

## **APPENDIX C**

# **FINAL SECTION 4(f) EVALUATION MITIGATION CONCURRENCE LETTERS**

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United States  
Department of  
Agriculture

Forest  
Service

White River  
National Forest

Dillon Ranger District  
680 Blue River Parkway  
PO Box 620  
Silverthorne, CO 80498  
(970) 468-5400  
TTY (970) 945-3255  
FAX (970) 468-7735

File Code: 1950

Date: May 1, 2001

Jill Schlaefer  
Region 1  
Colorado Department of Transportation  
18500 East Colfax  
Aurora, CO 80011

Dear Ms. Schlaefer:

This letter is written in response to your April 4, 2001 letter to Howard Scott, of my staff, regarding concurrence in your determination of impacts to two National Forest properties located along State Highway 9 south of Frisco. The lands in question may be involved in the realignment proposed in alternatives recommended in the SH9 Frisco to Breckenridge Environmental Impact Study.

The first area includes of a strip of land (about 100 feet wide by 1200 feet long) abutting the existing State Highway 9 easement to be used to construct toe and cut slopes to accommodate roadway stability and erosion control. This area is situated immediately adjacent to the Dickey Day Use area of the Peninsula Recreation Area. The primary concern in this area of the highway project is to maintain or enhance the access to the Dickey Day Use area. All alternatives will address this concern and will not create an unacceptable impact on the recreation resources in the area. I concur that the use of this undeveloped land for highway purposes would not represent an impairment or a loss of function to the continued and future use of the recreation facilities on National Forest System lands.

The second parcel includes a rerouting of the Frisco to Farmers Korner bike path on National Forest System lands near Iron Springs. I understand that the preferred bike path alignment would diverge from the existing trail at the north flank of Iron Springs Hill and traverse south on the National Forest, in the vicinity of the church camp, to then tie in with the bike path on private land near the Summit High School. I concur that such an easement for the proposed bike trail is an appropriate use of National Forest lands and the details of an actual alignment would be mutually determined at a later date and after a site-specific analysis of the alignment.

If you need addition information on this matter please feel free to give Paul Semmer a call at 970-262-3448.

Sincerely,

JAMIE E. CONNELL  
District Ranger





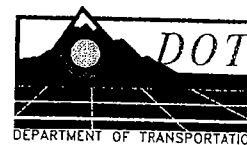
FEB 18 2002

CC:ERIC

# STATE OF COLORADO

## DEPARTMENT OF TRANSPORTATION

Region 1 Environment & Planning  
18500 East Colfax Avenue  
Aurora, Colorado 80011-8017  
303-757-9156  
303-757-9746 FAX



RECEIVED  
MAR 18 2002

BY: *Kassels*

12 February 2002

Mr. Timothy Gagen  
Town Manager  
Town of Breckenridge  
P.O. Box 168  
Breckenridge, CO 80424

Dear Tim:

This letter constitutes a second request for concurrence from the Town of Breckenridge with CDOT's determination of no impact to two Breckenridge Open Space properties located west of State Highway 9 involved with proposed highway alternatives discussed in the draft SH9 Frisco to Breckenridge Environmental Impact Study (SH9 EIS): the Blue River Reclamation Open Space and the Breckenridge Recreation Center. (Please see attached letter sent April 27, 2001.)

### Background

Four-lane highway realignment alternatives proposed in the SH9 EIS require modification of the existing roadway template. The SH 9 roadway cross section would increase in width and require wall and/or retaining structures to avoid major impacts to the Blue River, Breckenridge Recreation Center and the Blue River Reclamation Open Space property. A 50-foot safety clear zone adjacent to the roadway would be needed to accommodate the seasonal snow plowing rooster-tail of snow and ice debris from landing on unsuspecting pedestrians-cyclists-skiers using the Blue River Bikeway. Currently the bikeway is located adjacent to the roadway and is situated at a lower elevation than the existing and all proposed alternative roadways. With the proposed highway improvements, the bikeway would be located within the 50-foot safety clear zone at several points along its length from Coyne Valley Road to North Park Avenue for all 4-lane SH 9 EIS alternatives.

### Proposed Bikeway Relocations

CDOT proposes to relocate the Blue River Bikeway outside the proposed safety clear zone. Most bikeway adjustments would be minor and would be accommodated within the existing CDOT right-of-way without environmental

issues. However, at two sites, relocation would require moving the existing Blue River Bikeway onto Section 4(f) and 6(f) properties (recreational use properties per regulatory definition) as illustrated in attached figures. CDOT has met with the Town to determine the optimum bikeway alignment through these parcels. All conditional requirements were met by a) conducting field inspection of proposed bikeway alignment (July 23, 2001), b) supplying aerial photography and maps of proposed changes (Aug,2001) and c) staking alignment on ground (Sept.18, 2001).

(1) The existing bikeway at Coyne Valley Road would have to be moved to allow the construction of retaining walls. An alternative of cantilevering the bikeway from the retaining wall avoids relocating the bikeway off CDOT right-of-way but does not allow for the safety clear zone. Therefore, as a proposal, any 4-lane alternative would include relocation of the bikeway onto the Blue River Reclamation Open Space at the map location illustrated in Figure 1. The new 675-foot segment of the Blue River Bikeway would traverse a grassy terrace located above the river and any associated wetlands. A view looking northwest along the proposed bikeway realignment is shown in Figure 2.

(2) The existing bikeway at Valley Brook Road would have to be moved to allow the construction of the new intersection and retaining walls. An alternative of cantilevering the bikeway from the retaining wall would avoid relocating the bikeway off CDOT right-of-way but does not allow for the ice and snow safety clear zone. Therefore, it is proposed that any 4-lane alternative would include relocation of the bikeway west of the current location. Topographic constraints preclude moving the bikeway to the east. The resulting Valley Brook mid-street crossing would be signed or signalized and striped for safety. Additionally, CDOT would work with the Town in creating safe bikeway crossings over the Blue River.

North of Valley Brook Road the proposed 900-foot bikeway would traverse the Blue River Reclamation Open Space to bridge the Blue River joining the Blue River Bikeway on CDOT right-of-way outside of the safety clear zone (see Figure 3). A view looking north across Block 11 and showing the general river crossing area is included as Figure 4.

South of Valley Brook Road the bikeway would be relocated onto the Breckenridge Recreation Center property at the map location illustrated in Figure 3. This alternative relocates 625 feet of the Blue River Bikeway west of the existing location. The new bikeway would run from Valley Brook Road south across a gentle slope located immediately west of the river (Figure 5) and would provide a river crossing at the existing bikeway spur shown in Figure 6. The new bikeway would be located above the river and provide an access for the future whitewater kayak park.

#### Concurrence Request

The Town of Breckenridge has local jurisdiction over the Blue River Bikeway, Blue River Reclamation Open Space and the Breckenridge Recreation Center. Federal regulations provide those officials having jurisdiction over the park or

recreation area can determine whether the bikeway function is compatible with the stated or intended use of the 4(f)/6(f) property.

The Blue River Bikeway is utilized recreationally and would be relocated onto recreational properties. If there is not a conversion of 4(f) or 6(f) park or recreation area property from recreational land use to transportation use, then approval by the Secretary of the Interior is not required. However, concurrence with the relocation will also be requested from the administering agency, the Colorado Department of Outdoor Parks and Recreation.

This letter requests the Town of Breckenridge concur that the bikeway relocations discussed above would not be a taking for transportation use; are compatible with the recreational land use; and therefore are not an impact to the recreational nature of either the 6(f) Blue River Reclamation Open Space or the 4(f) Recreation Center property. CDOT requests your written concurrence to this affect by March 12, 2002.

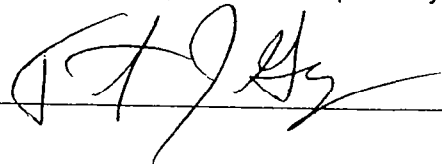
Please signify your concurrence with the above bikeway relocation agreement of no impact to 4(f) and 6(f) open space by signing in the space provided below. We greatly appreciate your cooperation.

Sincerely,



Lisa Kassels  
Project Manager, SH9 Frisco-Breckenridge EIS

The Town of Breckenridge concurs that the bikeway relocations discussed above would not be a taking for transportation use; are compatible with the recreational land use; and therefore are not an impact to the recreational nature of either the 6(f) Blue River Reclamation Open Space or the 4(f) Recreation Center property. CDOT requests your written concurrence to this affect.

 \_\_\_\_\_ Date 3/15/02

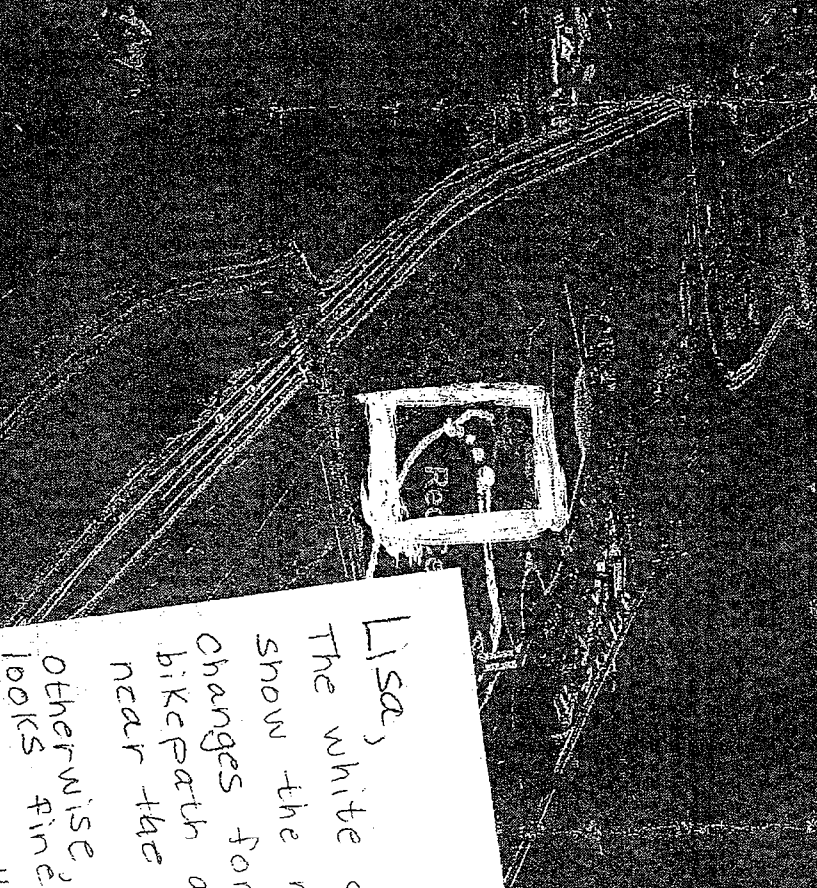
Attachments:

Letter April 27, 2001 First Concurrence Request  
Bikeway Relocation Photographic Simulations

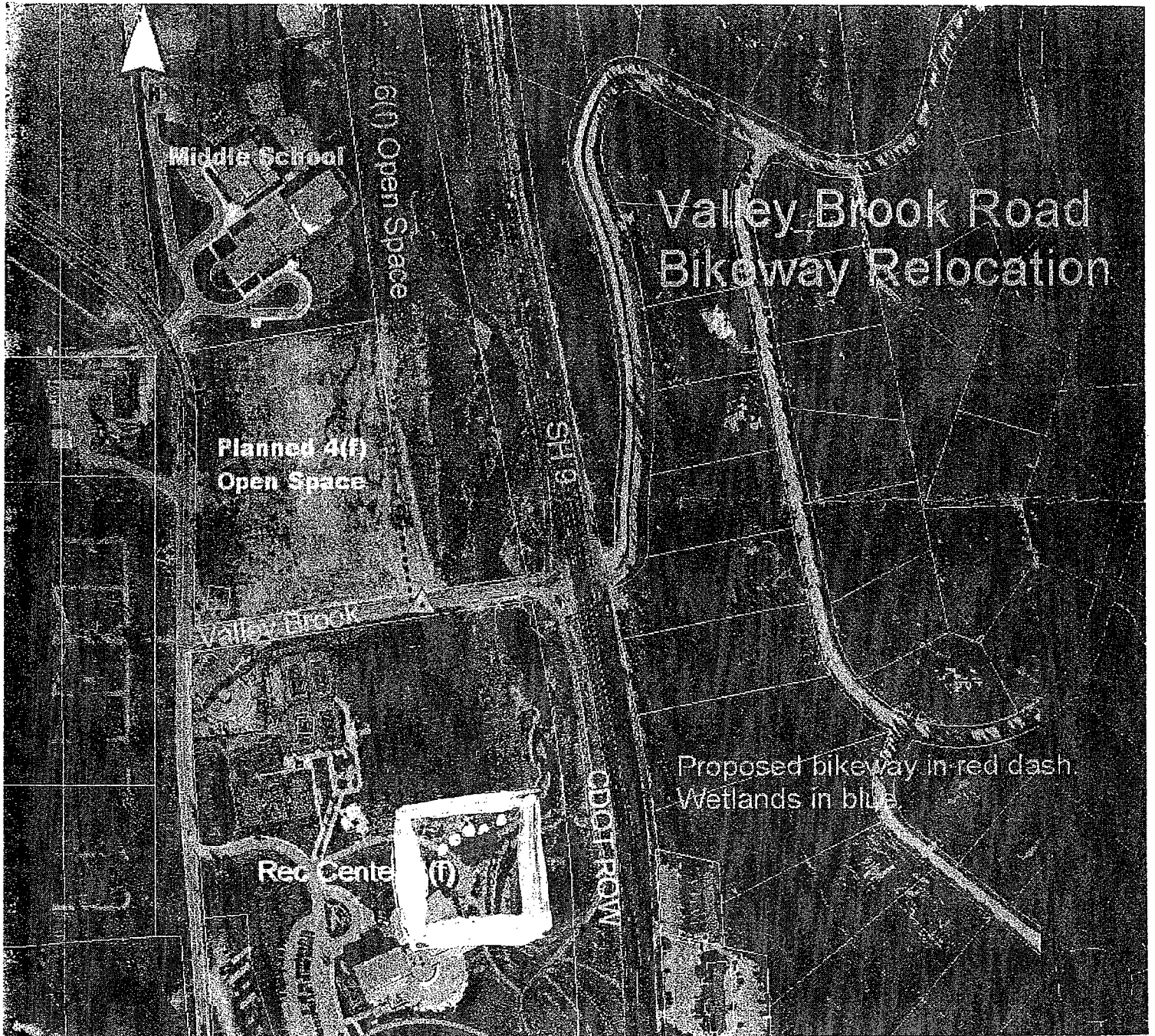
cc: P.Grosschuesh, Breckenridge Community Development  
H.Anderson, Breckenridge Open Space & Trails  
T.Robertson, Summit County Open Space & Trails  
R.Speral, FHWA  
E.Vinson, FHWA  
B.Pinkerton, CDOT  
C.Joy, CDOT  
D.Jepson, CDOT  
J.Lostracco, Carter-Burgess



# Overview of Valley Brook Area



Lisa,  
The white dots  
show the necessary  
changes for the  
bikepath alignment  
near the Recn center.  
Otherwise, everything  
looks fine? to me,  
—Heide Andersen

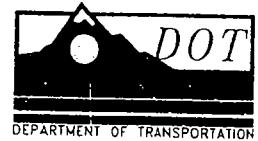


# Valley Brook Drive Proposed Bikeway Relocation

# STATE OF COLORADO

## DEPARTMENT OF TRANSPORTATION

Region 1 Environment & Planning  
18500 East Colfax Avenue  
Aurora, Colorado 80011-8017  
303-757-9655  
303-757-9746 FAX



July 1, 2002

Thomas A. Long  
Chairman  
Summit County Board of County Commissioners  
P.O.Box 68  
Breckenridge, CO 80424

Dear Mr. Long;

This letter constitutes a request for concurrence from the Board of County Commissioners regarding the relocation of the Summit County bicycle trail system proposed as mitigation measures for the Frisco-Farmer's Komer bike path and trail system located along State Highway 9 due to potential highway realignment proposed in alternatives recommended from the SH9 Frisco to Breckenridge Environmental Impact Study.

CDOT recommends relocation of 1090 feet of Frisco-Farmer's Komer bike path running from the old DSP&P Railroad grade through SH9 milepost 93.32 near the Summit County High School. CDOT proposes to acquire the USDA, Forest Service license agreement for the relocated bikeway alignment on property west of and adjacent to the Denver Water Board property at Iron Spring Hill. The new alignment would flow from the existing Frisco trail across the old church camp facility at Iron Spring Hill, along the grade of the existing unpaved road, bridge the drainage ravine, and transect the hillside southward toward the high school until it intersects again with the existing bike path. The attached photos illustrate this alignment.

The relocated bikeway would be constructed to have a 12-foot paved width, and would meet current pavement and shoulder conditions. A June 10, 2002 discussion with Todd Robertson of Summit County Open Space & Trails and Heide Andersen of Breckenridge Open Space & Trails recommended additional components to the bikeway mitigation: 1) remove abandoned path asphalt, 2) re-grade abandoned pathways and seed with native seed mix to return to original landscape character, and 3) construct/preserve a segment of old bike path near Dillon Placer Mine for historic interpretive trail spur, and 4) provide a 15-foot wide bridge clearance for snow-cat grooming equipment. CDOT will agree to each of these provisions, however, reserves the ability to revisit the bridge clearance request at the time of final design. This would provide for any fatal flaw design issues regarding span width, bridge approaches, and cost.

CDOT is of the opinion that the relocation will improve the safety of the recreational bicyclist and other users by removing the steep, treacherous downhill curve at milepost 93.54 where the existing trail intersects SH9 and by removing the bikeway from proximity with the highway. This relocated alignment will also provide better viewshed opportunities for recreationists as it traverses the White River National Forest and the flanks of Ten Mile Range.

Request

CDOT requests written concurrence by signature below, that the Summit County Board of County Commissioners agree that the above mentioned bikeway relocation and mitigation measures would be acceptable to the County for potential highway realignment impacts resulting from proposed highway alternatives to the bicycle trail system within unincorporated Summit County.

Your response is requested by August 15, 2002.

Thank you for your help.

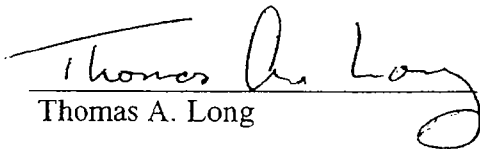
Sincerely,



Lisa Kassels  
Project Manager, SH9 Frisco to Breckenridge EIS

Attachment: Bikeway relocation map and photos

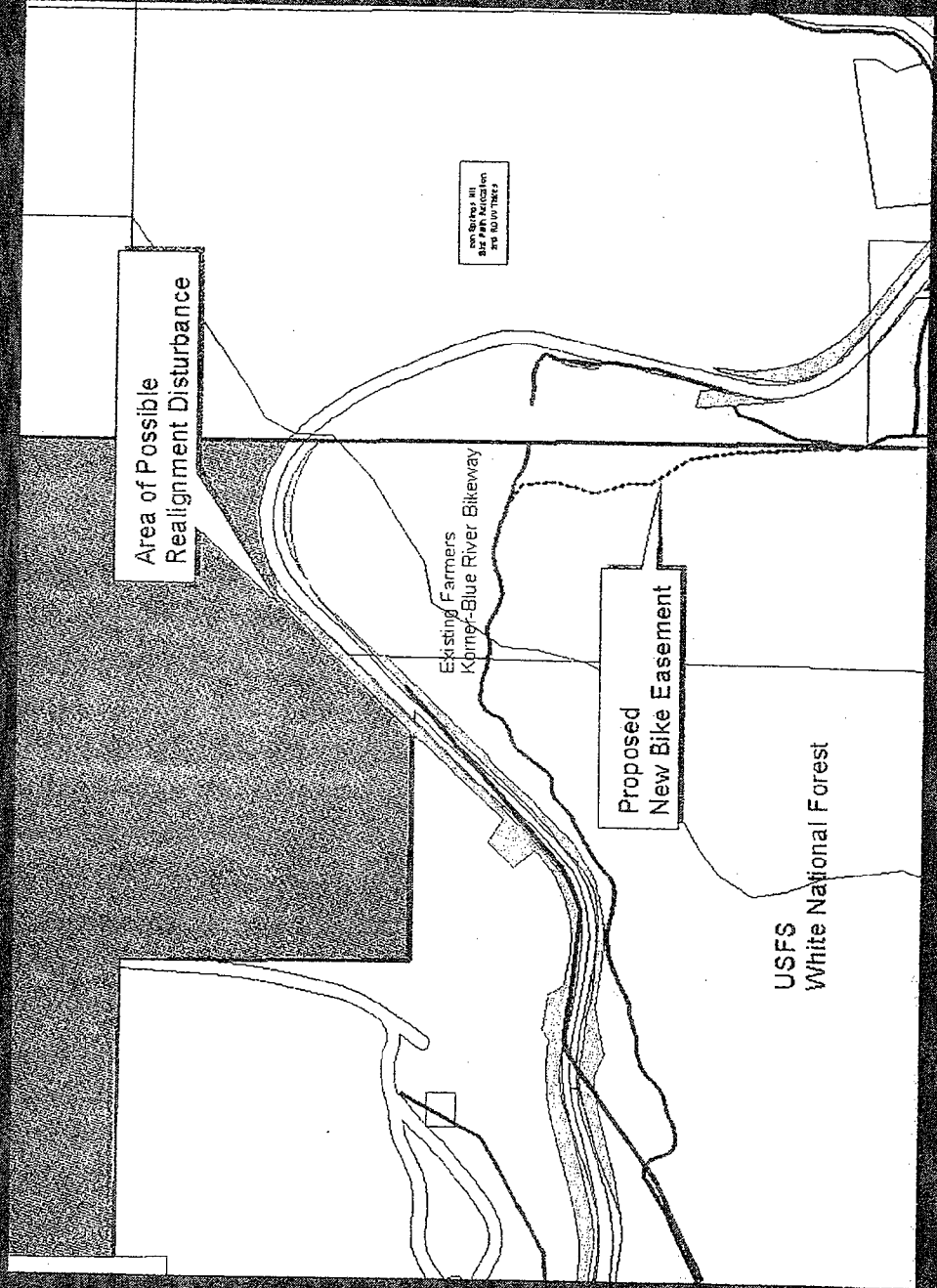
The Summit County Board of County Commissioners concurs with the above request on this date 8/15, 2002.



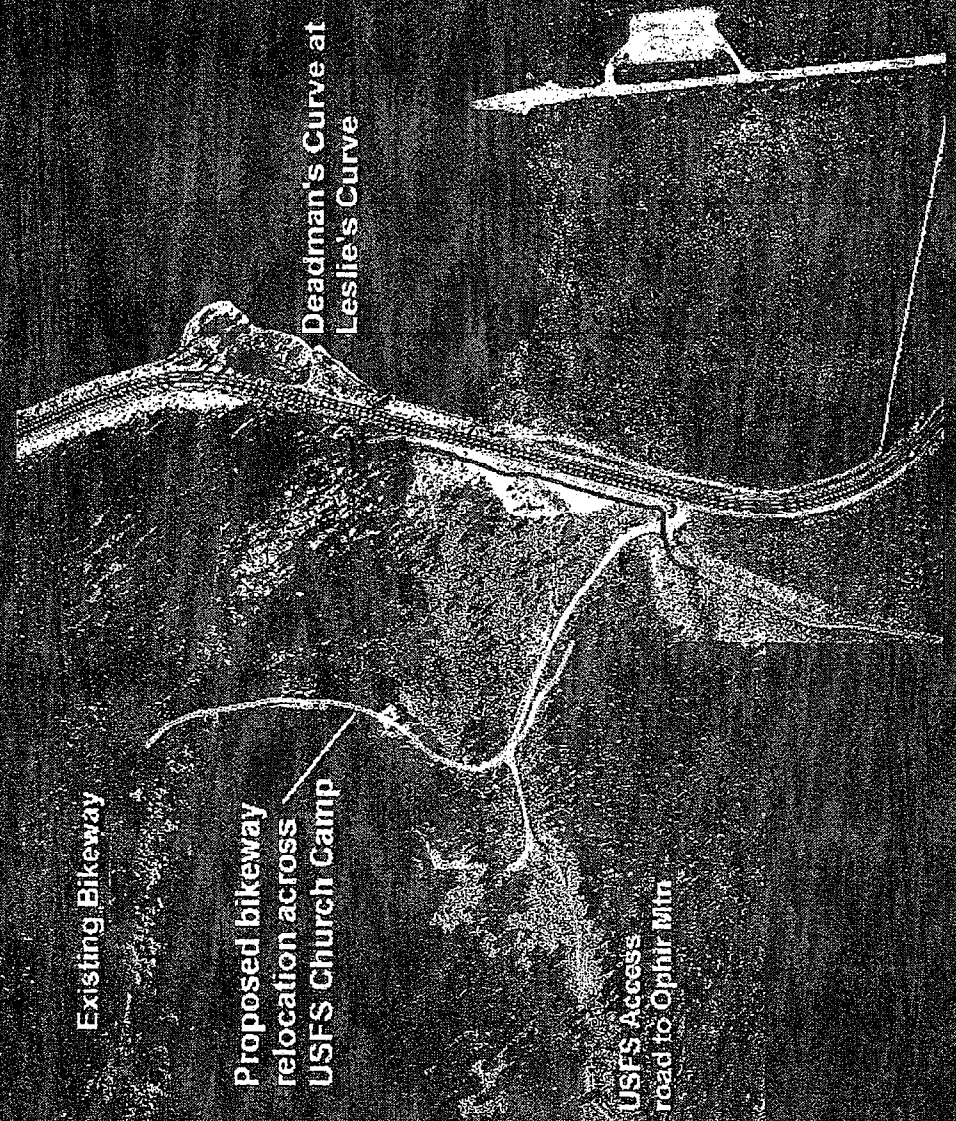
Thomas A. Long

CC: C.Joy, CDOT  
J.Lostracco, Carter & Burgess  
T.Robertson, Summit County OS&T  
H.Andersen, Breckenridge OS&T

# Map of Valley Brook Bikeway Alternate Relocation

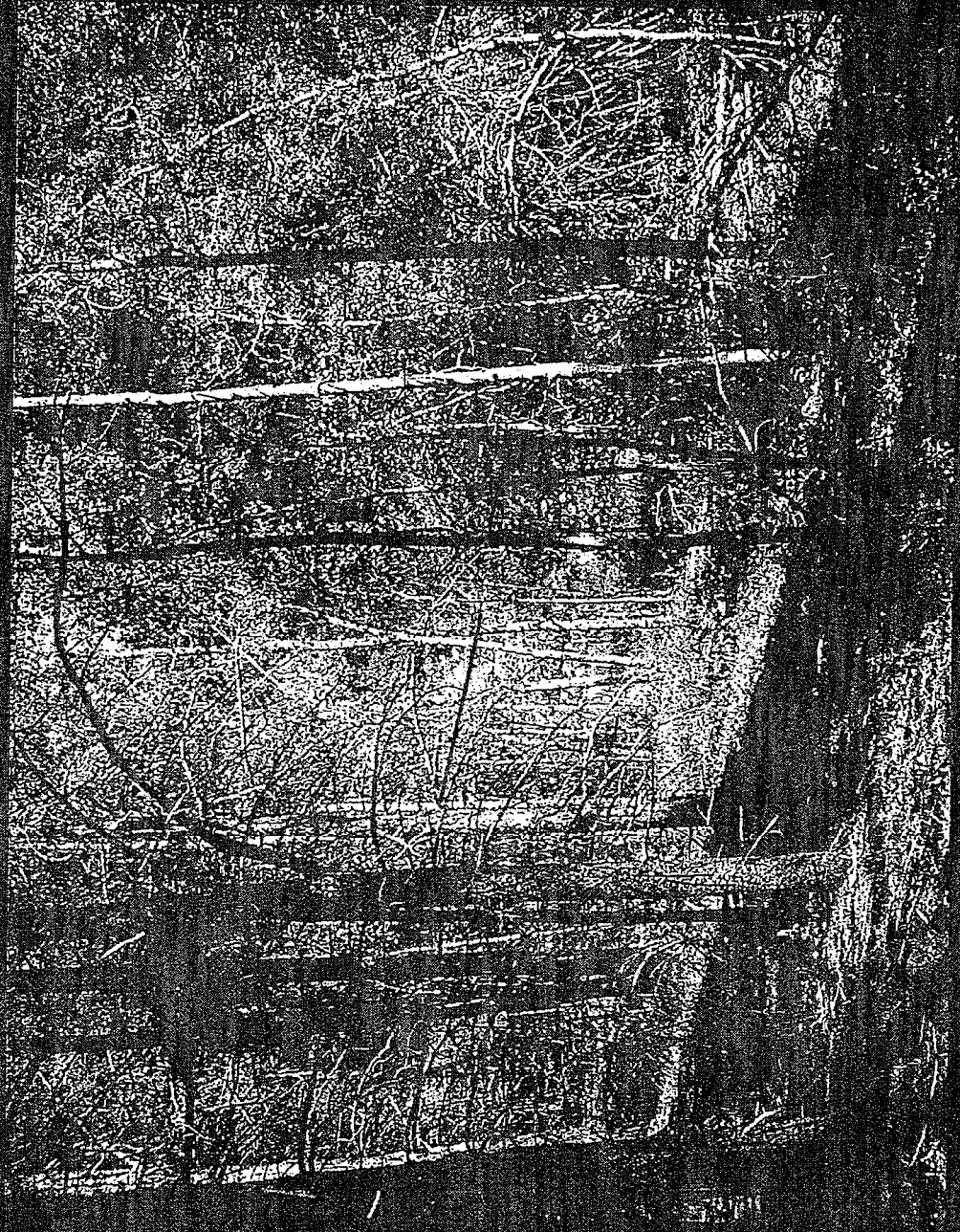


# Overview of Leslie's Curve Bikeway Alternate Relocation



# Details Leslie's Curve Alternate Relocation

Original bikeway can be seen faintly in background (red highlight). New bikeway would traverse hill in foreground to approach razed Church Camp building.



# Details Leslie's Curve Alternate Relocation

Bikeway would follow existing Church Camp road from north and cross ravine at blue arrow. The







United States  
Department of  
Agriculture

Forest  
Service

White River  
National  
Forest

Dillon Ranger District  
P.O. Box 620  
680 Blue River Parkway  
Silverthorne, CO 80498  
(970) 468-5400  
FAX (970) 468-7735

File Code: 2730-2

Date: January 17, 2003

Lisa Kassels  
Project Manager  
Region 1 Environment & Planning  
18500 East Colfax Avenue  
Aurora, CO 80011-8017

RECEIVED  
JAN 24 2003

BY: ..... *LK*

Dear Lisa,

I am writing in response to your December 27, 2002 letter concerning a portion of the Denver South Park and Pacific Railroad (DSP &PR) grade on National Forest within the project limits of the SH9 Frisco to Breckenridge EIS. I understand that the segment of the railroad grade, parcel #100065, was inadvertently omitted in the listing of Section 4(f) properties. The segment of the railroad has been identified as eligible for the National Register of Historic Places by virtue of its contribution to the historic development of Summit County, and thereby qualifies as a Section 4(f) historic property.

The Preferred Alternative for the highway project would potentially eliminate a segment of the railroad grade, 120 feet long that lies on the National Forest. You indicate that the Colorado State Historic Preservation Officer has determined that there is "no adverse effect" to the proposed action. CDOT proposes that all disturbed areas will be restored to the original aesthetic character and re-seeded with an appropriate native seen mix.

I concur that the portion of parcel 100065 that contains the Denver, South Park and Pacific railroad grade being directly impacted by the Preferred Alternative highway realignment of the SH9 Frisco to Breckenridge EIS will not impair the functionality or overall use of the property. In addition, I agree with the mitigation proposed to repair and restore native vegetation to all disturbed areas.

Sincerely,

*Michael C. Liu*

MICHAEL C. LIU  
Acting District Ranger







# TOWN of FRISCO

P.O. Box 4100 • Frisco, Colorado 80443

August 8, 2002

Lisa Kassels  
Project Manager, SH9 Frisco to Breckenridge EIS  
Colorado Department of Transportation  
Region 1 Environment & Planning  
18500 East Colfax Avenue  
Aurora, CO 80011-8017

Dear Lisa:

On behalf of the Frisco Town Council, I am responding to your letter dated July 1, 2002.

My understanding is that you are requesting concurrence with Colorado Department of Transportation's proposal for the potential impacts and recommended mitigation measures along SH9 contiguous to the Peninsula Recreation Area as it relates to widening the SH9 corridor. Those mitigation measures would include restoring disturbed areas to the original esthetic character, re-seeding of same, maintaining safety standards, erosion control and replacing disturbed trails and established pathways to a mutually agreeable location. Concerning those impacts and mitigation, the Town of Frisco is in concurrence.

We also understand that CDOT will be required to acquire this land from the Town of Frisco, utilizing the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970 (Public Law 91-646 & 100-17), as stated in the State Highway 9 Draft Environmental Impact Statement & 4(f) Evaluation.

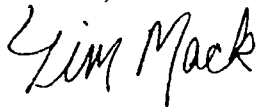
As background, I want to let you know that in 1992, the Town of Frisco obtained 217 acres of land known as the Peninsula Recreation Area, through the Homestake Land Exchange at a cost of \$1,250,000.00. The Town believes that it has a fiduciary obligation to protect this resource and will expect a monetary sum or other mutually agreed upon remuneration for its conveyance.

Lisa Kassels  
Project Manager, SH9 Frisco to Breckenridge EIS  
Colorado Department of Transportation  
July 29, 2002  
Page Two

Further complicating any conveyance of this land is the fact that the Town Charter, Section 14-3 states: Limitations on Sale or Lease of Town-owned Park Property. *No property used for park purposes and maintained by the Town as a park, in which fee ownership is now or hereafter vested in the Town, shall be sold or leased unless the question of such sale or lease is first approved by a majority of the registered electors voting thereon at a regular or special election. Nothing herein shall limit the Council's power to grant any licenses, permits or easements with respect to such property.*

While the Town of Frisco is in support of the SH9 highway project, the issue of conveyance will need to be discussed further. I look forward to discussing these issues with you at your convenience. I am available at (970) 668-5276, ext. 3033 and/or my e-mail address at [tim@townoffrisco.com](mailto:tim@townoffrisco.com).

Sincerely,



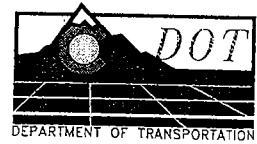
Tim Mack  
Interim Town Manager

CC: Town Council  
Management Team  
File

# STATE OF COLORADO

DEPARTMENT OF TRANSPORTATION  
Region 1 Environment & Planning  
18500 East Colfax Avenue  
Aurora, Colorado 80011-8017  
303-757-9655  
303-757-9746 FAX

JAN 17 2003



December 30, 2002

Thomas A. Long  
Chairman  
Summit County Board of County Commissioners  
P.O. Box 68  
Breckenridge, CO 80424

RECEIVED  
JAN 30 2003  
BY: *Kassels*

Dear Mr. Long;

This letter constitutes a request for concurrence on the potential impacts and recommended mitigation measures for the newly acquired 30.5 acre "Iron Spring Hill Open Space" Summit County property located west of SH9 and Dillon Reservoir at roughly milepost 93.7. This parcel has been determined to fall under protection of Section 4(f) per USDOT Act 49 U.S.C. Section 303 and 23 U.S.C. Section 138 because of the planned recreational development of this property per the Summit County Open Space Master Plan and the identification of the historic Dillon Placer Mine on the property. The preferred alternative recommended from the SH9 Frisco to Breckenridge Environmental Impact Study would impact this property due to the proposed highway realignment.

Impacts and Mitigation Recommendations

The "Iron Spring Hill Open Space" proposed right-of-way (ROW) acquisition would use about 0.8 acres currently under road access, cut slope, and involved with the existing Frisco-Farmer's Korner bikeway to construct cut slopes for roadway stability, and facilitate the erosion control planning and maintenance. The Colorado State Historic Preservation Officer (SHPO) has determined that the historic Dillon Placer Mine will have "no historic property affected" as a result of these proposed transportation improvements. The recommended mitigation for this property is for disturbed areas to be stabilized, restored as closely as possible to the original esthetic character, and re-seeded with an appropriate native mix. Additionally, around the site of the Dillon Placer Mine where the existing bikeway crosses the property, old bike path asphalt will be removed and reseeded with native seed mix after relocation of this segment of the Frisco-Farmer's Korner Bikeway off-site. Per agreements dated August 15, 2002 for the relocation of the Frisco-Farmer's Korner Bikeway, portions of the old bikeway may be retained by Summit County Open Space & Trails and signed for enhancement of future historic viewing stations of the Dillon Placer Mine located at the north end of the property.

Request

It is CDOT's opinion that the proposed right-of-way impacts on Summit County Open Space required for various build alternatives in the SH9 EIS would not substantially impair the current or future use or functionality of the open space recreational properties described above.

Additionally, as discussed June 12, 2002 with Summit County Open Space & Trails regarding potential 4(f) property ROW takes caused by the abovementioned highway realignment, the abovementioned mitigation measures for each property would be appropriate and agreeable mitigation.

CDOT requests written concurrence by signature below, that Summit County agrees that the above-mentioned right-of-way takes of undeveloped land at the "Iron Spring Hill Open Space", abutting SH9 would not represent impairment or a loss of function to the continued and future recreational use of the facilities and that mitigation measures described are acceptable.

Your response is requested by February 1, 2003.

Thank you for your help.

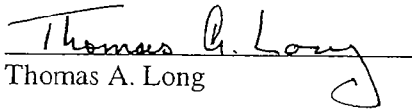
Sincerely,



Lisa Kassels  
Project Manager, SH9 Frisco to Breckenridge EIS

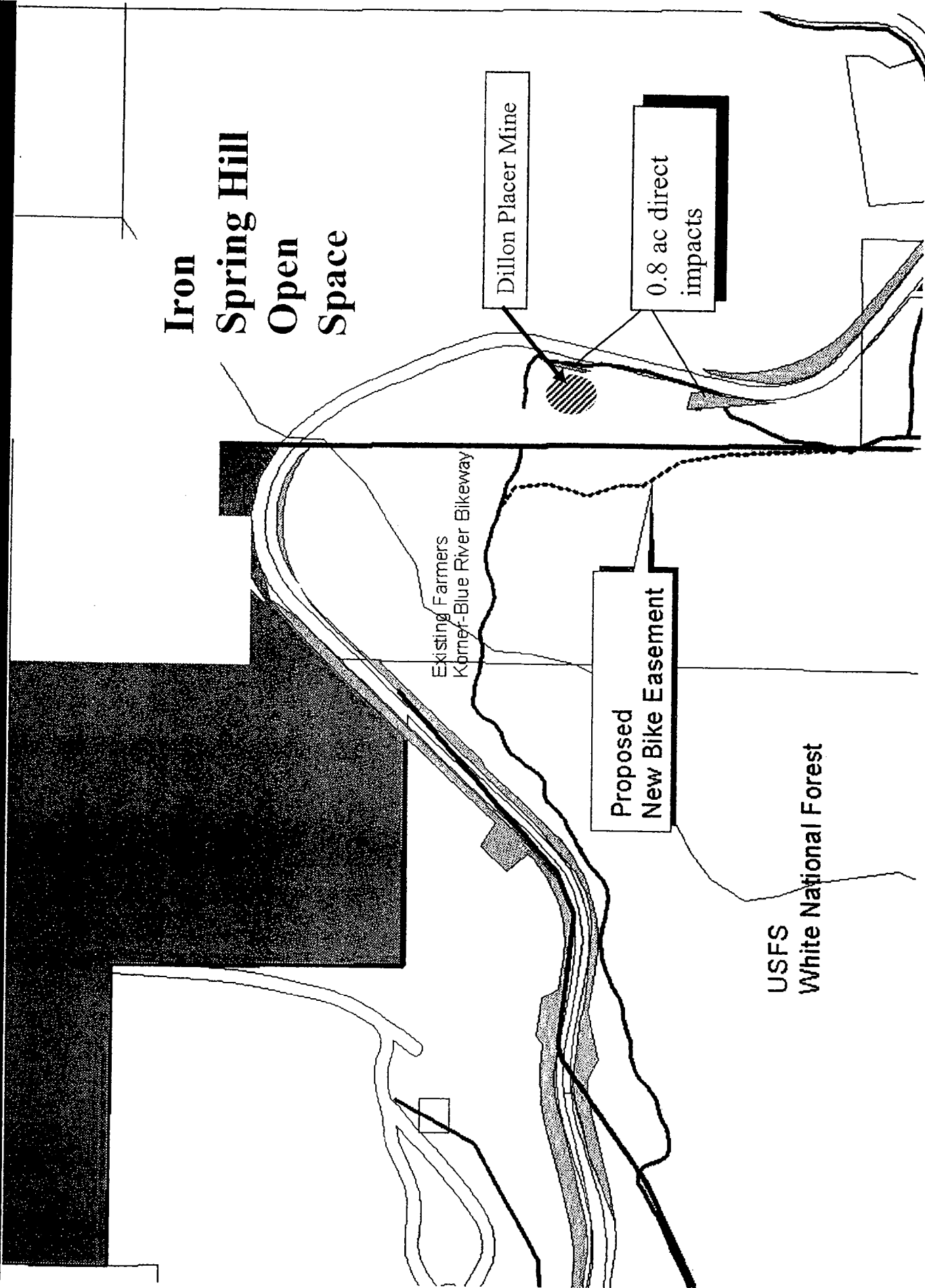
Attachment: Parcel map

Summit County Board of County Commissioners concurs with the above request on this date 1-27, 2003.

  
Thomas A. Long

CC: C.Joy, CDOT  
J.Lostracco, Carter & Burgess  
T.Robertson, Summit County OS&T

Location map of Iron Spring Hill Open Space and Frisco-Farmer's Korner Bikeway relocation.







JUL 10 2002

7/2/2002

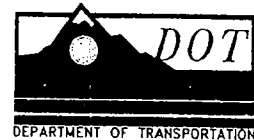
cc: Peter, Heide,  
Enc.

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# STATE OF COLORADO

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DEPARTMENT OF TRANSPORTATION  
Region 1 Environment & Planning  
18500 East Colfax Avenue  
Aurora, Colorado 80011-8017  
303-757-9655  
303-757-9746 FAX



July 1, 2002

Tim Gagen  
Town Manager  
P.O.Box 168  
Breckenridge, CO 80424

Dear Mr. Gagen;

This letter constitutes a request for concurrence on the potential impacts and recommended mitigation measures for the "Tatum Tracts Open Space Park" in Summit County located along State Highway 9 due to highway realignments proposed in alternatives recommended from the SH9 Frisco to Breckenridge Environmental Impact Study. Highway realignment alternatives proposed in the SH9 EIS require modification of undeveloped land at the park.

#### Impacts and Mitigation Recommendations

"Tatum Tracts Open Space Park" is 13.2 acres in size and may require a ROW take that would vary from 2.6 acres in wide 4-lane Alternatives 1 and 2, 1.9 acres in narrow 4-lane Alternative 3, and 1.3 acres in Alternative 4 (2-lane). The impacted land would consist of a strip about 40-feet wide at the southern end and 90-feet wide at the northern end of the property between the highway and the Blue River. The southern half of the right-of-way take would involve removal of several mature pine trees. As discussed on June 12, 2002 with Heide Andersen of Breckenridge Open Space and Trails and Todd Robertson of Summit County Open Space and Trails, the recommended mitigation for this property includes an improved parking facility for 2-4 vehicles be constructed at an agreeable location on Tatum Tracts for fishing access to park property. CDOT also recommends that the west bank of Blue River be landscaped with appropriate trees and shrubbery in addition to the restoration of all disturbed areas to an original aesthetic character and reseeding with native seed mix.

#### Request

It is CDOT's opinion that the proposed right-of-way takes required for various build alternatives in the SH9 EIS would not substantially impair the current or future use or functionality of the park property described above. This letter has also been sent for the concurrence of Summit County Board of County Commissioners, Tom Long, Chairman.

CDOT requests written concurrence by signature below, that Breckenridge agrees that the above mentioned right-of-way takes of undeveloped land at the "Tatum Tracts Open Space Park" abutting SH9 would not represent an impairment or a loss of function to the continued and future recreational use of the facilities and that mitigation measures described are acceptable.

Your response is requested by August 15, 2002.

Thank you for your help.

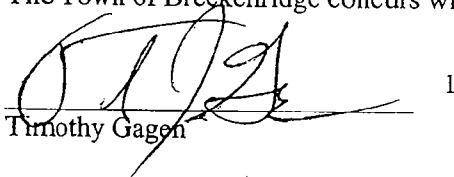
Sincerely,



Lisa Kassels  
Project Manager, SH9 Frisco to Breckenridge EIS

Attachment: Parcel map


The Town of Breckenridge concurs with the above request on this date 8/14/, 2002.

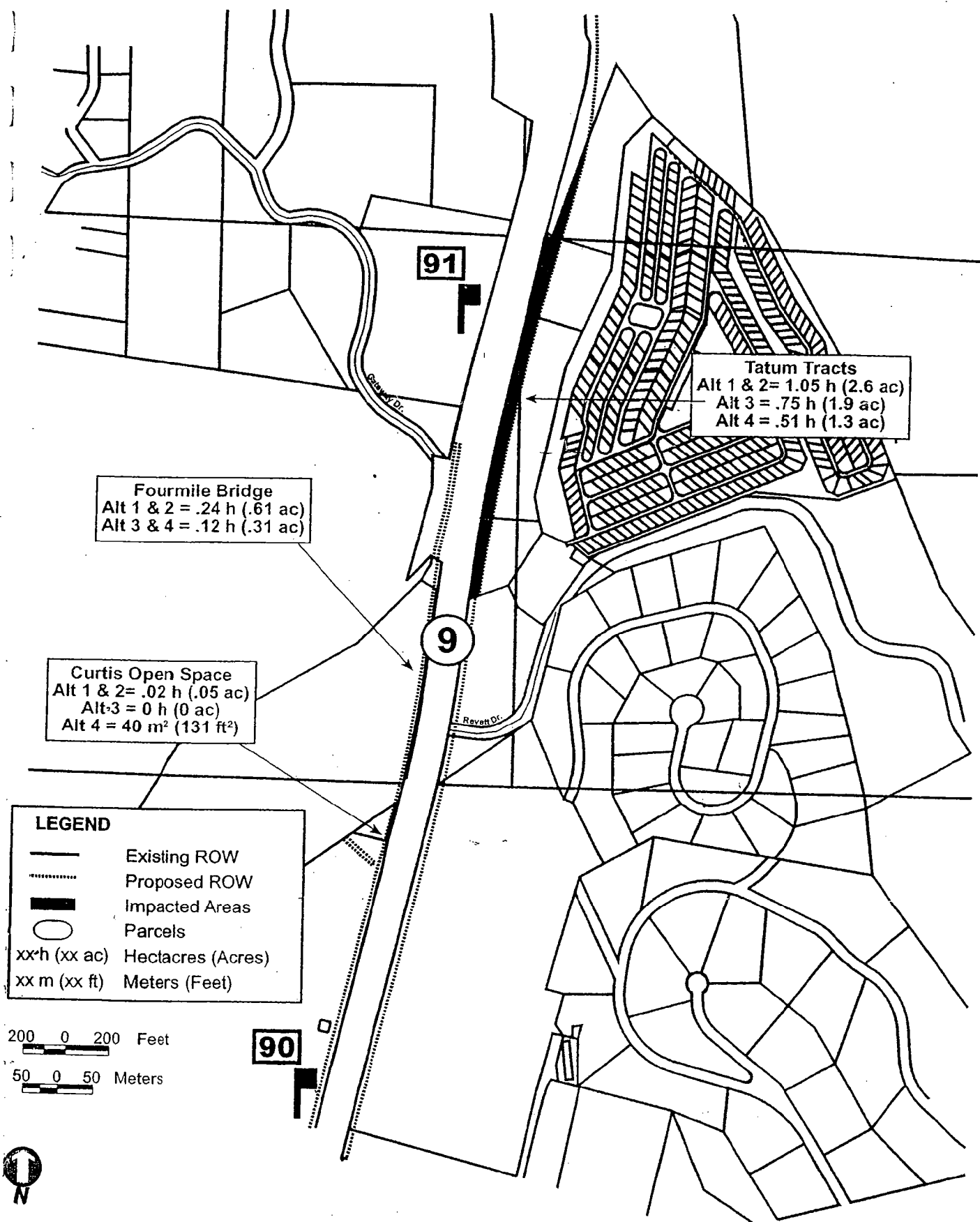


1  
Timothy Gagen

CC: C.Joy, CDOT  
J.Lostracco, Carter & Burgess  
T.Robertson, Summit County OS&T  
H.Andersen, Breckenridge OS&T

<sup>1</sup>As per the conversation between Heide Andersen and Jill Schlaefer on August 8, 2002, this letter addresses the Curtis Open Space Park in addition to the Tatum Tracts. On the Curtis property, the Town concurs with the .05-acre maximum impact from any of the Highway 9 realignment alternative and support CDOT's mitigation recommendation of restoring any damaged land or resources in-kind.

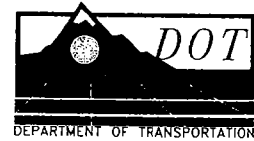
 TG initials 8/14/02 date





# STATE OF COLORADO

DEPARTMENT OF TRANSPORTATION  
Region 1 Environment & Planning  
18500 East Colfax Avenue  
Aurora, Colorado 80011-8017  
303-757-9655  
303-757-9746 FAX



July 1, 2002

Thomas A. Long  
Chairman  
Summit County Board of County Commissioners  
P.O.Box 68  
Breckenridge, CO 80424

Dear Mr. Long;

This letter constitutes a request for concurrence on the potential impacts and recommended mitigation measures for three Summit County park properties located along State Highway 9 due to highway realignments proposed in alternatives recommended from the SH9 Frisco to Breckenridge Environmental Impact Study. Highway realignment alternatives proposed in the SH9 EIS require modification of undeveloped land at the "Summit County Open Space Park" located south of Dickey Drive, "Fourmile Bridge Open Space Park", and "Tatum Tracts Open Space Park".

#### Impacts and Mitigation Recommendations

The "Summit County Open Space Park" proposed right-of-way (ROW) take would use about an average 25-foot wide strip of undeveloped, grassy land abutting roughly 1000 feet of existing SH9 ROW to construct toe slopes for roadway stability and facilitate the erosion control planning and maintenance. The maximum total area involves 0.38 acres. There would only be an impact in Alternatives 1 and 2. The recommended mitigation for this property is for disturbed areas to be restored to the original esthetic character and re-seeded with an appropriate native mix.

At "Fourmile Bridge Open Space Park", the proposed ROW take would use about a 10- to 30-foot wide strip abutting roughly 900 feet of the property. The total area involved varies from 0.61 to 0.31 acres of undeveloped grassy land. The size of the proposed take depends upon the highway alternative chosen. None of the proposed ROW takes affect Fourmile Bridge in-progress park development. The recommended mitigation for this property is for disturbed areas to be restored to the original esthetic character and re-seeded with an appropriate native mix.

"Tatum Tracts Open Space Park" is 13.2 acres in size and may require a ROW take that would vary from 2.6 acres in wide 4-lane Alternatives 1 and 2, 1.9 acres in narrow 4-lane Alternative 3, and 1.3 acres in Alternative 4 (2-lane). The impacted land would consist of a strip about 40-foot wide at the south end of the property to a worse-case 90-foot wide strip along the northern end between the highway and the Blue River. The southern half of the right-of-way take would involve removal of several mature pine trees. The recommended mitigation for this property includes an improved parking facility for 2-4 vehicles be constructed at an agreeable location on Tatum Tracts for fishing access to park property. CDOT recommends that the west bank of Blue River be landscaped with appropriate trees and shrubbery in addition to the restoration of all disturbed areas to an original aesthetic character and reseeded with native seed mix.

Request

It is CDOT's opinion that the proposed right-of-way takes required for various build alternatives in the SH9 EIS would not substantially impair the current or future use or functionality of the open space recreational properties described above.

Additionally, as discussed June 12, 2002 regarding potential 4(f) property ROW takes caused by the abovementioned highway realignment, the abovementioned mitigation measures for each property would be appropriate and agreeable mitigation.

CDOT requests written concurrence by signature below, that Summit County agrees that the above mentioned right-of-way takes of undeveloped land at the "New Summit County Open Space Park", "Fourmile Bridge Open Space Park", and "Tatum Tracts Open Space Park" abutting SH9 would not represent an impairment or a loss of function to the continued and future recreational use of the facilities and that mitigation measures described are acceptable.

Your response is requested by August 15, 2002.

Thank you for your help.

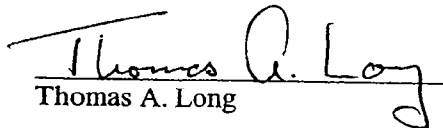
Sincerely,



Lisa Kassels  
Project Manager, SH9 Frisco to Breckenridge EIS

Attachment: Parcel maps

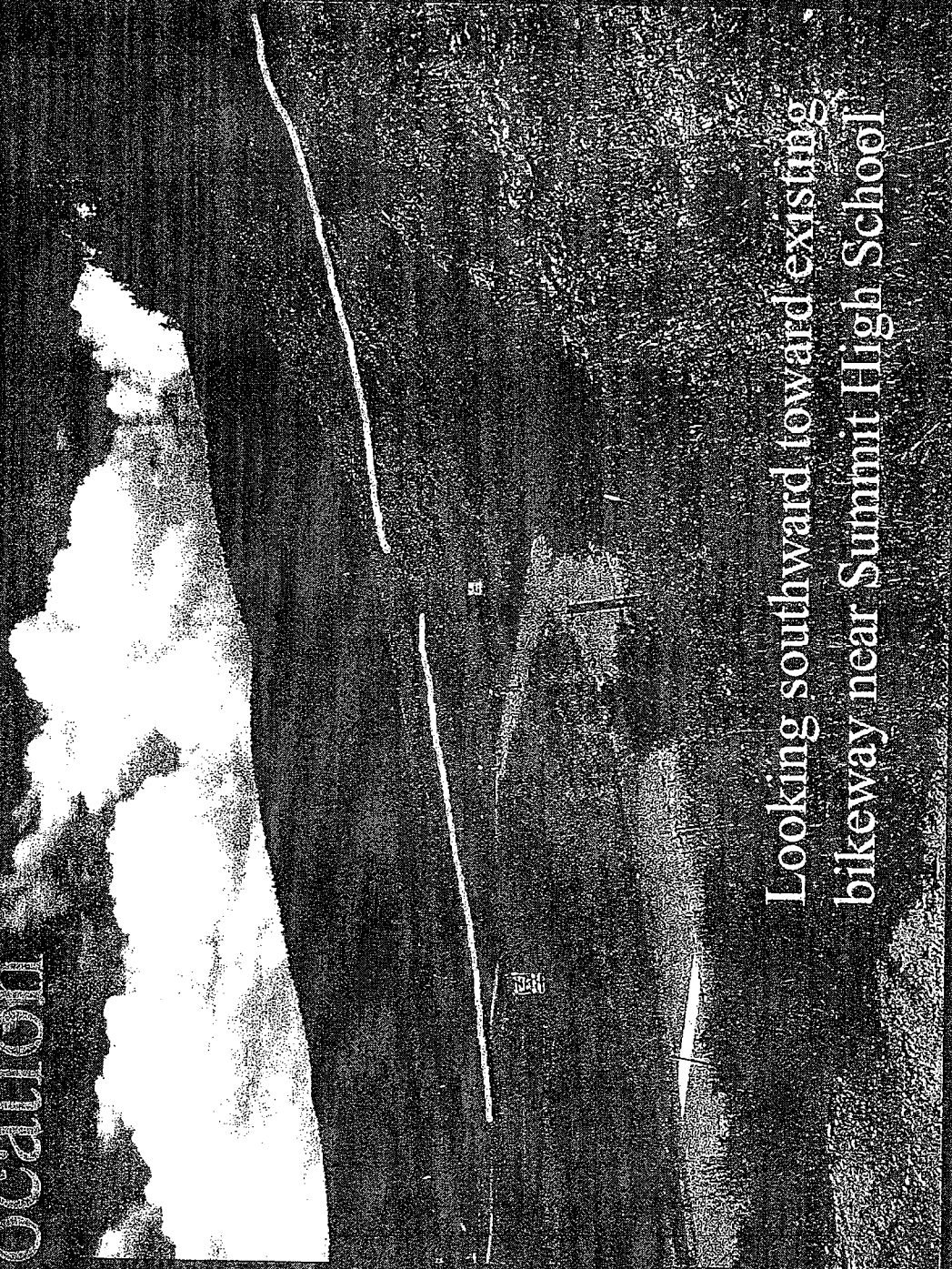
Summit County Board of County Commissioners concurs with the above request on this date 8/15, 2002.



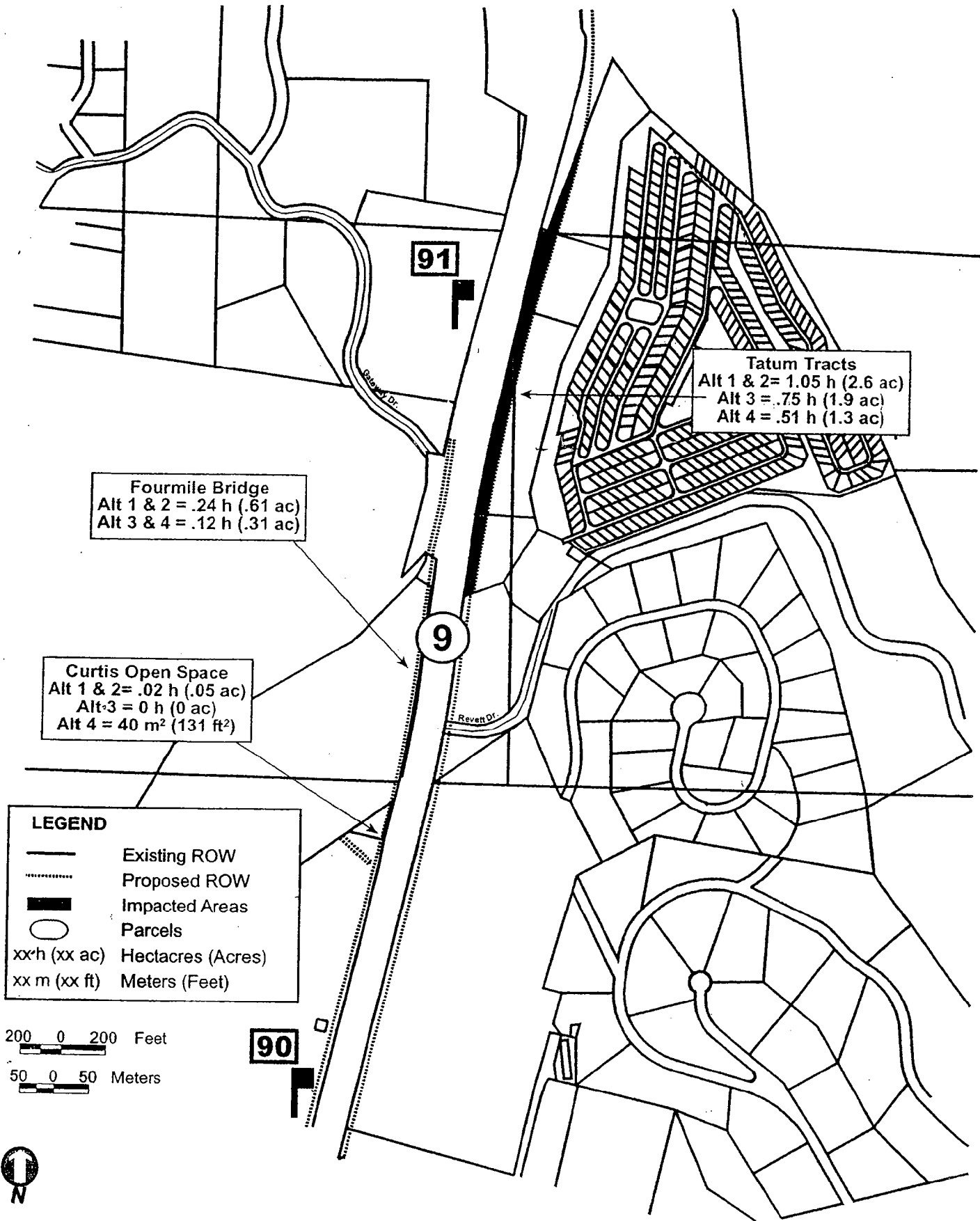
Thomas A. Long

CC: C.Joy, CDOT  
J.Lostracco, Carter & Burgess  
T.Robertson, Summit County OS&T  
H.Andersen, Breckenridge OS&T

# Details Leslie's Curve Alternate Relocation



Looking southward toward existing  
bikeway near Summit High School



**Fourmile Bridge**  
 Alt 1 & 2 = .24 h (.61 ac)  
 Alt 3 & 4 = .12 h (.31 ac)

**Curtis Open Space**  
 Alt 1 & 2 = .02 h (.05 ac)  
 Alt 3 = 0 h (0 ac)  
 Alt 4 = 40 m<sup>2</sup> (131 ft<sup>2</sup>)

**Tatum Tracts**  
 Alt 1 & 2 = 1.05 h (2.6 ac)  
 Alt 3 = .75 h (1.9 ac)  
 Alt 4 = .51 h (1.3 ac)

**LEGEND**

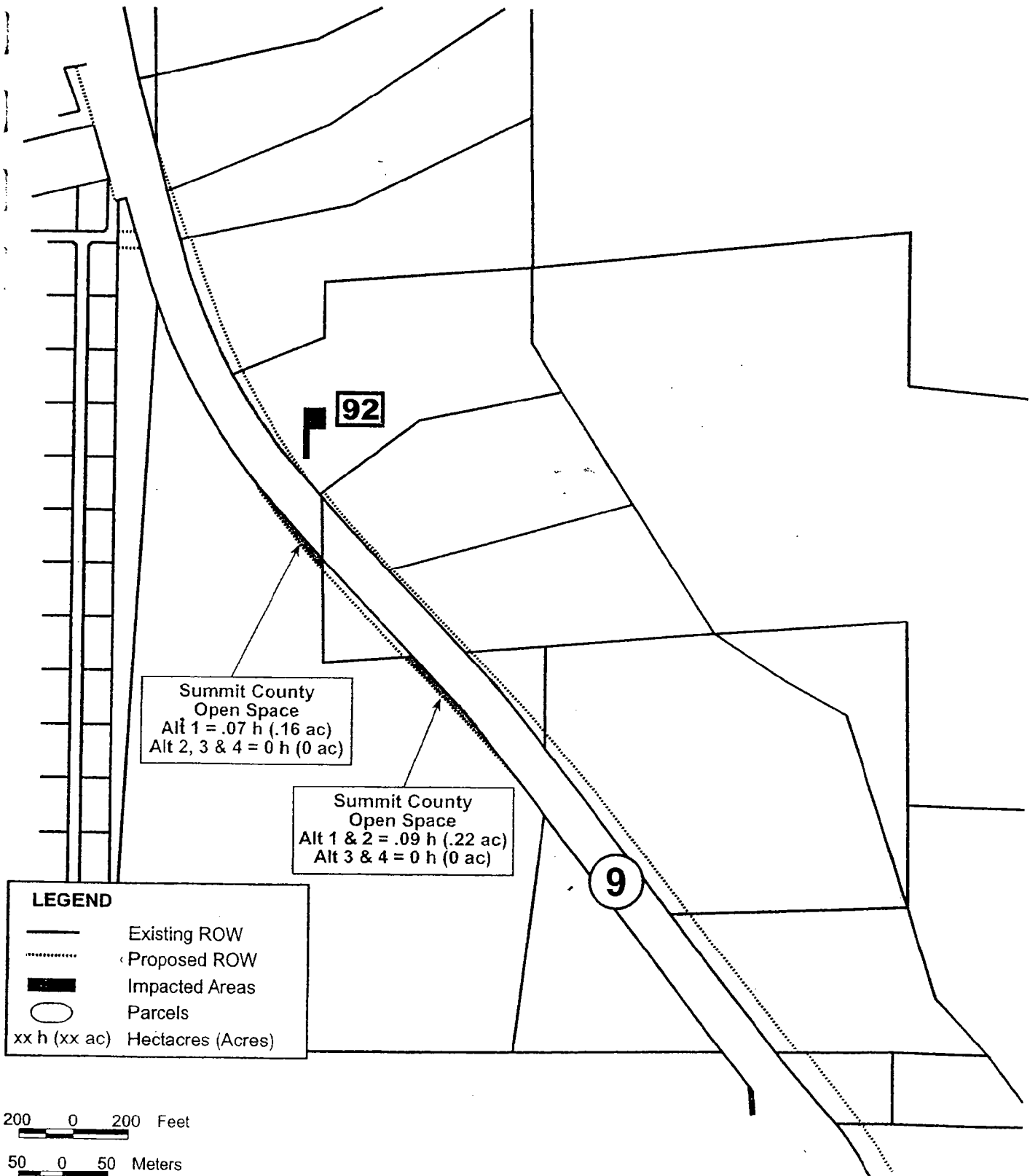
- Existing ROW
- ..... Proposed ROW
- Impacted Areas
- Parcels
- xx'h (xx ac) Hectares (Acres)
- xx m (xx ft) Meters (Feet)

200 0 200 Feet

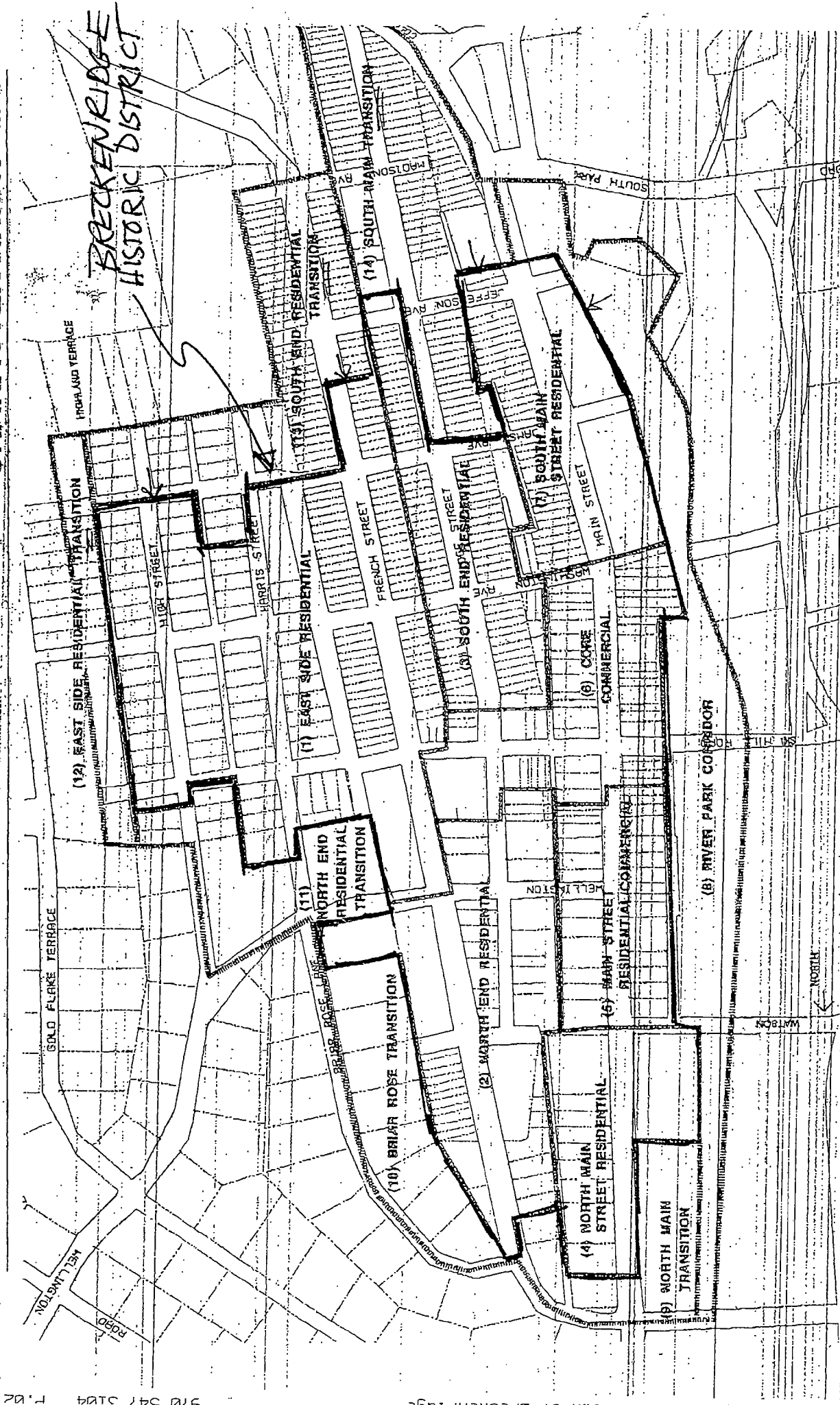
50 0 50 Meters







# CHARACTER AREAS MAP



The historic district and conservation district character areas are described on page 6 and 7. Individual design standards booklets are available for each character area in the historic district.

# STATE OF COLORADO

DEPARTMENT OF TRANSPORTATION  
Region 1 Environment & Planning  
18500 East Colfax Avenue  
Aurora, Colorado 80011-8017  
303-757-9156  
303-757-9746 FAX

RECEIVED  
OCT 10 2003



September 30, 2003

BY:.....

Tim Gagen  
Town Manager  
P.O.Box 168  
Breckenridge, CO 80424

Dear Mr. Gagen;

This letter constitutes a second request for concurrence on the potential impacts and recommended mitigation measures for the "Corkscrew-Parkway Center Park" in Summit County located along Main Street-State Highway 9 due to highway intersection proposed in alternatives recommended from the SH9 Frisco to Breckenridge Environmental Impact Study. Highway roundabout intersection alternatives proposed in the SH9 EIS require modification of undeveloped land at the park.

#### Impacts and Mitigation Recommendations

"Corkscrew-Parkway Center Park" is 9.17 acres in size and may require a ROW take that would take a maximum 0.25 acres in the Preferred Alternative with a roundabout at North Park and Main Streets. The impacted land would consist of area surrounding the proposed flyway abutments and the toe slopes of the roundabout between the highway and the Blue River.

#### Request

It is CDOT's opinion that the proposed right-of-way takes required for the SH9 EIS Preferred Alternative with a roundabout at the North Park intersection would not substantially impair the current or future use or functionality of the park property described above. The existing bikeway will be replaced at a similar position along the Blue River and to Park Avenue-Airport Road to replace the unsafe existing mid-street bikeway crossing.

CDOT proposes to assign, by fee or transfer, the parcel designated 10x, located adjacent to the existing park and Blue River, as noted on Figure A, to be approximately 1.1 acres in size, as replacement park land for the 4(f) use of this property.

CDOT requests written concurrence by signature below that Breckenridge agrees that the

above-mentioned right-of-way takes and mitigation of undeveloped land at the "Corkscrew-Parkway Center Park" abutting SH9 would not represent an impairment or a loss of function to the continued and future recreational use of the facilities and that mitigation measures described are acceptable.

Your immediate response is requested.


Thank you for your help.

Sincerely,

Lisa Kassels  
Project Manager, SH9 Frisco to Breckenridge EIS

Attachment: Parcel map

The Town of Breckenridge concurs with the above request on this date 10/1/03,  
2003.

  
\_\_\_\_\_  
Timothy Gagen

CC: C.Joy, CDOT  
J.Lostracco, Carter & Burgess  
P.Grosshuesch, Breckenridge  
H.Andersen, Breckenridge

Figure A. GIS rendering of Corkscrew- Parkway Center Park (yellow and orange) and proposed mitigation parcel 10x (magenta). The replacement parcel shall be configured to be approximately 1.1 acres located in the general position shown in this figure.

