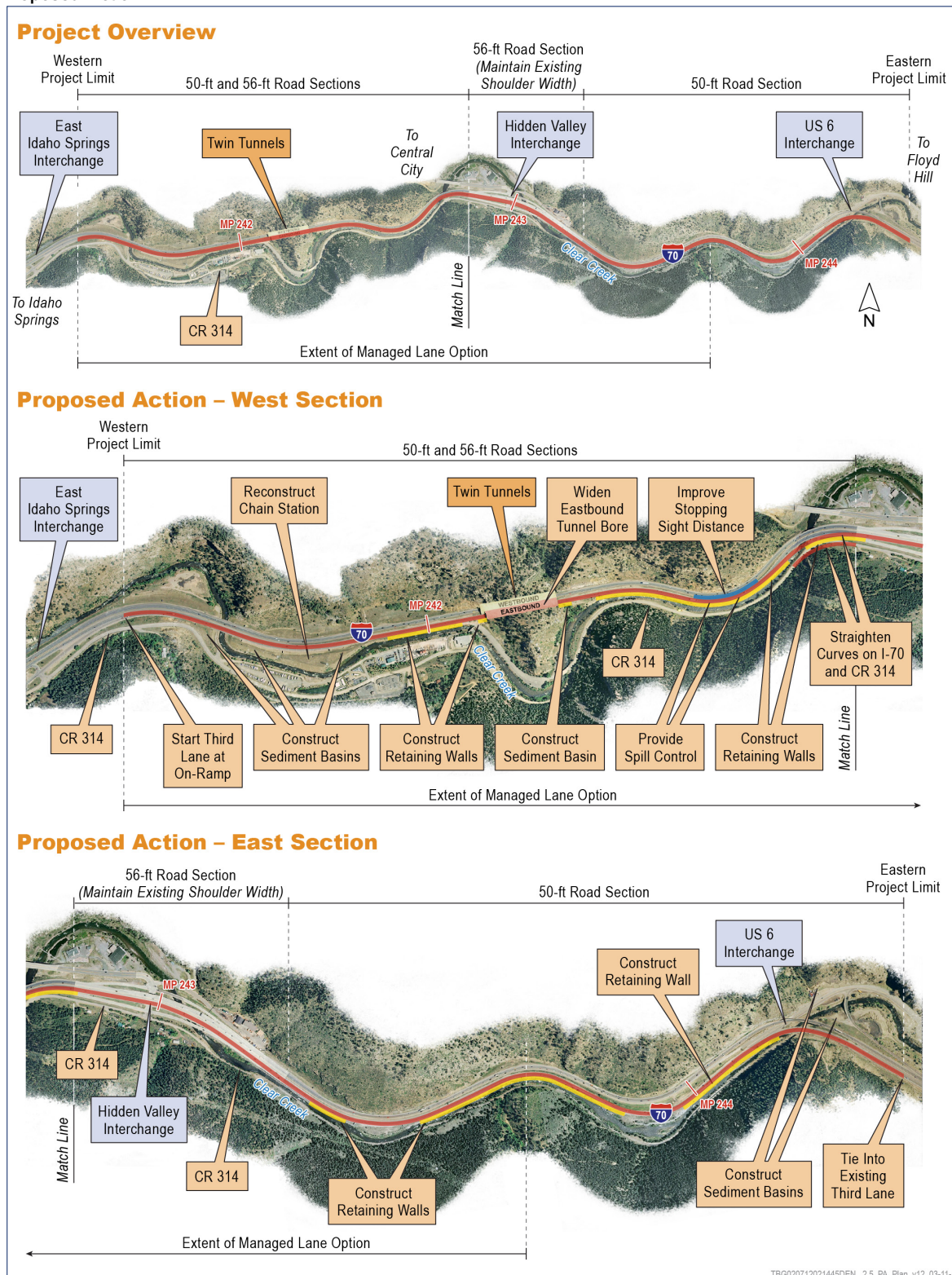
## Section 5. What Are the Land Uses in the Study Area?

### 5.1 What are the current land uses and zoning in the study area?

Current land uses at the west end of the study area, near the Twin Tunnels, include public undeveloped lands and rural residential, commercial, light industrial, and recreational uses. Land parcels in this area are occupied by rural residences, an aggregate plant (light industrial), electric substation (light industrial), wastewater treatment plant (light industrial), rafting company (commercial), recreational vehicle (RV)

1 storage (light industrial), a Ferrellgas natural gas supplier (light industrial), and Scott Lancaster Memorial  
 2 Trail (recreation).

3 **FIGURE 1**  
 4 **Proposed Action**



5



1 The Hidden Valley and Twin Tunnels neighborhoods of Idaho Springs were annexed into the city in  
 2 2004. This annexation also incorporated a portion of the Central City Parkway and County Road (CR)  
 3 314 into the Idaho Springs city limits. Today, the land uses surrounding the Hidden Valley interchange, in  
 4 the central part of the study area, remain largely undeveloped, with three parcels developed as light  
 5 industrial uses (a distribution plant, wastewater treatment, and CDOT maintenance yard) as well as a few  
 6 rural residences south of the interchange.

7 The study area between the Hidden Valley interchange and the eastern project limit is currently  
 8 undeveloped land with the exception of a restaurant located at the US 6/I-70 interchange in the extreme  
 9 eastern portion of the study area. Please refer to **Section 9** of this TM for a map showing existing land  
 10 uses in the study area.

11 Zoning in the study area includes light industrial and heavy industrial, west of the Twin Tunnels. Rural  
 12 multifamily occurs between the Twin Tunnels and the Hidden Valley interchange, with one parcel zoned  
 13 for commercial interchange development. The land surrounding the Hidden Valley interchange is zoned  
 14 as a Commercial Interchange Development District. This zoning indicates the city’s preference for the  
 15 land to be developed as highway-supported uses, including, but not limited to, overnight RV parks,  
 16 restaurants or bars, lodging, and/or gas stations. Zoning from the Hidden Valley interchange to the US  
 17 6/I-70 interchange comprises rural residential, conservation, and planned unit development.

18 **5.2 What are the anticipated future land uses in the study area?**

19 **5.2.1 Future Land Use**

20 The Idaho Springs *Comprehensive Plan* identifies land surrounding the Twin Tunnels area to remain light  
 21 industrial where light industrial uses currently operate, with residential uses continuing to expand north,  
 22 south, and east of the Twin Tunnels. The city foresees the land immediately north of the Hidden Valley  
 23 interchange to redevelop from light industrial to regional commercial. Land surrounding this interchange  
 24 and the Central City Parkway is planned to be developed into a mixed-use transition node. Planned land  
 25 uses east of the Hidden Valley interchange, within Clear Creek County, include large-lot residential south  
 26 of I-70 and open space north of I-70. Please refer to **Section 9** of this TM for a map showing future  
 27 planned land uses in the study area.

28 According to the Idaho Springs *Comprehensive Plan*, the city maintains sufficient water rights for any  
 29 reasonable growth forecasts. Any new development in the western portion of the study area near the Twin  
 30 Tunnels requires the design and expansion of distribution lines, and the construction of pump stations and  
 31 water storage facilities. However, water supply and treatment presently are not a constraint to  
 32 development.

33 **5.2.2 Adopted Land Use Plans**

34 The Clear Creek County *Master Plan 2030* establishes goals relevant to the Twin Tunnels EA. The goals  
 35 include providing regional and connected parks and  
 36 trails; developing a multimodal transportation system  
 37 that addresses safety and operations; and preserving the  
 38 county’s natural resources. The objectives of these goals  
 39 are to develop the Clear Creek Greenway (a countywide  
 40 trails and recreation system following Clear Creek);  
 41 improve alternative roadway networks, including the  
 42 frontage road between Georgetown and Hidden Valley;  
 43 and preserve wildlife habitat, watersheds, scenic quality,  
 44 and air quality.

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**Land Use Planning**

Cities and counties adopt *land use plans* to establish a vision for future growth and to create a general framework for future land use decisions.

*Zoning codes* are one mechanism used to realize the vision established by a land use plan in a real-time setting. Density limits and lot sizes are examples of issues often regulated in zoning codes.

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1 The plan recommends improvements to CR 314 at the Twin Tunnels to improve local, public, and  
2 emergency access, and envisions CR 314 as an opportunity to separate local trips from regional travelers  
3 on I-70. The county identifies the extension of the frontage road east of the Twin Tunnels to Floyd Hill as  
4 a strategy for accomplishing a local roadway network in the Clear Creek Valley planning area. Another  
5 objective of the plan is the construction of the Clear Creek Greenway to provide a countywide trail  
6 amenity and multimodal option.

7 The plan identifies a hierarchy of interchange types along I-70 that supports different functions and land  
8 uses: gateway, regional access, community access, and local access. The plan envisions transit village  
9 nodal development at gateway interchanges, including the East Idaho Springs interchange, immediately  
10 west of the project limits. Regional access interchanges, including the Hidden Valley interchange, will  
11 support highway-related services. The county encourages CDOT to incorporate the plan's interchange  
12 types and uses into design criteria for future improvements to I-70.

13 The *Master Plan 2030* cites the *Gaming Area Master Plan* as a significant planning focus for Clear Creek  
14 County. The Central City Parkway created access to thousands of acres of land not previously accessible.  
15 While the majority of the parkway is located in Gilpin County, a portion of it is adjacent to the Hidden  
16 Valley interchange. The plan concludes that additional access to Central City could likely result in  
17 additional traffic on I-70.

18 The Clear Creek County *Greenway Plan* and *Open Space Master Plan* call for the construction of a  
19 continuous east-west countywide trail system. Similarly, the Clear Creek County *Non-Motorized Routes*  
20 *Master Plan* calls for developing non-motorized facilities with alignments separate from motorized uses,  
21 wherever possible.

22 The *Greenway Plan* proposes a trailhead and park at the Twin Tunnels, a trail connection under I-70 to  
23 the Central City Parkway at the Hidden Valley interchange, and a trailhead at the US 6/I-70 interchange.  
24 Two planned recreation trails are adjacent to the Twin Tunnels on the south side of Clear Creek. One  
25 proposed trail would tie into the existing, non-motorized trail located west of the Twin Tunnels and  
26 continue east along Clear Creek; the other proposed trail is shown extending south to National Forest  
27 System lands managed by the United States Forest Service (USFS). A trail already exists between the  
28 Hidden Valley interchange and the US 6/I-70 interchange. Section 3.17, Recreation Resources, of the  
29 Twin Tunnels EA provides further discussion of these trails. Future park opportunities are identified at the  
30 Twin Tunnels and at the Colorado Parks and Wildlife (CPW) former game check station site and the site  
31 of Idaho Springs' old sewage treatment plant.

32 The *Open Space Plan* identifies activity nodes along the greenway where multiple recreation  
33 opportunities could exist in one location. One such activity node is identified at the western limits of the  
34 Twin Tunnels study area. Additionally, the county intends to develop open space southeast of the Twin  
35 Tunnels on former Bureau of Land Management (BLM) lands.

36 The Idaho Springs *Comprehensive Plan* advocates developing long-term transportation solutions for I-70  
37 and CR 314; creating a system of trails; and supporting the environmental quality in Idaho Springs. The  
38 plan calls for the use of CR 314 as a bypass route during any construction for I-70, envisions the  
39 conversion of CR 314 to a two-lane collector with unlimited access to adjacent land parcels, and  
40 encourages working with CDOT in developing gateway plans at all I-70 interchanges in the city. The city  
41 also requires the protection of air quality and the abatement of noise, visual, and dust impacts associated  
42 with I-70 and CR 314 construction. The city seeks to maintain a diverse and affordable housing stock,  
43 develop and implement the Clear Creek Greenway, including trails and trailheads, and improve the water  
44 quality of Clear Creek.

1 The Idaho Springs *3 Mile Plan* provides direction for future annexation of land into the City of Idaho  
2 Springs. The Twin Tunnels study area and adjacent land to the southeast are included in “Area 3” in the  
3 plan as land that may be considered desirable for future expansion of Idaho Springs.

4 The town of Idaho Springs worked collaboratively with CDOT to create a shared vision for transportation  
5 infrastructure through Idaho Springs. The visioning workshop, held in October 2009, captured the  
6 community’s values and vision to guide future transportation decisions in Idaho Springs and developed  
7 and documented strategies, approaches, and concepts that can be advanced so that local planning studies  
8 are completed in advance of any corridor wide changes. The concepts identified by Idaho Springs were  
9 advanced through the I-70 PEIS and continue to be incorporated in all Tier 2 processes.

10 The DRCOG *Metro Vision 2035 Plan* provides a platform for how to best plan for regional growth and to  
11 protect quality of life within the Denver metropolitan area, including Clear Creek County. Several goals  
12 of the plan are relevant to the Twin Tunnels EA, including reduced fossil fuel consumption, reduced  
13 greenhouse gas (GHG) emissions, increased rate of construction of alternative transportation facilities,  
14 reduced numbers of single-occupancy vehicles, and reduced vehicle miles traveled per capita. The plan  
15 calls for the protection of water quality, air quality, water resources, and parks and open space, and  
16 envisions a balanced and sustainable multimodal transportation system. *Metro Vision* encourages self-  
17 sufficient rural town centers that balance employment and population needs. The plan identifies I-70 as  
18 part of the regional transportation network that provides reliable mobility. The Twin Tunnels project is  
19 regionally significant due to the additional capacity proposed, and CDOT is submitting a request to  
20 DRCOG to include the project in the *Metro Vision 2035 Plan* through a plan amendment.

### 21 5.3 Is the future of planned land uses considered to be at risk?

22 Historical growth trends in Clear Creek County show lower growth than surrounding counties, with little  
23 population growth pressure or unmet land demand. Neither Idaho Springs nor Clear Creek County  
24 identifies growth pressure as an issue of concern in the study area.

25 Local land planning tools have been established in the Idaho Springs *Comprehensive Plan* to ensure  
26 responsible planning practices are followed and open space is preserved. These tools include performance  
27 zoning and cluster subdivisions. Performance zoning regulates development by minimizing or avoiding  
28 impacts, such as traffic generation, pollution, or stormwater runoff, rather than regulating densities or  
29 uses. A clustered subdivision allows houses to be permitted on smaller-than-normal lots that are grouped  
30 closer together. These mechanisms, along with other land use planning practices, help to reduce the  
31 conversion of undeveloped lands into developed land uses.

### 32 5.4 What agencies were involved in this analysis and what are their 33 issues?

34 CDOT hosted a public scoping meeting for the Twin Tunnels EA to gather input from interested parties,  
35 including the general public, local governments, and state and federal agencies. CDOT also meets  
36 regularly with the Twin Tunnels EA Project Leadership Team and Technical Team composed of city,  
37 county, and agency stakeholders. Representatives from Idaho Springs requested that the project remain  
38 consistent with the goals and objectives set forth in the Idaho Springs *Comprehensive Plan* and the Clear  
39 Creek County *Greenway Plan*.

40 According to the Idaho Springs *Comprehensive Plan*, the original construction of I-70 appropriated about  
41 one third of developable land in the city and converted it into transportation uses, resulting in displaced  
42 homes, businesses, and historic structures. The city is sensitive to this issue, and expects the Twin  
43 Tunnels project to minimize acquisitions.

## Section 6. What Are the Environmental Consequences?

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### 6.1 How does the No Action Alternative affect land use?

Under the No Action Alternative, no property would be acquired for transportation purposes. Growth projections would likely follow historical trends for Idaho Springs and Clear Creek County, which are lower than surrounding cities and counties in the Corridor. As cited in the I-70 PEIS, the population of Clear Creek County grew by 31 percent between 1980 and 2002, from 7,308 to 9,553, compared to an average increase in population of 70 percent between 1985 and 2000 for the other Corridor communities.<sup>1</sup> Between 2000 and 2010, both Idaho Springs and Clear Creek County experienced a 2.5 percent decrease in total population (Census 2010). Growth pressure, in the form of either land development or population growth, has not been identified as an issue of concern in the study area. The No Action Alternative likely would not induce any change in land use patterns.

The No Action Alternative does not address transportation needs in the Corridor and would not address the purpose and need for the Twin Tunnels project. It would not be consistent with the Preferred Alternative of the I-70 PEIS, which includes improvements to safety and mobility, and provides multimodal options. The No Action Alternative would not contribute to long-term transportation solutions for I-70, as recommended by the Idaho Springs *Comprehensive Plan*. The No Action Alternative would not preclude the planned growth at the East Idaho Springs “gateway” interchange and the Hidden Valley “regional access” interchange, as identified in the Idaho Springs *Comprehensive Plan* and the Clear Creek County *Master Plan 2030*.

Under No Action conditions, CDOT would improve CR 314 between the East Idaho Springs interchange and Floyd Hill. These improvements would enhance local, public, and emergency access, and would provide the opportunity to separate local trips from regional users on I-70, as called for in the Clear Creek *Master Plan 2030*.

In regards to consistency with adopted land use plans, the No Action Alternative would implement a multiuse trail between the existing Scott Lancaster Memorial Bridge and Hidden Valley interchange in support of the Clear Creek County *Greenway Plan and Open Space Plan*. The trail would be physically separated from motorized uses through this area. Scenic conditions in this area would continue to change as a result of the CR 314 project and future planned land development. Noise abatement would not be implemented where noise criteria thresholds are exceeded. Air quality could degrade during peak hours as the period of congestion on I-70 lengthens. The No Action would be consistent with the zoning of parcels located in the study area. For more information, please refer to Appendix A, which considers in detail the consistency of the No Action Alternative with the individual goals and objectives of the adopted land use plans.

### 6.2 How does the Proposed Action affect land use?

#### 6.2.1 What are the direct effects of the Proposed Action with a managed lane?

The Proposed Action would alter existing land uses in the study area, primarily by converting private property to transportation facilities. This project would require partial acquisition of one vacant property zoned for commercial use to accommodate the reconstruction of the truck chain station west of the Twin Tunnels (see **Figure 2**). The portion of the property that would be acquired is not developable because it lies between the I-70 highway and Clear Creek with no means of accessing the property by vehicle.

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<sup>1</sup> The Corridor communities, as defined for socioeconomic analysis in the *I-70 Mountain Corridor Final PEIS*, include Clear Creek, Garfield, Gilpin, Grand, Eagle, Lake, Park, Pitkin, and Summit counties.

1 Straightening the eastbound I-70 curve west of the Hidden Valley interchange would require adjacent  
 2 curve straightening on CR 314 to provide adequate separation of CR 314 from I-70. The alignment shift  
 3 would occur within existing CDOT right-of-way and would not require any additional right-of-way  
 4 acquisition in this location. Structures on the adjacent Bell property sit very close to the property line, and  
 5 personal property is located within CDOT right-of-way in this location, due to historical use of the  
 6 property. None of these structures or personal property would be affected by the alignment shift of  
 7 CR 314.

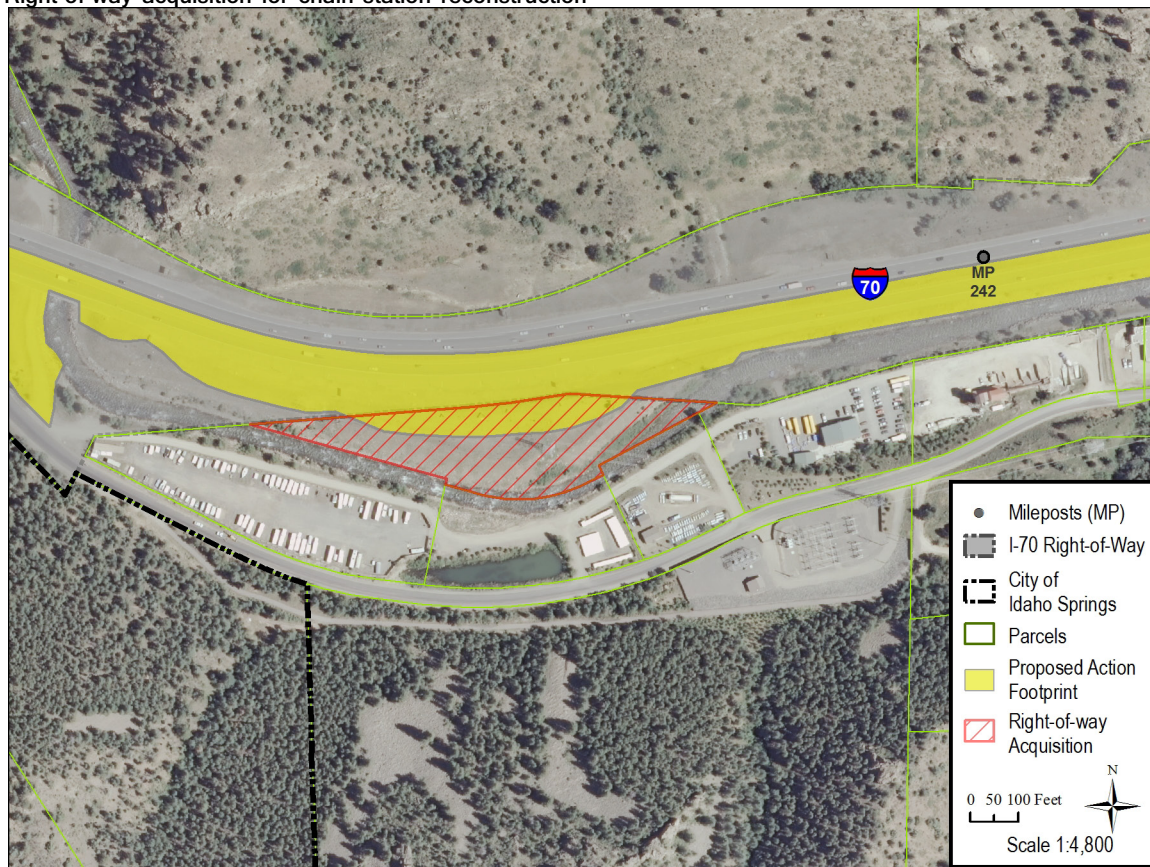
8 No full acquisitions would be required under the Proposed Action. **Table 2** provides a summary of right-  
 9 of-way needs for this project.

10 TABLE 2  
 11 Right-of-Way Acquisitions

	Number of Fully Acquired Parcels	Acres of Fully Acquired Parcels	Number of Partially Acquired Parcels	Acres of Partially Acquired Parcels	Number of Ownerships of Full Acquisitions	Number of Ownerships of Partial Acquisitions
Residential	0	0	0	0	0	0
Commercial	0	0	1	0.87	0	1
Public	0	0	0	0	0	0
Vacant	0	0	0	0	0	0
Totals	0	0	0	0.87	0	1

12

13 FIGURE 2  
 14 Right-of-way acquisition for chain station reconstruction



15

16

1 Under the Proposed Action, Idaho Springs and Clear Creek County would likely experience growth  
2 similar to the No Action Alternative and would likely follow historical growth trends. Growth pressure, in  
3 the form of either land development or population growth, has not been identified as an issue of concern  
4 in the study area. The Proposed Action likely would not serve as an impetus for change in overall land use  
5 patterns but would accommodate the future planned land uses in the study area. The Proposed Action  
6 would not preclude the planned growth at the East Idaho Springs “gateway” interchange and the Hidden  
7 Valley “regional access” interchange, as identified in the Idaho Springs *Comprehensive Plan* and the  
8 Clear Creek County *Master Plan 2030*. The Proposed Action would also accommodate the growth of the  
9 East Idaho Springs interchange into a transit node, supporting mixed-use development.

10 The Proposed Action would address the purpose and need of the Twin Tunnels project and would be  
11 consistent with the I-70 PEIS Preferred Alternative. It would decrease congestion for eastbound travelers  
12 and would improve safety by modifying the alignment of horizontal curves on this stretch of I-70. This  
13 project would be the first step in implementing a long-term transportation solution on I-70, as called for  
14 by the Idaho Springs *Comprehensive Plan*.

15 The Proposed Action would generally be consistent with the DRCOG *Metro Vision 2035 Plan*, which  
16 encourages self-sufficient rural town centers that balance employment and population needs. The  
17 Proposed Action would also improve I-70 as a reliable facility. Improvements would support the  
18 protection of water quality, air quality, and parks and open space. Improvements would not necessarily  
19 reduce fossil fuel consumption, GHG emissions, or vehicle miles traveled per capita. The Proposed  
20 Action would not provide multimodal improvements, but would not preclude future multimodal  
21 improvements in the study area.

22 Compatibility of the Proposed Alternative with the proposed park or trail improvements identified in the  
23 Clear Creek County *Open Space Plan*, *Non-Motorized Routes Master Plan*, and *Greenway Plan*, as well  
24 as the Idaho Springs *Comprehensive Plan* is addressed in Section 3.17, Recreation Resources, of the EA.

25 Both Idaho Springs and Clear Creek County encourage noise mitigation and the preservation of visual  
26 resources, air quality, and water quality associated with I-70 construction in their adopted land use plans.  
27 The Proposed Action would alter scenic resources in the study area due to new cut and fill slopes,  
28 structures, and a wider highway footprint, but changes to scenic resources would be minimized through  
29 design considerations. For more information on anticipated impacts to visual resources and the proposed  
30 mitigation, please see Section 3.16, Visual Resources, of the Twin Tunnels EA. The Proposed Action  
31 would reduce sedimentation in Clear Creek and would treat all runoff captured within the study area  
32 before releasing stormwater into Clear Creek. Localized air quality would improve as a result of  
33 advancements in motor vehicle fuels and technology as well as reduced congestion and vehicular idling  
34 under the Proposed Action. Noise abatement was found not to be feasible and reasonable because  
35 impacted residences sit higher than the I-70 highway, and noise abatement measures are not effective at  
36 reducing noise levels under those topographic conditions.

37 The Proposed Action would be consistent with the zoning of parcels located in the study area. The  
38 Proposed Action would not generate impacts upon parcels such that it would create non-conforming  
39 parcels. The Proposed Action is not likely to serve as the impetus for zoning changes in the study area.

## 40 6.2.2 How does the Proposed Action change without tolling?

41 The Proposed Action without the tolling component would generate the same land use impacts as the  
42 Proposed Action with a managed lane.

### 6.3 What indirect effects are anticipated?

I-70, including traffic conditions, has not been a constraint to historical population growth in Clear Creek County. Therefore, changes in travel conditions on I-70 are not expected to affect growth in the county. The I-70 PEIS indicates that a large portion of the population living in Clear Creek County commutes east to the Denver metropolitan area and north to Gilpin County for employment. I-70 congestion is limited to weekend travel, and eastbound commuter traffic does not currently experience weekday congestion at the Twin Tunnels. The Clear Creek County *Master Plan 2030* notes that new population growth occurred between 1990 and 2000 in the Floyd Hill and Upper Bear Creek areas, which are east of the Twin Tunnels. This is likely due to their proximity to the Denver metropolitan area and Gilpin County. The Proposed Action would not improve future weekday commuting times over existing commuting times, and it is unlikely to induce population shifts into Clear Creek west of the Twin Tunnels. Growth in Clear Creek County is likely to continue east of the Twin Tunnels, as has been the case historically.

It is possible that this project, in conjunction with additional growth from the Gaming Area in Gilpin County, could spur redevelopment of the light industrial uses along the Central City Parkway and at the Hidden Valley interchange, as anticipated in the Clear Creek County *Master Plan*.

### 6.4 What effects would occur during construction?

Land use plans adopted by both Idaho Springs and Clear Creek County identify the desire to develop CR 314 as an alternative route for local users separate from I-70. During the construction phase, eastbound interstate traffic would use CR 314 as a detour route. Traffic would be routed off I-70 onto CR 314 just west of the Twin Tunnels and would transition back to I-70 just west of the Hidden Valley interchange. During the time that the detour is used, CR 314 would be an access-controlled facility open only to interstate traffic. No ingress or egress points to adjacent properties exist along this section of roadway, and the detour would therefore not affect any existing accesses. CR 314 would be restored as a separate facility for local trips after its use as a detour facility for interstate traffic.

For all other residences and businesses located on CR 314 west of the Twin Tunnels, restricted access would require temporary out-of-direction travel for travelers who typically access these properties on CR 314 from the east. Most businesses located along CR 314 west of the Twin Tunnels are accessed from the East Idaho Springs interchange and are not likely to be affected by the detour.

It is unlikely use of the detour route would affect the viability of any of the businesses or result in any land use changes. If a business in the vicinity of Twin Tunnels vacates a property, the parcel would redevelop in a manner that is likely consistent with the current zoning and the future land use plan.

For a discussion on impacts to Scott Lancaster Memorial Trail users during construction, please refer to the *Twin Tunnels EA Recreational and Section 6(f) Resources Technical Memorandum* (CDOT 2012).

## Section 7. What Mitigation Is Needed?

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### 7.1 What Tier 2 mitigation approaches are relevant?

The phased approach of the I-70 PEIS Preferred Alternative provides ongoing opportunities to avoid and minimize impacts to adjacent land use, establish effective mitigation, employ the I-70 Mountain Corridor Context Sensitive Solutions process, and implement future phases of the I-70 PEIS Preferred Alternative as Corridor communities are ready and able to accommodate those changes. Primary mitigation strategies to avoid or reduce direct effects to adjacent properties include design refinements, particularly at interchanges, and physical measures such as the use of retaining walls or elevated structures.

1 To mitigate impacts that cannot be avoided, the lead agencies will conform to the requirements set forth  
2 in the Uniform Relocation Assistance and Real Property Acquisition Policies Act (1970, as amended in  
3 1987), referred to as the “Uniform Act,” to provide a consistent policy for fair and equitable treatment of  
4 displaced persons. The lead agencies will provide affected individuals with compensation and assistance  
5 in finding suitable sites for relocation.

6 CDOT committed to assisting communities in the adoption of more comprehensive, regional growth  
7 management plans that can be applied to Tier 2 processes. Idaho Springs and Clear Creek County already  
8 adopted several land use plans that provide a framework for future land use decisions. As recommended  
9 in the I-70 PEIS, both communities already advanced the idea of open space as community separators and  
10 protecting viewsheds that distinguish their communities. Efforts to control growth are greatly dependent  
11 on local planning and community political direction.

## 12 7.2 What mitigation is needed for this project?

### 13 7.2.1 Operations Mitigation

14 In certain situations, it may be necessary to acquire improvements that are located within a proposed  
15 acquisition parcel. In those instances where the improvements are occupied, it becomes necessary to  
16 “relocate” those individuals from the subject property (residential or business) to a replacement site. The  
17 Uniform Act provides for numerous benefits to these individuals to assist them both financially and with  
18 advisory services related to relocating their residence or business operation. Although the benefits  
19 available under the Uniform Act are far too numerous and complex to discuss in detail in this document,  
20 they are available to both owner occupants and tenants of either residential or business properties. In  
21 some situations, only personal property must be moved from the real property, and this is also covered  
22 under the relocation program. As soon as feasible, any person scheduled to be displaced shall be furnished  
23 with a general written description of the displacing agency’s relocation program that provides, at a  
24 minimum, detailed information related to eligibility requirements, advisory services and assistance,  
25 payments, and the appeal process. It shall also provide notification that the displaced person(s) will not be  
26 required to move without at least 90 days advance written notice. For residential relocatees, this notice  
27 cannot be provided until a written offer to acquire the subject property has been presented, and at least  
28 one comparable replacement dwelling has been made available. Relocation benefits will be provided to  
29 all eligible persons regardless of race, color, religion, sex, or national origin. Benefits under the Uniform  
30 Act to which each eligible owner or tenant may be entitled will be determined on an individual basis and  
31 explained to them in detail by an assigned Right-of-Way Specialist.

32 For any person(s) whose real property interests may be impacted by this project, the acquisition of those  
33 property interests will comply fully with the Uniform Act. The Uniform Act is a federally mandated  
34 program that applies to all acquisitions of real property or displacements of persons resulting from federal  
35 or federally assisted programs or projects. It was created to provide for and ensure the fair and equitable  
36 treatment of all such persons. To further ensure that the provisions contained within this Act are applied  
37 “uniformly,” CDOT requires Uniform Act compliance on any project for which it has oversight  
38 responsibility regardless of the funding source (see **Table 3**). Additionally, the Fifth Amendment of the  
39 U.S. Constitution provides that private property may not be taken for a public use without payment of  
40 “just compensation.” All impacted owners will be provided notification of the acquiring agency’s intent  
41 to acquire an interest in their property, including a written offer letter of just compensation specifically  
42 describing those property interests. A Right-of-Way Specialist will be assigned to each property owner to  
43 assist with this process.



1 TABLE 3  
2 Operations Mitigation Commitments

Activity	Location	Impact	Mitigation <sup>1</sup>
Property acquisition	Chain station reconstruction west of Twin Tunnels.	Acquisition of undevelopable property.	CDOT will comply with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, as amended.

<sup>1</sup> Mitigation is not necessary if impact can be avoided through changes in the design or construction of the Proposed Action (i.e., the activity is avoided).

3 **7.2.2 Construction Mitigation**

4 CDOT will provide a detailed construction and detour plan to residents and business owners in the  
5 surrounding area as far in advance as possible (see **Table 4**). CDOT will provide safe and effective  
6 directional signage for access to properties along CR 314 during its use as a detour. For a discussion on  
7 mitigation for construction impacts to trail users, please refer to the *Twin Tunnels EA Recreational and*  
8 *Section 6(f) Resources Technical Memorandum* (CDOT 2012).

9 TABLE 4  
10 Construction Mitigation Commitments

Activity	Location	Impact	Mitigation <sup>1</sup>
Operation of detour on CR 314.	CR 314 between Doghouse Rail Bridge and Hidden Valley interchange.	Loss of local access for local travelers on CR 314.	CDOT will provide detailed construction and detour plan to residents and business owners in the surrounding area as far in advance as possible.  CDOT will provide safe and effective directional signage for access to properties along CR 314 during the detour.

<sup>1</sup> Mitigation is not necessary if impact can be avoided through changes in the design or construction of the Proposed Action (i.e., the activity is avoided).

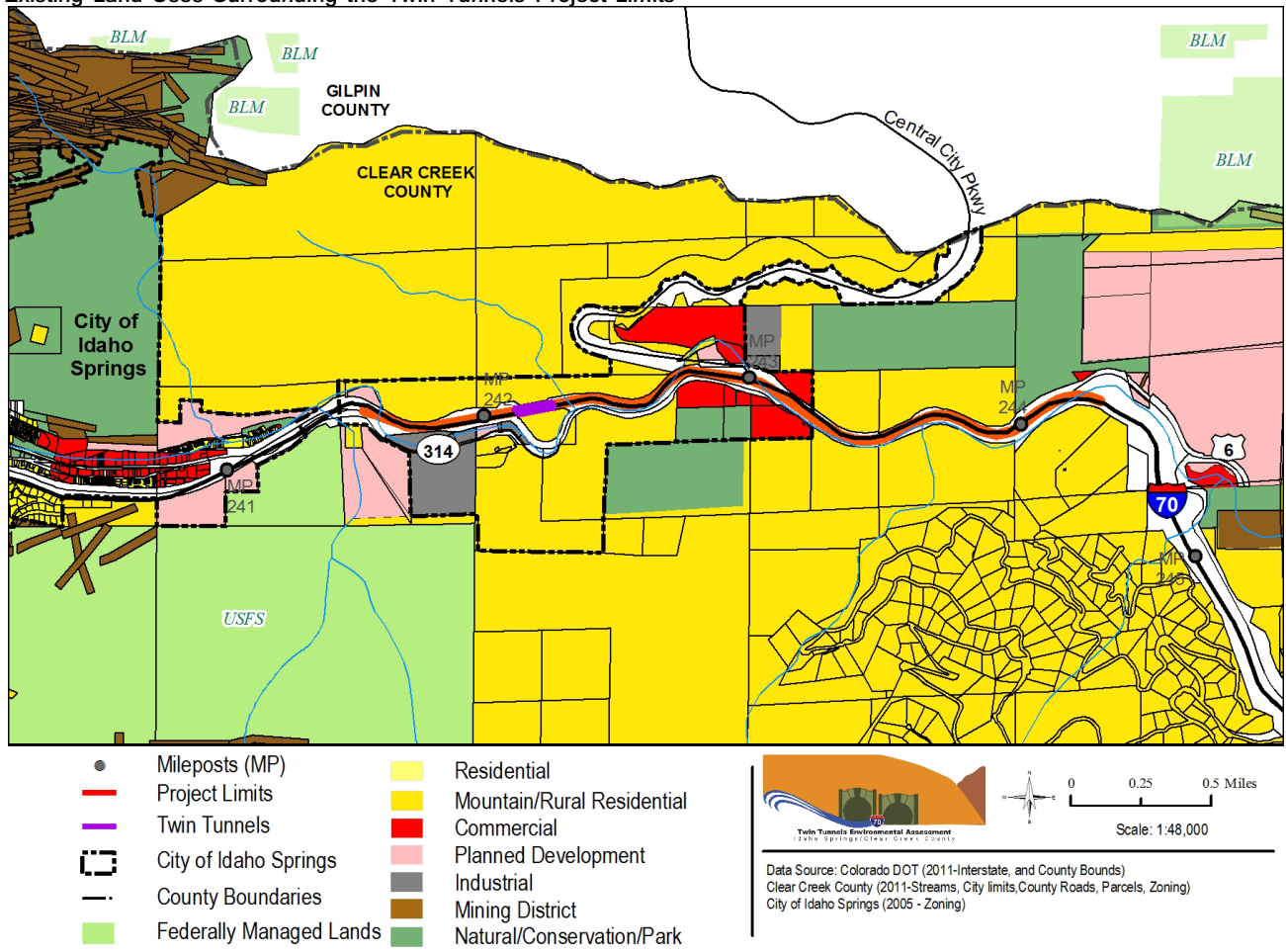
11 **Section 8. References**

12 Clear Creek County *Master Plan 2030* (Adopted January 15, 2004)  
13 Clear Creek County *Open Space Plan* (Adopted April 13, 2005)  
14 Clear Creek County *Greenway Plan* (Adopted November 2005)  
15 Clear Creek County *Floyd Hill Gateway Sub-Regional Master Plan* (Adopted July 30, 2009)  
16 Clear Creek County *Non-Motorized Routes Master Plan Element* (Adopted December 17, 1990)  
17 Colorado Department of Transportation (CDOT). 2012. *Twin Tunnels EA Recreational and Section 6(f)*  
18 *Resources Technical Memorandum*. April.  
19 Denver Regional Council of Governments *Metro Vision 2035 Plan* (Adopted February 16, 2011)  
20 Idaho Springs *3 Mile Plan* (Adopted July 14, 2008)  
21 Idaho Springs *Comprehensive Plan* (Adopted July 7, 2008)

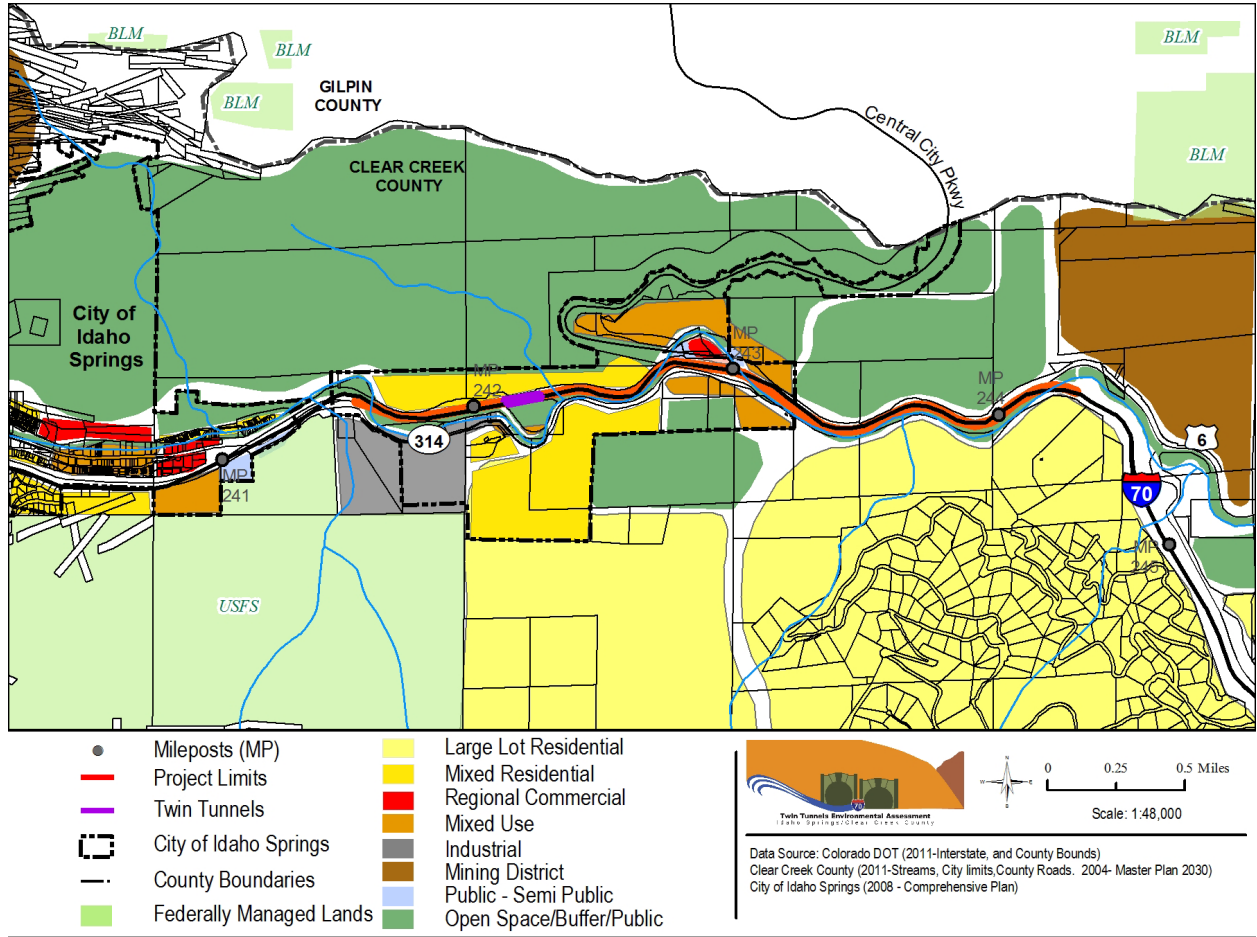
# 1 Section 9. Resource Maps

2 The following maps illustrate the existing land uses and the future planned land uses surrounding the  
 3 Twin Tunnels project limits.

4 MAP 1  
 5 Existing Land Uses Surrounding the Twin Tunnels Project Limits



1 MAP 2  
 2 Future Planned Land Uses Surrounding the Twin Tunnels Project Limits  
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**APPENDIX A**

**Summary of Adopted Land Use Plans**

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**Appendix A: Summary of Adopted Land Use Plans**

The Colorado Department of Transportation (CDOT) considered adopted land use plans from Idaho Springs and Clear Creek County that had relevance to the Twin Tunnels study area. The table below lists the local and regional plans evaluated in the land use analysis and provides a summary of the relevant sections of those plans.

Adopted Land Use Plans	Summary of Plans
<p>Idaho Springs 3 Mile Plan (Adopted July 14, 2008)</p>	<p><b>Summary</b></p> <p>The plan provides direction concerning land use issues and infrastructure needs for lands within 3 miles of the current city boundary. It also identifies issues that should be addressed prior to the annexation of any parcel of land into the city but does not propose the annexation of any specific lands.</p> <p>The plan cites the <i>Comprehensive Plan</i> as identifying a desire to annex future lands in an orderly manner, balancing both short- and long-term fiscal needs. It also expresses the need for balance between business, residential, and industrial land uses with parks and open space to:</p> <ul style="list-style-type: none"> <li>• Broaden the range of housing types;</li> <li>• Bring in buildable land to accommodate preferred land uses;</li> <li>• Be easily served by utilities;</li> <li>• Strengthen the economy; and</li> <li>• Promote infill and common community interest.</li> </ul> <p>As identified in the plan, the Twin Tunnels study area is included in “Area 3” as land that may be considered desirable for future expansion of Idaho Springs. Annexation of the current eastern boundaries to Floyd Hill was reversed in 2007. Any future annexation plans would generally be in the proximity of Interstate 70 (I-70) and would not include currently developed large-lot residential properties. There is low potential for annexation due to the cost of providing services and accessibility.</p>
<p>Idaho Springs Comprehensive Plan (Adopted July 7, 2008)</p>	<p><b>Vision Statement</b></p> <p>Preserve Idaho Springs’ culture as a historic mining community, ensure its economic future through both preservation and development, foster open and timely public dialogue on local and regional issues, implement the wise use of community and natural resources, and celebrate successful, progressive municipal action.</p> <p><b>Goals and Policies Applicable to Twin Tunnels Study Area</b></p> <p><b>Goal C.1 Preserve and protect the environment of Idaho Springs area</b></p> <ul style="list-style-type: none"> <li>• Involve state and federal agencies to help minimize the adverse effects of mining (Policy C.1.2).</li> <li>• Prevent development into floodplains and wetlands without mitigation (Policy C.1.3).</li> <li>• Enhance creeks, riparian areas, and wetlands (Policy C.1.4).</li> <li>• Improve the water quality of Clear Creek (Policy C.1.5).</li> <li>• Establish noise abatement for the historic business district and in other areas of the city that can be adversely affected by noise and vibration (Policy C.1.8).</li> <li>• Support maintenance of air quality standards (Policy C.1.9).</li> </ul>

Adopted Land Use Plans	Summary of Plans
	<ul style="list-style-type: none"> <li>• Protect natural drainages and forest lands (Policy C1.10).</li> </ul> <p><b>Goal GL.4 Preserve and protect the historic assets of the Idaho Springs area.</b></p> <ul style="list-style-type: none"> <li>• Ensure that any proposal for expansion or reconstruction of I-70 enhances historic assets (Policy GL4.5).</li> </ul> <p><b>Goal T.1 Continue to participate in developing a long-term solution for I-70.</b></p> <ul style="list-style-type: none"> <li>• Work with all partners in developing a preferred alternative for the I-70 Corridor as ratified in the Collaborative Agreement (Policy T.1.1).</li> <li>• Require that provisions of the Collaborative Agreement be used to enhance the operation and appearance of interchanges within the City Special Planning Area (Policy T.1.2).</li> <li>• Work with regional partners and CDOT to establish effective public transportation alternatives in the I-70 corridor (Policy T.1.3).</li> <li>• Require mitigation of noise, dust, and visual pollution in any planning for I-70 (Policy T.1.5).</li> <li>• Remain active in the National Environmental Policy Act (NEPA) and I-70 stakeholder process as it relates to solutions for congestion on I-70 (Policy T.1.6).</li> </ul> <p><b>Goal T.2 Participate in long-term improvements on County Road (CR) 314.</b></p> <ul style="list-style-type: none"> <li>• Prepare plans, in consultation with CDOT, for the use of CR 314 as a bypass route during any I-70 expansion construction (Policy T.2.2).</li> <li>• Explore the feasibility of rerouting a portion of CR 314 to allow for the conversion of existing right-of-way to commercial use (Policy T.2.3).</li> <li>• Require CDOT to develop an appropriate mitigation plan to reconfigure and improve CR 314 if I-70 expansion occurs (Policy T.2.4).</li> <li>• Require mitigation of noise, dust, and visual pollution in any planning for CR 314 (Policy T.1.5).</li> </ul> <p><b>Goal T.3 Develop and maintain safe, attractive, and efficient roadways.</b></p> <ul style="list-style-type: none"> <li>• Develop gateway plans with CDOT for all I-70 interchanges (Policy T.3.1).</li> <li>• Ensure that streets effectively accommodate transit, pedestrian, bicycle, and other modes of transportation (Policy T.3.4).</li> </ul> <p><b>Goal T.6 Create a quality system of trails and pathways.</b></p> <ul style="list-style-type: none"> <li>• Partner with Clear Creek County and the U.S. Forest Service (USFS) to expand, construct, and maintain a continuous off-road pedestrian and bicycle system (Policy T.6.1).</li> <li>• Participate in local and regional trail planning, and develop efforts to promote multi-purpose trails (Policy T.6.2).</li> <li>• Develop trailheads that can accommodate user parking (Policy T.6.3).</li> <li>• Emphasize and establish trails along the east end Clear Creek (Policy T.6.6).</li> <li>• Promote the connection of the county trail and greenway system to Jefferson County (Policy T.6.7).</li> </ul> <p><b>Goal PR.1 Expand recreational amenities in the Idaho Springs area.</b></p> <ul style="list-style-type: none"> <li>• Develop and promote appropriate recreational development along Clear Creek (Policy PR.1.1).</li> <li>• Support continued development and improvement on the Clear Creek Greenway (Policy PR.1.3).</li> </ul> <p><b>Goal PR.3 Market to target audiences.</b></p> <ul style="list-style-type: none"> <li>• Create short-term park and recreation opportunities for travelers on I-70 (Policy PR.3.2).</li> </ul>



Adopted Land Use Plans	Summary of Plans
	<p><b>Goal R.1 Maintain a stock of diverse and affordable housing.</b></p> <ul style="list-style-type: none"> <li>Promote a wide range of housing alternatives including single-family, multi-family, and condo/townhome development (Policy R.1.1).</li> </ul>
<p>Clear Creek County <i>Master Plan 2030</i> (Adopted January 15, 2004)</p>	<p><b>Foundations of Master Plan</b></p> <p>Protect and conserve natural, cultural, and mineral resources, develop suitable land uses, support logical settlement patterns to reflect the mountain environment, and encourage urban land uses in incorporated communities. Preserve and provide significant open space, natural areas, wildlife habitat, parks, and trails for present and future generations, encourage buffers between incorporated communities and mixed-use development areas to maintain community separation, and provide adequate public facilities and services concurrent with development. Encourage a balanced, economically feasible multimodal transportation system for safe and efficient travel, and support a balanced economy with equal access to housing and employment.</p> <p><b>Goals, Objectives, and Strategies Relevant to the Twin Tunnels Study Area</b></p> <p><b>Goal 2-3: Provide regional and connected open space, parks, trails, and recreation facilities.</b></p> <ul style="list-style-type: none"> <li>Develop the Clear Creek Greenway.</li> </ul> <p><b>Goal 2-5: Prepare for a balanced intermodal and multimodal transportation system that addresses issues including safety, operations, economics, maintenance, and efficiency.</b></p> <ul style="list-style-type: none"> <li>Expand public transportation systems;</li> <li>Improve north/south linkages;</li> <li>Plan for commercial and emergency air transport; and</li> <li>Encourage development and maintenance of an efficient and safe local road network in harmony with natural features and existing neighborhoods.</li> </ul> <p><b>Strategy</b></p> <p>Improve major alternative roadway systems, especially the frontage road between Hidden Valley and Georgetown.</p> <p><b>Goal 2-7: Preserve the county’s mineral and natural resources for future generations.</b></p> <ul style="list-style-type: none"> <li>Preserve wildlife habitat, groundwater quality and quantity, visual and scenic quality, watersheds, historic mining districts, natural geologic conditions, and air quality.</li> </ul> <p><b>Existing Land Use in Clear Creek County</b></p> <p>Public, 75.6 percent; vacant, 6.1 percent; residential, 5.8 percent; agricultural, 3.2 percent; natural, 6.1 percent; and right-of-way, 3.0 percent.</p> <p><b>Development Capacity</b></p> <p>A total of 2,392 lots are platted for residential. Vacant lots still exist in Clear Creek County, although only about 50-70 percent is suitable for development.</p>

Adopted Land Use Plans	Summary of Plans
	<p><b>Factors Limiting Development</b></p> <p>Water and sewer availability, telecommunications, public land ownership, pattern of mineral extraction and development rights, remote areas, and physical opportunities.</p> <p><b>Development Concepts</b></p> <p>Transportation: Congestion is a major issue, with both local and regional traffic using I-70. The goal is to develop a local system separate from regional traffic, and develop an improved multimodal transportation system. The community wants to develop a hierarchy of interchanges that identifies different types of uses, and provide that input to CDOT when it establishes interchange design criteria. The plan encourages multimodal transportation systems and transit village development, identifies interchange locations and layouts that invite visitors into the commercial portions of the community while providing separation of visitor and local traffic. Improve CR 314 at the Twin Tunnels to enhance local, public, and emergency access, and improve the frontage road/collector system to offer alternate route to I-70 for local traffic.</p> <p><b>Types of Interchanges</b></p> <p>Four interchange types are identified in the plan including gateways (transit nodes), regional access (highway services), community access (direct access to neighborhoods), and local-access interchanges. The plan envisions transportation nodes/gateways at Idaho Springs, Georgetown, Floyd Hill, Dumont, and the I-70/US 40 interchange, and encourages mixed-use development at these gateways.</p> <p><b>Recreation</b></p> <p>Prioritize the completion of the Clear Creek <i>Intercounty Non-Motorized Corridor Master Plan</i> (1990). Improve access to Clear Creek for different recreational uses.</p> <p><b>Significant Areas</b></p> <p><b>Gaming Area Master Plan:</b> Southern access road (Central City Parkway) opens thousands of acres of land that were not previously accessible, most of which is in Gilpin County and some adjacent to the Hidden Valley interchange. Additional access to Central City likely results in increased traffic on I-70.</p> <p><b>Clear Creek Valley (Twin Tunnels to Empire):</b> Relevant Issues and Opportunities: With increased regional traffic, the concern for separating local and regional trips becomes more critical. Provide smooth, safe, and efficient multimodal transportation.</p> <p><b>Implementation Strategies</b></p> <p>Improve local access along Clear Creek and I-70 by improving the frontage road system, including extending the frontage road east of the Twin Tunnels to Floyd Hill. Support the Clear Creek County Greenway concept to improve multimodal transportation, and support transportation node development as identified on the <i>Master Plan</i> as gateways.</p>
<p>Clear Creek County <i>Open Space Plan</i> (Adopted April 13, 2005)</p>	<p><b>Objectives of Open Space Plan</b></p> <p>Ensure that the character of county remains open, with distinct communities separated by open space. Use open space as a design tool to shape patterns of growth. Protect and enhance quality of life and enjoyment of natural environment, and preserve rural character of the unincorporated areas of the county. Protect significant environmental, ecological, scenic, or cultural areas. Connect county via network of trail corridors, and encourage open space preservation and trail development.</p> <p><b>Priorities within the Open Space Plan</b></p>

Adopted Land Use Plans	Summary of Plans
<p>Clear Creek County <i>Greenway Plan</i> (Adopted November 2005)</p>	<p><b>Clear Creek Greenway:</b> Focal point of the <i>Open Space Plan</i> and “backbone” of the county. The greenway connects other parks and recreation, open space, National Forest System lands managed by the USFS, and tourist attractions.</p> <p>Develop activity nodes along the greenway, one of which is identified at the western limits of the Twin Tunnels study area.</p> <p>Proposed open space exists southeast of the Twin Tunnels on former Bureau of Land Management (BLM) acreage located on the south ridge/face, south of Clear Creek.</p> <p><b>Applicable Goals and Objectives</b></p> <p><b>Goal 4: The greenway shall become a major connecting element within the region, county, and between municipalities</b></p> <ul style="list-style-type: none"> <li>• Create a spine to which all regional, county, Denver metropolitan area, USFS, and municipal trails connect;</li> <li>• Reduce local trips and congestion on I-70;</li> <li>• Provide opportunities for alternative emergency access routes; and</li> <li>• Anticipate connections to future development and future public facilities.</li> </ul> <p><b>Applicable Recommendations from Plan</b></p> <p><b>US 6/I-70 Interchange to Hidden Valley Interchange:</b> Trail already exists in this segment. Need to identify major trailhead at US 6/I-70 interchange, the exact location of which is dependent on the CDOT final configuration of the interstate in this location. The plan identifies three alternative locations for the trailhead northeast of I-70. A rest area is proposed, and a trail connection under I-70 to the Central City Parkway is envisioned at the Hidden Valley interchange.</p> <p><b>Hidden Valley Interchange to West End of Idaho Springs:</b> Future park opportunities are identified at the Twin Tunnels, the Colorado Division of Wildlife (CDOW) former game check station site, the site of Idaho Springs’ old sewage treatment plant, and above the USFS visitor center. A trailhead, restrooms, and park are proposed at the Twin Tunnels.</p> <p>Clear Creek County acknowledges additional coordination is needed for the following locations: trailhead at I-70/US 6, access under I-70 at Hidden Valley interchange, and the Scott Lancaster Bridge [a Section 4(f) issue].</p>
<p>Clear Creek County <i>Floyd Hill Gateway Sub-Regional Master Plan</i> (Adopted July 30, 2009)</p>	<p>Floyd Hill’s location immediately west of Evergreen/Rio Rancho and along the I-70 corridor will position it to absorb selective expansion of Denver Metro/Jefferson County suburban growth over the next several years. Floyd Hill is also positioned as a gateway to western slope resort and recreation-oriented tourism, further enhancing long-term opportunities.</p> <p><b>Key Findings:</b> The majority of slopes in the area are greater than 10 percent, and the transportation network is constrained by geography, traffic conditions on I-70, and lack of modal choices. The community and key stakeholders expressed the desire for rail accessibility via bus system, the desire to concentrate development in specific areas, the need to balance development and open space, the need to promote and preserve a sense of community through limited day tourism, and the desire to promote and preserve the natural beauty of the gateway.</p> <p><b>Action Plan</b></p> <ul style="list-style-type: none"> <li>• Transportation and emergency access             <ul style="list-style-type: none"> <li>– Work with landowners and agencies to design and construct new egress and access roads</li> <li>– Work with CDOT to provide a westbound off-ramp at the milepost (MP) 287 interchange</li> </ul> </li> </ul>

Adopted Land Use Plans	Summary of Plans
	<p><b>Issues</b> Existing transportation infrastructure at Floyd Hill is constricted by limited connectivity and multiple users.</p> <p><b>Master Plan Considerations</b> I-70/transit needs to include the possibility of a transit/Advanced Guideway System in the I-70 Corridor, including station locations for the potential transit system.</p> <p><b>Plan Goal</b> Develop an alternate access route on the south side of I-70 between exits 247 and 248, and plan a network of non-motorized trails.</p> <p><b>Transportation Opportunities</b> Access opportunities for both transit and highway, including the Twin Tunnels area.</p> <p><b>Transportation Challenges</b> The plan identifies three key transportation challenges. First, the likelihood of transit investments in the I-70 corridor is uncertain. Although transit will likely develop in the I-70 corridor, decisions have not been made about what type of transit will be used, where stations will be located, or what the transit service plan will be.  Second, Floyd Hill has a transportation network constrained by geography, traffic conditions on I-70, and a lack of modal diversity. The network is physically constrained by the topography of the area. Large, steep mountains require switchback roadways to reach development on Floyd Hill. This limits connectivity and alternate routes to destinations.  Finally, Floyd Hill's transportation system needs to be fiscally, environmentally, and socially sustainable.  Implementation strategies include preserving views of Clear Creek County from major roadways such as I-70; providing an interconnected open space system that allows for wildlife movement; limiting the number and size of signs allowed along roadways to reduce visual clutter; reducing the amount of impervious surfaces; and performing stormwater treatment in an aesthetically and environmentally responsible manner.</p>
<p>Clear Creek County <i>Non-Motorized Routes Master Plan Element</i> (Adopted December 17, 1990)</p>	<p><b>Plan Goal</b> Use existing, but unimproved, facilities for non-motorized corridor purposes.  The identified corridors in the plan already exist, but most are shared alignments with motorized uses. The Planning Commission recommends separate alignments be created, wherever practical, to reduce conflict between motorized and non-motorized corridor users.  Routes #2 and #3, as identified on the plan's map, follow the general route of the I-70 frontage road.</p>
<p>Denver Regional Council of Governments <i>Metro Vision 2035 Plan</i> (Adopted February 16, 2011)</p>	<p><b>Plan Summary</b> The Denver Regional Council of Governments <i>Metro Vision 2035 Plan</i> provides a platform to best plan for regional growth and protect quality of life. <i>Metro Vision</i> encourages self-sufficient rural town centers that balance employment and population needs.</p> <p><b>Applicable Metro Vision Goals</b> Reduced fossil fuel consumption, reduced greenhouse gas emissions, increased rate of construction of alternative transportation</p>

Adopted Land Use Plans	Summary of Plans
	<p>facilities, reduced single-occupancy vehicles, and reduced vehicle miles traveled per capita.</p> <p><b>Environmental Concerns</b> Protection of air and water quality, water resources, and parks and open space.</p> <p><b>Transportation Visions</b> The plan envisions a balanced and sustainable multimodal transportation system, and identifies I-70 as part of the regional transportation network that needs to provide reliable mobility.</p>