

# EXHIBIT A

## GRANT APPLICATION CHECK LIST

### MANDATORY:

- Signed letter of resolution from Governing Body
- Exhibit A - Application
- Exhibit B - Budget (Unprotected Excel CPW form)
- Environmental Forms (not required for Regional Trails Planning grants)
- Maps/Photographs/Graphics (5 page max, pdf, letter sized pages)
- Letters of Support (maximum of 5). No letters from clubs or groups specifically working on the project
- Project can be completed within 2.5 years from receiving grant
- Required MATCH funding is secured, including CASH match funds
- CPW District Wildlife Manager has been contacted and informed of construction projects by July 1st. Note that ALL projects will be reviewed by CPW for wildlife impacts
- (Construction only) Project area is owned by public land agency or has easement that designates the area to be open to public outdoor recreation for at least 25 years
- (Construction Only) Formal Environmental Assessment (EA) or NEPA has been completed with final approval for the project area (federal lands only).  
(*Pending - September 2018*)

### ADDITIONAL PROJECT HIGHLIGHTS:

- Youth Corps or youth organization will be used on the project (name of organization)
- Volunteers will be utilized on the project (name organization)



BOARD OF COUNTY COMMISSIONERS

970.453.3402 ph | 970.453.3535 f

208 East Lincoln Ave. | PO Box 68

[www.SummitCountyCO.gov](http://www.SummitCountyCO.gov)

Breckenridge, CO 80424

July 10, 2018

Colorado Parks and Wildlife  
State Trails Program  
13787 U.S. Hwy. 85 N.  
Littleton, CO 80125

RE: Summit County Resolution for 2018 Colorado the Beautiful Grant Application

Dear Members of the Colorado the Beautiful Grant Review Committee,

The Summit County Board of County Commissioners (BOCC) is pleased to provide this letter of resolution in support Summit County Government's Colorado the Beautiful (CtB) Grant application for the Fremont Pass Recreational Pathway – Summit County Extension. Colorado the Beautiful Grant Program funding will greatly support construction of the Summit County Extension of the Fremont Recpath, a trail of statewide significance, and recognized by the Governor's 'Colorado the Beautiful: Colorado's 16' initiative.

Summit County has long-recognized the need to create a safe recreational bypass of State Highway 91 (SH 91), most notably the dangerous section of roadway through Tenmile Canyon commonly referred to as "the narrows." The Summit County Extension described within this grant application is considered the first phase of the broader vision for the Fremont Recpath. Though a Recpath connection over Fremont Pass was identified as a top priority in the Countywide Comprehensive Plan over two decades ago, it is only during the last few years that we have been able to overcome several obstacles to advance this vision. The Summit County Extension of this connector trail project will be a large step forward towards accomplishing a long term community goal and vision – not just for Summit County, but for Lake County and beyond.

Currently, Summit County is utilizing Federal Lands Access Program (FLAP) grant awarded in 2017 to advance design, permitting and National Environmental Policy Act (NEPA) review of the future Recpath alignment. The Federal Highway Administration – Central Federal Lands program (CFL), the Federal agency leading the work under the FLAP grant, has set an aggressive project schedule with a NEPA Decision anticipated this summer and construction in 2019. The anticipated project schedule coincides quite well with the CtB award date in that grant funds can be put to use very soon after grant contracting.

The Fremont Recpath is a critical component of our community's vision for the Summit County Recreational Pathway system. This important connector will directly benefit residents and visitors to Summit County, Lake County, and beyond. Providing a safe pathway connection through Tenmile Canyon will allow pathway users to more safely travel between a geographically large and diverse region. We are excited by the opportunity to better connect our visitors, residents, and economies and strongly urge Colorado Parks and Wildlife and the State Trails Program to support this CtB Grant application and project vision.

Sincerely,  
Summit County Commissioners,

Dan Gibbs  
Chair

Karn Stiegelmeier  
Commissioner

Thomas C. Davidson  
Commissioner

**RESOLUTION NO. 2018-48**

**BOARD OF COUNTY COMMISSIONERS  
OF THE  
COUNTY OF SUMMIT  
STATE OF COLORADO**

**APPROVING SUBMITTAL OF A GRANT APPLICATION FOR A 2018 COLORADO THE BEAUTIFUL GRANT TO COLORADO PARKS AND WILDLIFE FOR THE FREMONT PASS RECREATION PATHWAY – SUMMIT COUNTY EXTENSION PROJECT**

**WHEREAS**, Summit County Government is requesting \$600,000 from the Colorado Parks and Wildlife State Trails Program to provide construction funding for an approximately 3.3 mile long Recreation Pathway between the terminus of Summit County’s existing Recreation Pathway system at Copper Mountain and the northern property boundary of Climax Mine.

**WHEREAS**, Colorado Parks and Wildlife requires that Summit County Government state its support for the 2018 Colorado the Beautiful grant application for the Fremont Pass Recreation Pathway – Summit County Extension project.

**NOW, THEREFORE, BE IT RESOLVED BY THE BOARD OF COUNTY COMMISSIONERS OF THE COUNTY OF SUMMIT, STATE OF COLORADO THAT:**

- Section 1: The Board of County Commissioners strongly supports the application to Colorado Parks and Wildlife for the Fremont Pass Recreation Pathway – Summit County Extension project.
- Section 2: The Board of County Commissioners strongly supports the completion of the Fremont Pass Recreation Pathway – Summit County Extension project if awarded funding from Colorado Parks and Wildlife.
- Section 3: The property targeted for the Fremont Pass Recreation Pathway – Summit County Extension project will be under the control of Summit County for at least 25 years through the County’s Special Use Permit with the United States Forest Service.
- Section 4: This resolution to be in full force and effect from and after its passage and approval.

**ADOPTED THIS 14<sup>TH</sup> DAY OF AUGUST, 2018**



**COUNTY OF SUMMIT  
STATE OF COLORADO  
BY AND THROUGH ITS  
BOARD OF COUNTY COMMISSIONERS**

  
Dan Gibbs, Chair

**ATTEST:**

  
Kathleen Neel, Clerk & Recorder

# EXHIBIT A

COLORADO THE BEAUTIFUL CONSTRUCTION APPLICATION		
Applicant or Organization Name: Summit County Open Space and Trails		
Mailing Address: P.O. Box 5660, Frisco, CO 80443		
Applicant Lead Contact Name: Jason Lederer	Title: Senior Resource Specialist	
Telephone: (970) 668-4213	Email: <a href="mailto:Jason.Lederer@SummitCountyCO.gov">Jason.Lederer@SummitCountyCO.gov</a>	Is this the primary contact for this grant: <input checked="" type="checkbox"/> YES <input type="checkbox"/> NO

**OFFICIAL USE ONLY – DUNS # (IF REQUIRED): 082653023**

PROJECT MANAGER (this person will have day-to-day responsibility for the project)	
Name: Jason Lederer	
Mailing Address: P.O. Box 5660, Frisco, CO 80443	
Telephone: (970) 668-4213	Email: <a href="mailto:Jason.Lederer@SummitCountyCO.gov">Jason.Lederer@SummitCountyCO.gov</a>

PRIMARY PARTNER INFORMATION (IF APPLICABLE)		
Name:		
Mailing Address:		
Partner Contact Name:	Title:	
Telephone:	Email:	Is this the primary contact for this grant: <input type="checkbox"/> YES <input type="checkbox"/> NO

Project Title: Fremont Pass Recreation Pathway – Summit County Extension	
Grant Request: \$600,000	Required Match: \$180,000
Total Project Cost: \$5,578,760	

**Project Description:** Please write a 3-4 paragraph description of your project and the expected accomplishments. Be sure to include Who, What, When, and Where.) **This is your scope of work.** (This section is not the place to talk about the project background, the benefits, the funding, or anything other than the actual work to be accomplished. Please address this information in question #1 of the Selection Criteria.)

The Fremont Pass Recreation Pathway – Summit County Extension (Project) comprises a 3.3 mile long paved multi-modal grade separated Recpath alignment bypassing a dangerous, narrow section of State Highway 91 (SH 91) near Copper Mountain in unincorporated Summit County. Construction of this critical segment addresses immediate safety issues on SH 91, and initiates the Governor’s “Colorado the Beautiful: Colorado’s 16” vision of connecting the communities in Summit and Lake Counties through the White River National Forest (WRNF). The broader Fremont Recpath Project is a collaborative effort of Summit County and Lake County, as well as Climax Molybdenum to create a 21 mile long, paved, regional, multi-modal, grade separated Recreation Pathway (Recpath) connection between the pathway systems of the Lake and Summit Counties along the SH 91 National Scenic Byway (Top of the Rockies National Scenic Byway).

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The Project is located in Tenmile Canyon on the WRNF entirely within Summit County. The approximate end points of the segment are the terminus of the existing Summit County Recreation Pathway system at Copper Mountain and the intersection of the northern property limit of Climax Mine and SH 91. The proposed alignment essentially parallels SH 91 until crossing the highway at its southern limit via an elevated bridge structure where users can utilize the existing wide shoulders of SH 91.

Project coordination is being led by the Summit County Open Space and Trails Department (OST) on behalf of Summit County. Though Summit County is the project proponent and initiator, the vast majority of the work is overseen by Federal Highway Administration (FHWA) Central Federal Lands Highway Division (CFLHD). Summit County is in receipt of a Federal Lands Access Program (FLAP) grant, which carries with it significant funding, administration, engineering/design, permitting, and construction management support. Work is also being coordinated in collaboration with the WRNF, through which the Recpath alignment traverses, and Colorado Department of Transportation (CDOT) who manage SH 91 over which the Recpath passes.

Project construction is scheduled to commence in spring 2019 and be substantially complete by that fall. Final remaining work and Project opening is anticipated to occur in 2020.

**WHO?** Who will complete the work and who will oversee the project? Provide a description of your community or organization, highlighting its mission and purpose.

OST is coordinating the Project on behalf of Summit County. OST identifies, protects and manages open spaces, trails and trailheads to preserve and maintain Summit County's rural mountain character, unique natural areas and high quality of life for residents and visitors. Though Summit County is the project proponent and initiator, the vast majority of the work is overseen by CFLHD. Summit County is in receipt of a FLAP grant, which carries with it significant funding, administration, engineering/design, permitting, and construction management support. Work is also occurring in collaboration with the WRNF Dillon Ranger District and CDOT.

**WHAT?** Explain what you are going to do or accomplish. What is the goal or the reason for your project? Break down the project into a list of specific activities to be completed. These should be quantifiable items that correspond to the categories on your budget page. Include quantity or quality as part of your description of work to be performed. How long? How many? How many feet? How many miles? What materials will be used? Is a specific standard or guideline being used?

The Project comprises a 3.3 mile long paved multi-modal grade separated Recpath alignment bypassing a dangerous, narrow section of SH 91 along an abandoned rail bed. The existing bench/prism is approximately 20 feet wide. The Recpath typical section is a 12 foot wide asphalt path with 2 foot gravel shoulders on each side. The Project design meets ADA design standards including the path surface, width, grade, and cross-slope. Two major structures are also included in the Project: 1) a 460-foot long light penetrating elevated boardwalk set on helical piles to accommodate a Recpath crossing through a wetlands area, and 2) a 260-foot long, two-span steel and concrete truss bridge crossing of SH 91 from the Recpath location east of the highway to an access point west of the highway. Additional minor structures include culverts where the alignment intersects minor drainages.

**WHERE?** Explain in detail the location of your project. Where is the project located? What county? What National Forest/BLM Field Office? Provide the names of the trail(s) or trail system and where the work will be performed? What agency manages or is responsible for the land the project is on?

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The project is located in an unincorporated area of Summit County through Tenmile Canyon on the White River National Forest. The approximate end points of the segment are the terminus of the existing Summit County Recreation Pathway system at Copper Mountain and the intersection of the northern property limit of Climax Mine and State Highway 91. The proposed alignment essentially parallels State Highway 91.

**DEFINITIONS?** Please define all acronyms and specialized terms that are used in your project description.

- CDOT = Colorado Department of Transportation
- CFLHD = Central Federal Lands
- CFR = Code of Federal Regulations
- FHWA = Federal Highway Administration
- FLAP = Federal Lands Access Program
- MOU = Memorandum of Understanding
- OST = Summit County Open Space and Trails Department
- SH 91 = State Highway 91
- SUP = Special Use Permit
- USFS = United States Forest Service
- WRNF = White River National Forest

## LAND OWNERSHIP

1. Provide the name/s of the property owners:

2. The trail corridor is controlled by:  Fee Simple  Lease  Easement  License  Right-of-Way  
 *Other: Special Use Permit between Summit County Government and the White River National Forest*

## USER INFORMATION (Please check all that apply)

<input type="checkbox"/> Hiking	<input type="checkbox"/> Motorcycling	<input type="checkbox"/> Equestrian
<input checked="" type="checkbox"/> Walking	<input type="checkbox"/> Four-Wheeling	<input checked="" type="checkbox"/> ADA Accessible
<input checked="" type="checkbox"/> Running	<input type="checkbox"/> All-Terrain Vehicle	<input type="checkbox"/> Other
<input checked="" type="checkbox"/> Skateboarding	<input type="checkbox"/> Snowmobiling	<input type="checkbox"/> Other
<input checked="" type="checkbox"/> In-Line Skating	<input type="checkbox"/> Snowshoeing	<input type="checkbox"/> Other
<input checked="" type="checkbox"/> Biking	<input type="checkbox"/> X-Country Skiing	<input type="checkbox"/> Other

## TRAIL SURFACE

<input checked="" type="checkbox"/> Asphalt	<input type="checkbox"/> Concrete	<input type="checkbox"/> Other
<input type="checkbox"/> Natural	<input type="checkbox"/> Crusher Fines	<input type="checkbox"/> Other

## PROJECT LOCATION (For multiple project sites attach a separate list.)

Nearest Town or City: Copper Mountain/Frisco

County: Summit County

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Latitude & Longitude Coordinates: North End: 39°22'43.47"N, 106°11'38.52"W South End: 39°27'25.7"N, 106°08'41.3"W			
State Senate District #: 8			
State Representative District #: 61			
Acreage of new trailhead	N/A	Miles of trail grooming	NA
Miles of new trail construction	3.3	Miles of trail being planned	N/A
Miles of trail maintenance	N/A	Miles of trail reroute	N/A
Miles of trail reconstruction	N/A	Miles of inter-connecting trail	<65
Miles of trail to be signed	3.3	Other	
Miles of trail restoration	N/A	Other	

Applicant Authorized Signature: *Brian Lorch* Date: 7/23/18

(From Applicant Organization)

Land Agency Authorized Signature: *William J Jake* Date: 7/24/18

(From project location land agency, if different from applicant)

(From project location land agency, if different from applicant)





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All applicants must respond to the following selection criteria questions in **nine pages or less in 12 point font with 1" page margins**. Answers can be longer than one page, as long as the total number of pages is less than or equal to nine.

This application will be scored on a 100 point basis. The maximum number of points that can be awarded for each question is shown in parentheses. Projects that make it beyond the initial review will be scored by outside reviewers, State Trails, GOCO, and DNR staff. Projects will be ranked according to reviewer and staff scores.

Failure to provide a response to any question (unless otherwise noted) will reduce your project's score. Please read and understand all application questions prior to answering. Reference all attachments.

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## **1. COMMUNITY NEED: (15 points)**

Introduce the community this project will serve. Provide population and income data. Discuss the recreational interests of your community and how this project ties in to those? Provide estimates of trail usage in your community. Discuss the ways in which the community currently is or is not compensating for the lack of the proposed project components. Why does the community need this trail segment and why is it important to them? Discuss the significance of this trail segment to its users.

This *Fremont Pass Recreation Pathway (Fremont Recpath) Summit County Extension Project* (Project) aims to address an immediate need to improve public safety along a narrow stretch of State Highway 91 (SH 91) without shoulders between Copper Mountain Resort (Copper) and the Climax Molybdenum Mine (Climax). Cyclists are currently confined between guardrails, steep drop-offs, and 65+ mph traffic. Summit County's Recpath system represents a critical component of the region's summer recreation-based tourism economy. Recent Recpath traffic counts indicate that use of the adjacent Tenmile Recpath average approximately 300 trips per day and exceed 60,000 during the 5-month peak use period between June and September.

Summit County's Recpath system serves a diversity of users. Beneficiaries from a safe, enjoyable, grade-separated Recpath that avoids the narrow shoulders on SH 91 include local citizens and visitors for commuting and recreational purposes. Bicyclists, pedestrians, inline skaters, Nordic-ski trainers, dog walkers, and families are all expected regular users of the Summit County Extension Project. Large annual events, such as the Children's Hospital Courage Classic and the Bicycle Tour of Colorado will also benefit from this project because it will provide a safe connection on their routes between the Tenmile Recpath and Fremont Pass/Lake County. The Project also initiates a regional vision of a connection between Lake and Summit Counties over Fremont Pass, promoting economic, health, and safety benefits associated with recreational and commuter use.

Summit County has recently exceeded a permanent resident population of 30,000; a 28.7% increase in full-time residents since 2000. The most recent population estimate released by the State Demographer indicates that, as of July 2016, the permanent resident population of Summit County was 30,367, with an unincorporated county population of 16,057. This represents an 8%

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increase in permanent residents from the 2010 Census. According to U.S. Census, American Community Survey 2008-2010 estimates provided by the Northwest Council of Governments, the Median Household and Per Capita incomes for Summit County Residents is \$64,986 and \$33,052 respectively.

According to the 2010 U.S. Census, Summit County's permanent resident population has aged over the past decade (2000-2010), from a median age of 30.8 years in 2000 to a median age of 36.4 years in 2010. The State Demographer projects that the County's median age will continue to increase over the coming years. The County anticipates the continuance of an active senior community making full use of the Recpath system for the foreseeable future. An increase in ethnic diversity in the entire region is also evident in the 2010 Census data. The total non-white population in Summit County increased 54.16%, or 1,699 residents over the last decade (from 3,137 people in 2000 to 4,836 people or 17% of the total county population in 2010). Between 2000 and 2010 the Hispanic population increased approximately 73%, or 1,683 residents. Persons of Hispanic origin now make up 14.25% of the county's total permanent resident population, as of the 2010 Census. Over time, ethnic diversification of the permanent resident population is expected to continue. The County anticipates seeing an increase in the diversification of Recpath users with a broader reach and draw of nonwhite users.

- 2. SCOPE (15 points)** Describe the proposed project including the length/width of trail construction, any major components necessary to complete the trail such as under/overpasses, bridges, trail heads, etc. – describe what exactly will be built. Discuss the ownership status of the trail corridor and any easements or land acquisitions necessary to complete the proposed trail. Address each trail component separately, specifically mentioning its characteristics. If the project is intended to enhance or replace an existing trail and/or trail amenities, describe their existing state, why they are no longer acceptable, and how they arrived at the condition they're in. Discuss the significance of the trail segment to users. List each user group and estimate their percentage of overall trail use, e.g., motorized users – 20% mountain bikers – 70%, hikers – 10%) How did you arrive at those estimates? Include any site photos.

The Project comprises a 3.33 mile long paved multimodal grade separated Recpath alignment bypassing a dangerous, narrow section of SH 91 between Copper Mountain and Climax Mine. The new alignment will follow the abandoned rail bed of the historic High Line Extension of the Denver South Park and Pacific Railroad. The rail bed parallels the eastern bank of Tenmile Creek with grades of 1-5% and gentle horizontal curves. The rail bed is benched into the hillside in a manner that the new trail prism will only require minimal ground disturbance. The alignment has already been repurposed as a utility corridor and utility companies have been maintaining the alignment. Minimal vegetative clearing is required for the Project.

The existing bench is approximately 20 feet wide. The Recpath typical section is a 12-foot wide asphalt path with 2 foot gravel shoulders on each side. The Project design meets ADA design standards from the *Advance Notice of Proposed Rulemaking (ANPRM) on Accessibility Guideline for Shared Use Paths* including the path surface, width, grade, and cross-slope. Two proposed structures for pedestrian/bicycle use have also been identified:

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**Pedestrian Boardwalk** – This structure accommodates a Recpath crossing through a wetlands area. To reduce site impacts to this area, and due to limited access, a lightweight, easily constructible, 460-foot-long timber boardwalk consisting of a series of short spans will span the area. A light penetrating fiberglass deck will be provided to aid in plant growth. In order to minimize the visual impact of the structure, the railing will contain architectural welded wire fabric powder coated Brown, or Natina stained. Fiberglass deck panels will be colored dark gray.

Helical pile foundations will support the boardwalk and limit wetlands disturbance. Piers will be spaced at 10 foot interval in order to achieve a required 5 ton load rating. Rockery walls will be installed at the approach ends to limit the embankment fill footprints. Timber approach railings will be provided on the high side of the approach embankments.

**CO 91 Pedestrian Overpass** – This bridge was added to the scope of the project to address CDOT concerns and provide a safe crossing of SH 91. The crossing will comprise a two-span structure approximately 260' long with a modular steel prefabricated superstructure. The configuration of the truss superstructure will be 6 feet above the deck for pedestrian fencing, as requested by CDOT. The fencing will be an architectural welded wire fabric, powder coated Brown or Natina stained. All concrete above the drilled shafts will be integrally colored brown. Timber approach pedestrian railing will be provided at the bridge ends to protect pedestrians from the drop-offs in front of the wingwalls. The minimum vertical clearance requirement in crossing SH 91 (17'-6" per CDOT policy) will be provided.

The Project will also contain approximately 17, 24-48-inch culverts installed to allow gullies and minor drainages to pass beneath the pathway. Four of these culverts are designed to allow for aquatic organism passage (AOP).

The Project aims to create a new trail where no formalized alignment exists. The majority (90+ %) of users of the new Recpath will be cyclists, with lesser numbers of walkers, runners, long boarders, etc. Recreational uses are anticipated to be consistent with the existing Tenmile Canyon Recpath, to which the Summit County Extension Project connects. Photographs of the proposed Project alignment and existing conditions are included with this application.

**3. TIMELINE (15 points)** List the permits, licenses, and approvals required to complete this project. For each one, discuss where you are in the process of securing it and when you anticipate securing it. For easements or land acquisitions, provide details on where you are in negotiations with the landowner. Discuss any wildlife concerns that may impact the implementation of this project. How will they be addressed? Have CPW wildlife specialists provided input or consultation on this project? Reviewers will evaluate the responses using CPW's Wildlife Assessment and the applicant's Environmental Forms.

The partners have set an aggressive timeline for final design, environmental reviews and permitting. All permitting agencies have already been consulted and are engaged in the review. Central Federal Lands Highway Division (CFLHD) has initiated a Categorical Exclusion (CE) per 23 CFR 771.117(c)3 via the NEPA process. The CE is anticipated to be finalized in

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September 2018.

The proposed action will result in the placement of permanent and temporary fill in wetlands and within streams. Impacts to these water resources will be minimized by constructing boardwalks over sensitive fen habitat. Due to minor impacts to fen habitat, an individual Section 404 permit from the U.S. Army Corps of Engineers (USACE) and a Section 401 permit from the Colorado Department of Public Health & Environment (CDPHE) is required. Two wetland mitigation sites will be utilized; one within the White River National Forest (WRNF) adjacent to the Project, and one on Summit County property in the same Hydrologic Unit Code drainage basin in Silverthorne. USACE permitting is anticipated to be finalized by early 2019.

A biological assessment was submitted to the U.S. Fish and Wildlife Service (USFWS) for informal consultation in March 2018 and concurrence of the “not likely to adversely affect” determination was received from the USFWS on April 10, 2018. In order to limit effects to Canada lynx habitat, construction will occur during the daytime only, except for the overnight placement of the pedestrian bridge over SH 91, reducing the potential for direct disturbance to lynx during the nighttime when lynx are most active. CPW wildlife specialists provided consultation during this process and have also completed the attached environmental checklist.

Mitigation measures have been incorporated into the project design, construction means and methods, and post-construction trail management. An abbreviated Visual Impact Assessment was completed for the pedestrian bridge over SH 91. The document was reviewed by the USFS, CDOT, Summit County, and select members of the Colorado Scenic and Historic Byways Commission. The document was deemed final on May 1, 2018. Mitigation for impacts to visual resources have been incorporated into the bridge and elevated boardwalks designs.

Because more than one acre of land will be disturbed during construction, the project will require a Construction Stormwater NPDES permit from the U.S. Environmental Protection Agency (EPA) and Grading Permit from the Summit County Engineering Department.

Summit County plans to build and manage this section of pathway by amending its Special Use Permit (SUP) with the USFS, to allow for the development, operation, and maintenance of the Recpath on National Forest.

## Conceptual Project Timeline – Summit County Extension of the Fremont Recpath

Milestone	Description & Timeline
NEPA Review and Interagency Coordination	Environmental analysis and field investigations in support of the Categorical Exclusion/ Finalize CE – <i>Summer 2018</i>
Survey of trail alignment	Grades, utilities, environmental resources – <i>Summer 2018</i>
Design & Engineering	Develop concept plans into Construction Docs – <i>Summer 2018 – early winter 2019</i>
Final Permitting	Obtain remaining necessary permits – <i>Fall 2018 – Winter/Spring 2019</i>
Trail Construction	Coordinated by FLAP – <i>Summer 2019 – Summer 2020</i>

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- 4. ACCESS (10 points)** Describe the larger trail network this project is a part of. How does it contribute to local, regional and/or statewide trail opportunities? Will the proposed trail(s) increase access to existing recreational, open space, and/or environmental education opportunities for youth and families? Will the project increase park, trail, or open space access for marginalized communities and/or serve communities with large prevalence of health conditions (i.e. obesity)? Which studies or community level data were used to make this determination?

The 21 mile-long Fremont Recpath is envisioned to connect the pathway systems of the Blue, Arkansas, and Colorado River Basins, ultimately linking paved pathways and enhanced road shoulders from Summit County through Vail to Glenwood Springs and Aspen, and south through Leadville to Salida and Minturn, providing multiple large loops and contributing to a continuous paved recreational network of over 250 miles. This Recpath connection will have statewide significance and provide facilities for recreationalists of all levels and abilities. The Summit County Extension Project is viewed as the critical component of the broader Fremont Recpath vision and Colorado's paved pathway network as a whole, because it will bypass a particularly dangerous section of SH 91 through Tenmile Canyon. As an interim solution to the rest of Fremont Recpath, Summit County is working with CDOT to improve signage and striping along the existing 6 – 8 foot wide highway shoulders between the Project end and Mineral Belt Trail in Leadville. These shoulder improvements coalesce with CDOT's Statewide Bicycle and Pedestrian Master Plan goals, and will better accommodate cyclists traversing this heavily travelled section of highway. All project partners concur that the Summit County Extension segment is the critical immediate need and the proposed improvements are necessary for safe bicycle access to the SH 91 Scenic Byway.

The Project will also provide access to numerous educational opportunities about the unique alpine environment, regional mining history, and other environmental and cultural attributes. The new alignment will access recreational opportunities in the National Forest and parallels an exceptional canyon and riparian corridor, a stream and wetland restoration site, abandoned mining infrastructure, and dramatic views of the Tenmile, Mosquito, and Gore Ranges.

- 5. PLANNING (10 points)** Describe any comprehensive planning efforts that this project has undertaken or has been a part of. If this project is part of an approved master plan, what priority is it given in that plan? ***Public comment and involvement is mandatory for all projects.*** Describe the public planning process that identified this trail as a priority. Summarize the feedback received from the public and describe the involvement of user groups and/or communities that are within the project's region. Have any potential user group conflicts been identified? If so, how will they be addressed/managed? Has this project been deemed a priority by any other agencies or given any significant designations? Has there been public opposition to the proposed project? If so, describe the opposition and what has been done to address it.

Planning for a paved trail connection between Copper and Leadville started in the early 1990's as part of the Lake County Bicycle Trail Master Plan and similar efforts outlined in Summit County Master Plans. Building on this early vision, the need for this project is noted in the 2017

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Summit County Countywide Comprehensive Plan (and previous Comp plans), as well as the Tenmile Master Plan and Copper Mountain Subbasin Plan, all of which direct Summit County to pursue a Recpath connection between Copper Mountain and the Lake/Summit County border at Fremont Pass. Each of these guiding documents are the product of an extensive public involvement process that included open houses, surveys, focus groups, and other methods for receiving community input.

While Summit County was completing an initial phase of this project by improving connections to the Tenmile Canyon Recpath near Copper in 2012, the County reengaged Lake County and Climax in discussions regarding extending the Recpath over Fremont Pass. With Climax reopening and strong support from Mine management, Summit and Lake Counties, as well as Climax, entered into a three party Memorandum of Understanding (MOU) in 2012 to explore potential alignments through Climax property for the Fremont Recpath. In 2013, Climax retained Conlin Associates, a land and resource planning firm based in Leadville, to lead the Fremont Recpath planning effort on Climax property. During the 2014 and 2015 field seasons, nearly 10 miles of potential pathway alignments were laid out between Climax's northern property limit at Sorrel Pass Road in Summit County and southern property limit just south of Fremont Pass in Lake County. In 2014, Summit County also retained Conlin Associates to identify potential alignments of the Summit County Extension passing through the National Forest in order to initiate the NEPA environmental review process. These field investigations yielded two 'Design Narratives' describing existing conditions on SH 91 between the Counties; the design standards for a proposed Recpath connecting the Counties; the pathway geometry for preliminary designs; and the physical and environmental constraints associated with multiple alignments. The studies also identified conceptual level designs, anticipated engineering solutions for recognized constraints; and a preferred alternative for additional study and design.

During summer 2015, Summit County made a formal request to the USFS Dillon Ranger District to initiate the NEPA process for the Summit County Extension. The USFS accepted and became the lead Federal agency in completing the required analysis in 2015. After Summit County was awarded a Federal Lands Access Program (FLAP) grant in 2017, the Federal Highway Administration (FHWA) Central Federal Lands Highway Division (CFLHD) transitioned as the lead NEPA agency. Scoping by the USFS in 2016 identified no opposition to the project concept, with the exception of agency concerns regarding wildlife habitat, which the partners are committed to mitigating to the greatest degree possible.

In 2016, the Fremont Recpath project was also recognized as one of Colorado's highest priority trail projects by the '*Colorado the Beautiful: Colorado's 16*' initiative. The Project benefits from broad community support, with no known opposition. There is minimal conflict between user groups and as Summit County's full time and visitor population increases, there is growing demand for enhanced facilities, which this Project aims to address.

**6. COLLABORATION AND MATCHING FUNDS (10 points)** Discuss partnerships established for this project and their contributions. Discuss the sources of matching funds. How much match is secured beyond the required 30%? How much of it is yet to be raised and what are your plans for raising those additional funds? Submit letters of commitment/support from landowners and/or funders as a separate

## EXHIBIT A

attachment. Beyond these letters you may submit up to 5 letters of non-cash support.

The success of Summit County's Recpath System results from multiple long-term relationships and partnerships with the USFS, CDOT, and other Federal, State, and local stakeholders. Summit County intends to continue to build on these partnerships, while expanding others with the project partners of Lake County and Climax, as well as the towns of Frisco and Leadville, Copper Mountain Resort, Summit Biking and others.

The MOU between the Counties and Climax formalized each entity's support, while establishing an ongoing partnership. Climax funded independent studies in 2014 and 2015 to identify potential pathway alignments through their property and twice provided Summit County with Community Investment Fund Grants: (1) towards the construction of the Tenmile Canyon Recpath Extension in 2012; and (2) the development of the Summit County Extension Design Narrative in 2013. Climax also nominated the Fremont Recpath for the '*Colorado's 16*' initiative and continues to play a critical role in Summit County's ongoing efforts to complete the Project.

CDOT is a major partner in Summit County's Recpath system, as a majority of the existing system was built utilizing State and Federal Highway funding administered by CDOT. CDOT recognizes that Recpath facilities address imminent health and safety concerns associated with non-motorized use of their roadways, especially designated Scenic Byways, such as this portion of SH 91. Summit County anticipates close coordination with CDOT throughout the remainder of the Project planning and construction process.

Copper Mountain provided \$250,000 toward the 2012 construction of the Tenmile Recpath Extension and supports the Recpath connection to Lake County where a substantial number of Copper employees reside.

The local nonprofit group, Summit Biking is also a strong supporter and advocate for the Project. They are engaged in Fremont Recpath project and have repeatedly acted as a proponent and assisted in fundraising efforts for past Recpath projects.

Because much of Summit County's existing Recpath system is located on National Forest and managed under a Special Use Permit, the USFS Dillon Ranger District is also a critical project partner. Despite limited resources, the USFS committed to supporting Project NEPA efforts, largely as a result of a strong relationship developed over decades of collaboration.

In early 2017, Summit County entered into a partnership with CFLHD via the Federal Lands Access Program that carries with it \$4,375,000 in funding, \$3,750,000 of which is dedicated towards construction. FLAP support also includes full design, permitting, construction contracting, and construction management support from CFLHD. The funding and expertise accompanying this partnership has moved this Project from a strong public desire to a Recpath that the public can enjoy by 2020.

Summit County's annual budget for all capital improvements on its 38+ mile Recpath system is approximately \$200,000 per year. Summit County has committed up to three years of its Recpath capital budget towards the Project in order to match this grant request. In addition to this grant request, Summit County is actively working on several fronts to reduce the remaining approximately \$600,000 funding gap, most notably reducing the required FLAP match. Summit County is optimistic about the FLAP match being reduced and should have better information by

# EXHIBIT A

August 2018. Combined, FLAP and Summit County project funding accounts for over 89% of the total Project cost.

**7. URGENCY AND NEED FOR FUNDS (5 points)** Briefly describe the project's urgency. Why are Colorado the Beautiful funds necessary this grant cycle? What opportunities are lost if the grant isn't awarded?

As previously stated, this project addresses an immediate need to improve public safety along a narrow stretch of SH 91 without shoulders. Cyclists are currently confined between guardrails, steep drop-offs, and 65+ mph traffic. Additionally, the Recpath system represents a critical component of the Summit County summer recreation-based economy and tourist industry. Because this project is located at a critical junction, it will serve residents, guests, and economies in a three county geographic area.

Even more importantly, the Fremont Recpath project is in a period of uniquely strong support and momentum. Following recognition by the Governor's "*Colorado the Beautiful: Colorado's 16*" initiative, the Project gained funding urgency in March 2017 with the new partnership with CFLHD through the Federal Lands Access Program. CBT funding is vital to the success of this project, because it will significantly reduce the remaining project funding gap. It is unlikely that such substantial funding opportunities will become available again prior to initiating construction in 2019. CBT funding for the Project will also be a significant catalyst towards advancing the broader vision of Fremont Recpath project and help leverage support from other potential funders including Climax, CDOT, Copper, and other sources.

**8. MAINTENANCE (10 points)** Describe how the project will be developed, maintained, and managed for long-term sustainability. Has an Operations and Maintenance Plan been developed for the project areas? Prior to considering new trail construction, have current trail reroute options been considered for current on-the-ground unsustainable trails and trail sections in the project area? Estimate the annual costs to maintain the project. How did you derive those numbers; how do you intend to fund operations and maintenance; and who is responsible?

Summit County will dedicate funds from its Recpath operations and maintenance budget towards the new section once complete. The County maintains a reserve account specifically dedicated for the maintenance of the 38+ mile Recpath system.

Several route options were evaluated during the planning process, with future required operations and maintenance being a major consideration. Annual operations and maintenance costs should be relatively minor. The Summit County Road and Bridge Department plows the Recpath system once in the spring and sweeps weekly throughout the snow-free months. Annual costs associated with these activities is typically less than \$30,000 for the entire system. The Open Space and Trails Department also runs an "Adopt-a-Recpath" program, where volunteers pick up trash and perform minor maintenance such as cutting back brush. The Open Space and Trails Department also typically allocates \$10,000 annually for crack sealing and minor crack repair, plus \$5,000 for striping. Summit County works with a contractor to perform crack sealing/repair and striping as necessary.



## EXHIBIT A

- 9. CONTINGENCY/ABILITY (10 points)** What other funding sources have been dedicated or are anticipated to be dedicated to this project? Will applicant and/or partner funds be lost if funds are not awarded? If you are not awarded funding, what measures will be taken to complete the project? Describe your ability to complete the specific grant transaction(s) that will be necessary to accomplish this project. Please provide examples (if any) for grant projects of similar magnitude that demonstrate your ability to manage the requested level of grant funding; including the project title, grantor, award amount and year the project was funded. Was reporting and close-out requirements completed? How well was it managed from your perspective? Will you be applying for additional funding through CPW State Trails Program in the future?

As described previously, FLAP support carries \$4,375,000 in project funding, of which \$3,750,000 is appropriated for construction. In addition, Summit County has committed \$600,000 from its capital improvements budget for Project design, permitting, and construction. If this grant application request is unfunded, it is unclear how the additional funding gap would be filled. The County is pursuing a matching fund reduction with the Federal Lands Access Program, as the project timeline was significantly accelerated over the last 12 months. In the unlikely event that the match reduction request is not honored, the County would likely vigorously pursue fundraising through other private and public partnerships, however, those avenues contain significant complexities, constraints, and uncertainties. CFLHD is also in the process of value engineering the design as the Project proceeds from 70% to 95% design.

Summit County Government, particularly the Open Space and Trails Department, have a long history of successfully managing grants of this size. Much of the Summit County Recpath system was built using significant grant dollars from FHWA, CDOT, Great Outdoors Colorado, State Trails, and other sources, including most recently a \$500,000 CDOT Transportation Enhancement grant; Project # STE C610-015, Code: 18066: Ten Mile Canyon Recpath, utilized to build a Recpath extension towards Copper Mountain in 2013/14. All reporting and close-out requirements were successfully completed for this grant and the grant was well-managed throughout the process. County staff are adept in managing such revenue sources and associated transactions. Summit County has a strong reputation of excellent management of grant funded projects, which is critical in applying for additional funding through the CPW State Trails Program in the future to support other sections of the Fremont Recpath, and potentially other projects.

**Exhibit B**  
**Budget Form - Project Name: Fremont Pass Recreational Pathway - Summit County Extension**

SOURCE OF FUNDS	Date Secured				CPW Trails Grant Request [A]	Total Project Match [B]	Total Funding (\$) [C]	
<b>CASH</b>								
Federal Lands Access Program	3/27/2017					\$ 3,750,000.00	\$ 3,750,000.00	
Summit County Government	3/27/2017					\$ 1,228,760.00	\$ 1,228,760.00	
Colorado the Beautiful Grant*	Nov. 2018				\$ 600,000.00		\$ 600,000.00	
<b>IN-KIND</b>								
							\$ -	
							\$ -	
<b>TOTAL SOURCES OF FUNDS</b>					<b>\$ 600,000.00</b>	<b>\$ 4,978,760.00</b>	<b>\$ 5,578,760.00</b>	

USE OF FUNDS - CASH	Quantity/ Cost per Unit	Qty	Cost	Total	CPW Funds	Total Project Match (\$)	Total Funding (\$)	Balance (should be 0)
<b>Category 1 - Contracted Services</b>								
Mobilization	LPSM	1	\$ 435,640.00	\$ 435,640.00		\$ 435,640.00	\$ 435,640.00	0
Survey	MILE	9.583	\$ 19,630.07	\$ 188,115.00		\$ 188,115.00	\$ 188,115.00	0
Erosion and Sediment Control	LNFT	20,080	\$ 11.81	\$ 237,060.00		\$ 237,060.00	\$ 237,060.00	0
Clearing and Grubbing	ACRE	11.0	\$ 4,000.00	\$ 44,000.00		\$ 44,000.00	\$ 44,000.00	0
Subexcavation	CUYD	6,000	\$ 30.00	\$ 180,000.00		\$ 180,000.00	\$ 180,000.00	0
Embankment Construction	CUYD	15,670	\$ 40.00	\$ 626,800.00		\$ 626,800.00	\$ 626,800.00	0
Labor	HOUR	152	\$ 112.89	\$ 17,160.00		\$ 17,160.00	\$ 17,160.00	0
Traffic Control	LPSM	1	\$ 78,880.00	\$ 78,880.00		\$ 78,880.00	\$ 78,880.00	0
Field Office	LPSM	1	\$ 15,000.00	\$ 15,000.00		\$ 15,000.00	\$ 15,000.00	0
Quality Control	LPSM	1	\$ 25,000.00	\$ 25,000.00		\$ 25,000.00	\$ 25,000.00	0
Testing	LPSM	1	\$ 75,000.00	\$ 75,000.00		\$ 75,000.00	\$ 75,000.00	0
Management	LPSM	1	\$ 20,000.00	\$ 20,000.00		\$ 20,000.00	\$ 20,000.00	0
Construction Engineering	LPSM	1	\$ 750,000.00	\$ 750,000.00		\$ 750,000.00	\$ 750,000.00	0
<b>Category 2 - Salary/Wages</b>								
Not applicable.				\$ -			\$ -	0
<b>Category 3 - Materials/Tools</b>								
Aggregate	TON	8,330	\$ 35.00	\$ 291,550.00		\$ 291,550.00	\$ 291,550.00	0
Paving	TON	3,850	\$ 129.35	\$ 497,990.00		\$ 497,990.00	\$ 497,990.00	0
Rockery Wall	SQFT	1,000	\$ 50.00	\$ 50,000.00		\$ 50,000.00	\$ 50,000.00	0
Boardwalk	SQFT	5,520	\$ 125.48	\$ 692,650.00		\$ 692,650.00	\$ 692,650.00	0
Riprap	CUYD	663	\$ 130.50	\$ 86,520.00		\$ 86,520.00	\$ 86,520.00	0
Rock Drain	CUYD	2,700	\$ 60.00	\$ 162,000.00		\$ 162,000.00	\$ 162,000.00	0
Culverts and Pipes	EA	14	\$ 5,289.29	\$ 74,050.00		\$ 74,050.00	\$ 74,050.00	0
Revegetation	ACRE	5	\$ 7,500.00	\$ 39,000.00		\$ 39,000.00	\$ 39,000.00	0
Striping and Signage	LNFT	370	\$ 20.88	\$ 7,725.00		\$ 7,725.00	\$ 7,725.00	0
Rental Equipment/Machinery	HOUR	152	\$ 135.26	\$ 20,560.00		\$ 20,560.00	\$ 20,560.00	0
<b>Additional Categories</b>								
Bridge Crossing	LPSM	1	\$ 805,300.00	\$ 805,300.00	\$ 600,000.00	\$ 205,300.00	\$ 805,300.00	0
Wetlands/Stream Mitigation	SQYD	3969	\$ 40.00	\$ 158,760.00		\$ 158,760.00	\$ 158,760.00	0
<b>USE OF FUNDS - CASH SUBTOTAL</b>				<b>\$ 5,578,760.00</b>	<b>\$ 600,000.00</b>	<b>\$ 4,978,760.00</b>	<b>\$ 5,578,760.00</b>	<b>0</b>

IN-KIND	Quantity/ Cost per Unit	Qty	Cost	Total		Total Funding (\$)	Balance (should be 0)	
<b>Category 1 - Contracted Services</b>								
				\$ -		\$ -	\$ -	0
<b>Category 2 - Salary/Wages</b>								
				\$ -		\$ -	\$ -	0
				\$ -		\$ -	\$ -	0
<b>Category 3 - Materials/Tools</b>								
				\$ -		\$ -	\$ -	0
<b>Additional Categories</b>								
				\$ -		\$ -	\$ -	0
<b>IN-KIND SUBTOTAL</b>					<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>0</b>
<b>TOTAL PROJECT COST</b>					<b>\$ 600,000.00</b>	<b>\$ 4,978,760.00</b>	<b>\$ 5,578,760.00</b>	
<b>30% REQUIRED MATCH</b>						<b>\$ 180,000.00</b>		

\*Per conversations with State Trails Program Manager, Nick Dellaca, Summit County is requesting an additional \$100,000 from this grant program (total request = \$600,000).

## Non-Federal Environmental Form

### ENVIRONMENTAL CHECK LIST (for projects outside of NEPA requirements) (Construction Grants Only)

Applicants are responsible to complete this form with local agency staff or an environmental consultant to address any environmental impacts associated with the project, including: securing all necessary permits, licenses, clearances, and environmental analysis documentation necessary to comply with local, state, or federal law. Please fill out the table below and associated narratives.

ENVIRONMENTAL CONSIDERATIONS Indicate potential for adverse impacts	NOT APPLICABLE Resource does not exist	NEGLEGIBLE IMPACTS Exists but no or negligible impacts	MINOR IMPACTS	IMPACTS EXCEED MINOR	MORE DATA NEEDED TO DETERMINE DEGREE OF IMPACT
1. Plants/fish species of special concern and habitat; state/federal listed or proposed for listing*	✓				
2. Unique or important aquatic habitat; e.g. fish passage	✓				
3. Water quality/quantity – surface and ground water considerations	✓				
4. Stream flow characteristics	✓				
5. River corridors/lakes/ponds/ seasonal water ways**	✓				
6. Wetlands/floodplains		✓			
7. Storm water runoff	✓				
8. Sedimentation	✓				
9. Disturbances to neighboring properties	✓				
10. Soil/erosion	✓				
11. Introduction or promotion of non-native species		✓			
12. Environmental disturbances during construction		✓			

\*If the proposed project affects threatened or endangered species or critical habitat listed at the federal or state level, concurrence with a CPW wildlife manager or biologist is required prior to the submission of this application

\*\*If the proposed project lies within 200 feet of a stream, river, lake, pond, seasonal stream or reservoir, concurrence with a CPW aquatic biologist is required prior to the submission of this application

**MITIGATION:** Please describe how any impacts exceeding negligible will be mitigated, some considerations below:

- Alternative design or trail route system
- Seasonal Closures

## Non-Federal Environmental Form

- Screening of users from wildlife area, protection of critical habitat, channeling use through less sensitive habitat areas
- Re-vegetation of disturbed areas and control of invasive species
- Management of users and related activities with signs, fencing, and education programs
- Consideration of runoff when selecting project materials, such as uncured concrete that would encourage seepage
- Comprehensive storm water runoff plan

**BENEFIT:** Please describe if the project will have a positive impact on wildlife and/or sensitive species; some consideration below:

- Habitat improvement such as restoration of native habitat, wetlands restoration, erosion reduction, sediment reduction, river corridor clean-up, or plantings with a diversity of species and plant types for habitat restoration, and the reduction or elimination of non-native plant species
- Education of users through environmental education programs, opportunities for "watchable wildlife," and wildlife impact monitoring

**ENVIRONMENTAL COMPLIANCE:** The applicant is responsible for adhering to all applicable environmental compliance regulations including: Migratory Bird Treaty Act; concurrence with US Fish and Wildlife Service if any federally listed species of concern exist in project area; Clean Water Act section 404; US Army Corps of Engineers 404 permits; raptor buffer guidelines and incorporation of CPW recommended wildlife best management practices; CO Senate Bill 40 (33-5-101-107, CRS 1973 as amended); Colorado Historical, Prehistoric and Archeological Resources Act.

Brian Lorch

Printed name of applicant:

*An authorized person must sign here, such as the applicant's executive director, county commission chairperson, or city council chairperson. Must be same person as Application Checklist.*

Brian Lorch

Signature of applicant

Date

7/30/18

Tom Davies

Printed name, title of authority:

*Agency natural resource specialist or hired consultant that completed this checklist must sign here. The applicant and title of authority must be different.*

[Signature]

Signature authority:

6/28/18

Date

---

**Federal Environmental Form and Land Manager Approval**  
**Only to be completed if all or part of the project is located on federal land**

The applicant is responsible for securing all necessary permits, licenses, clearances, SHPO, and environmental analysis documentation necessary to comply with local, state, and/or federal laws.

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Project Name	<u>Fremont Pass Recreational Pathway Summit County Extension</u>	Project Sponsor	<u>Federal Highway Administration United States Forest Service</u>
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**As the official responsible for management of the land on which the project will be accomplished, I agree to the following:**

1. The project as described in this application has my approval.
2. The project is located on federal public lands and is in conformance with the appropriate Forest Management Plan, BLM Resource Area Management Plan or other decision document.

Title of document: White River National Forest Land and Resource Management Plan (Forest Plan)

Date of document: 2002

3. A decision has been issued as part of the NEPA environmental review process.

Title of document: A decision for this project will be issued by Federal Highways in the fall of 2018.

Date of document: Expected in September 2018

If a decision has not been issued as part of the NEPA environmental review process, please state the reason why. No funds will be distributed until any required NEPA documentation is completed.

For more information about the NEPA environmental review process, contact:

This project is currently in the NEPA review process with a Decision expected in the Fall of 2018. (

Name: James Herlyck

Phone number: (720) 963-3698

Email: James.Herlyck@dot.gov

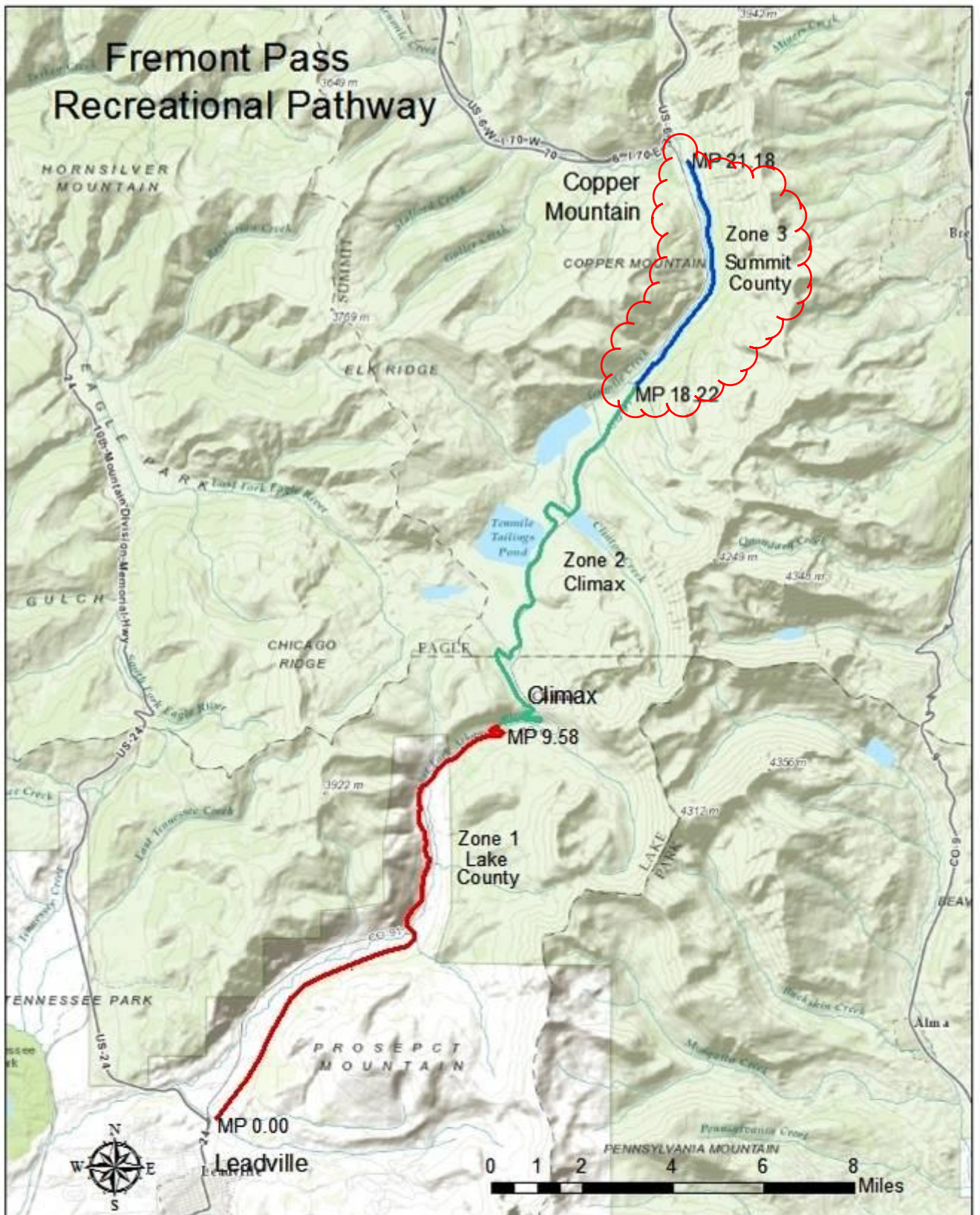
4. The next planning process that may affect this project is planned for N/A.

Land Manager's Name: William F. Jackson, District Ranger

Land Manager's Title: White River National Forest, Dillon Ranger District

Land Manager's Signature: WILLIAM JACKSON

**WILLIAM JACKSON** Digitally signed by WILLIAM JACKSON  
Date: 2018.07.12 08:16:30 -06'00'



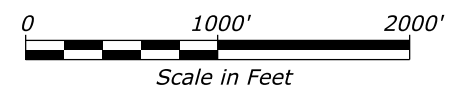
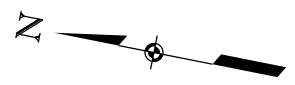
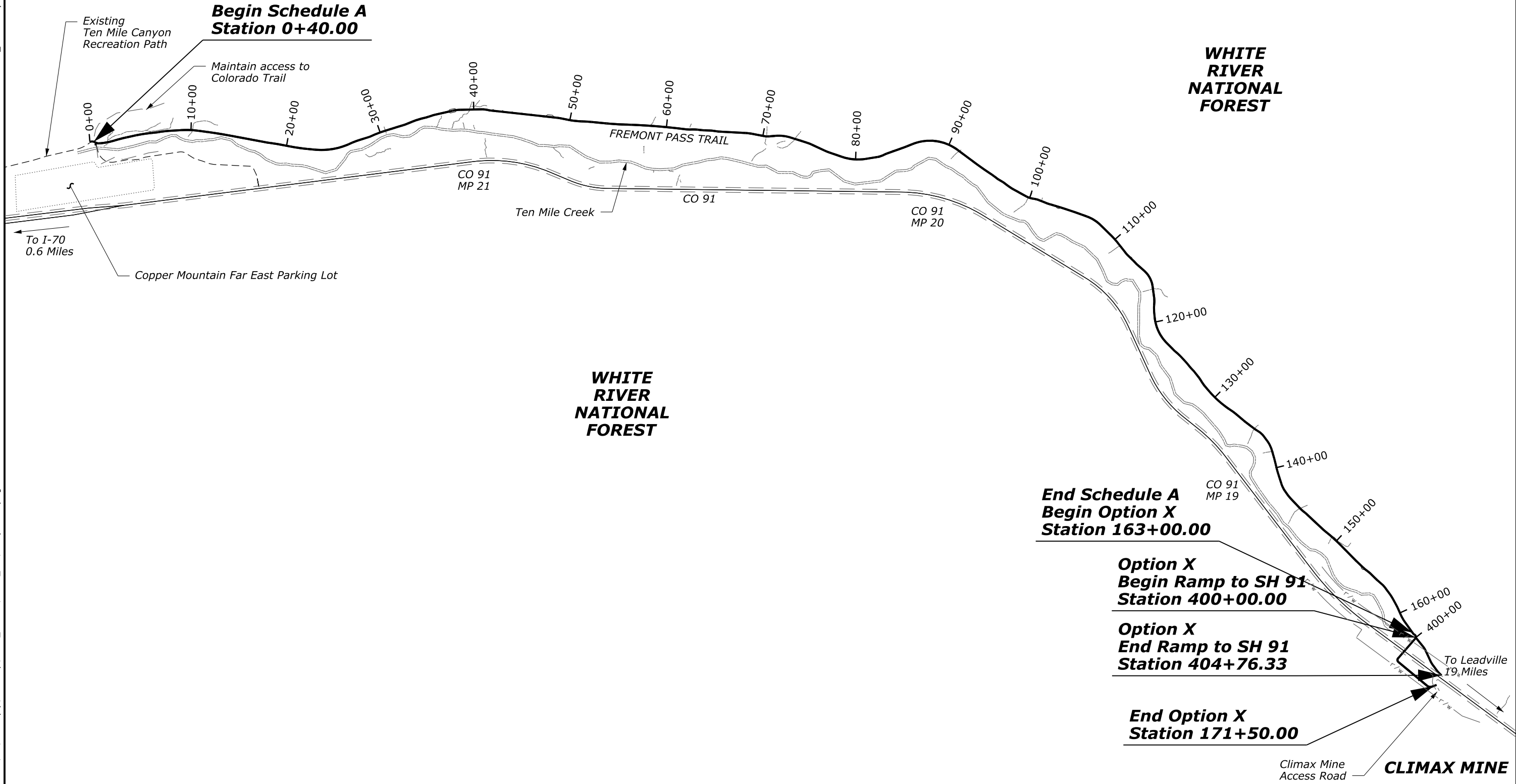
Conceptual alignment for the full 21 mile long Fremont Recreational Pathway connector between the terminus of the Tenmile Canyon Recpath at Copper Mountain in Summit County and Mineral Belt Trail in Leadville, Lake County.

STATE	PROJECT	SHEET NUMBER
CO	CO FLAP SUM91(1) FREMONT PASS TRAIL	A5

\_User: kelly.terrell\_

N:\CO\sum91(1)\Roadway\CADD\_Sheets\A-Gen\_sht\STTE(SUM91).dgn

5/30/2018



U.S. DEPARTMENT OF TRANSPORTATION  
FEDERAL HIGHWAY ADMINISTRATION  
CENTRAL FEDERAL LANDS HIGHWAY DIVISION

**SITE MAP**

Extracted from 70% Design Plans



Cyclists and heavy vehicular traffic must share eleven foot wide traffic lane, steep grades, and limited shoulder width through “the narrows” on State Highway 91.





The alignment of the Fremont Recpath will connect to the recently completed Tenmile Canyon Recpath Extension through this USFS gate. The alignment will follow an abandoned rail grade bench (visible in photo) south on the White River National Forest for approximately three miles toward Climax Molybdenum. The red line indicates the approximate edge of the rail grade.



Preferred Pathway Alignment along a historic rail grade bench in Summit County. The high peaks of the Tenmile Range are visible in the distance to the north.



Tire ruts through a wetland area along the preferred historic rail grade alignment corridor. Rutting was caused during Fall 2014 by vehicular access during underground gas line inspections. (Summit County)



Cyclists on the recently completed Tenmile Canyon Extension Recpath. The terminus of this portion of Recpath would serve as the northern connection point for the proposed Fremont Recpath. Copper Mountain Resort is visible on the right side of this photo. (Photo by Sebastian Foltz)



# LAKE COUNTY BOARD OF COUNTY COMMISSIONERS



June 31, 2018

Colorado Parks and Wildlife  
State Trails Program  
13787 U.S. Highway 85 North  
Littleton, Colorado 80125  
RE: Fremont Pass Recreational Pathway - Colorado the Beautiful Grant Application

Dear Members of the Colorado the Beautiful Grant Review Committee:

On behalf of the Lake County Commissioners, I am writing to express my support of Summit County's application for a Colorado the Beautiful Grant to support construction of the Fremont Pass Recreational Pathway – Summit County Extension project (Project). This funding is necessary to support construction of slightly more than three critical miles of pathway that will bypass a narrow and dangerous section of State Highway 91 (SH-91) through Tenmile Canyon near Copper Mountain.

We in Lake County have taken great strides to bolster our recreationally-based economy as well as to improve safety for our commuters, cyclists, and pedestrians along the busy stretch of SH-91 between Leadville and Copper Mountain. After working with Climax Mine and Summit County Government for over five years in order to ensure that we are addressing common needs in a way that would complement the private sector activities of the mine while improving safety at the lowest cost possible to the environment, we are elated to see the Project coming to fruition. Building this first section of pathway is a significant catalyst for fulfilling the vision both Summit and Lake Counties, as well as Climax Mine have for a 21-mile long grade separated pathway between Copper Mountain and Leadville.

This project comes at a time when we are seeing a significant increase in recreation tourism and an expansion of events in our region, including cyclists and ultra-runners using this corridor. We are experiencing more visitors and commuters using this section of highway to and from Lake County as we are slowly being discovered by those on the Front Range of Colorado.

Lake County has collaborated closely with Summit County throughout the Fremont Pass Recreational Pathway planning and design process. As Summit County moves towards construction of their Project, Lake County is making significant progress addressing access and design challenges on the future Lake County portion of the pathway alignment. None of this would be possible without close collaboration between the Counties and Climax Mine. We know that even after the Project is completed, this partnership will carry into the future to fulfill the vision for the entire alignment. Colorado the Beautiful Grant funding is critical, not just because it helps advance construction of the Projects, but because it advances the vision of the 21 mile long pathway as a whole. We enthusiastically support Summit County's grant request for Colorado the Beautiful Grant funding.

Sincerely,

A handwritten signature in blue ink that reads "Sarah Mudge". The signature is fluid and cursive.

Sarah Mudge  
Lake County Commissioner

CC: Commissioner Dolores Semsack, Commissioner Mark Glenn



**Climax Mine**  
Highway 91 - Fremont Pass  
Climax, CO 80429  
719-486-2150 Office  
719-486-2251 Fax

June 26, 2018

Colorado Parks and Wildlife  
State Trails Program  
13787 U.S. Highway 85 North  
Littleton, Colorado 80125

RE: 2018 Colorado the Beautiful Grant Application: Fremont Pass Recreational Pathway

Dear Colorado the Beautiful Grant Review Committee:

Please accept this letter of support for the Colorado the Beautiful Grant application being submitted by Summit County for the Fremont Pass Recreational Pathway – Summit County Extension (Fremont Recpath) project.

The Climax Molybdenum Company (Climax) is a close collaborating partner on the Fremont Recpath project. As the largest private land owner along the envisioned Fremont Recpath corridor, we have supported Summit County's efforts to identify a safe, grade-separated alignment through Climax property. There are several areas along State Highway 91 that do not provide adequate pavement width, or suitable grades to accommodate dedicated bicycle lanes. Further, regional transportation trends, the reopening of the Climax mine, and increased use of State Hwy. 91 by cyclists has amplified the potential for intermodal conflicts.

Working closely with County staff, Climax funded independent studies in 2014 and 2015 to identify and lay out potential pathway alignments. In addition, Climax has awarded Summit County two Climax Area Community Investment Fund grants to directly support their planning efforts to extend the existing Summit County Recpath system on the White River National Forest toward Lake County. Additional, in 2012 Climax provided \$95,000 toward the construction of the Tenmile Canyon Recreational Pathway Extension (completed 2014).

We are excited to see the Summit County Extension project come to fruition, as it will bypass one of the most dangerous sections of State Hwy. 91 through Tenmile Canyon. Climax remains a dedicated partner in Summit County's efforts to create a regional grade separated recreational pathway connection over Fremont Pass. We recognize the importance of this connection to the two counties and appreciate the recent support for such projects at high levels in State government through the Governor's Colorado the Beautiful: Colorado's 16 Initiative. With the positive momentum behind this project and strong support from a multitude of stakeholders, we recommend Colorado Parks and Wildlife fulfill Summit County's Colorado the Beautiful Grant request.

Sincerely,

A handwritten signature in black ink that reads 'Vicki Seppala'.

Vicki Seppala  
General Manager



# TOWN of FRISCO

P.O. Box 4100 • Frisco, Colorado 80443  
(970)668-5276

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June 26, 2018

Colorado Parks and Wildlife  
State Trails Program  
13787 U.S. Highway 85 North  
Littleton, Colorado 80125

LETTER OF SUPPORT: 2018 Colorado the Beautiful Grant

Dear Review Committee Members,

I am pleased to offer my strong support of Summit County Government's application for a Colorado the Beautiful Grant application to support construction of the Summit County Extension of the Fremont Pass Recreational Pathway. Recreation is the lifeblood of our small community, especially during the summer months when we receive visitors from around the country and world seeking to explore Frisco, Summit County, and beyond. Community members and visitors utilize Summit County's extensive recreational pathway system to travel throughout the town, connect to other towns within the County, and even access all the way to Vail and beyond. More aggressive cyclists do access Lake County, but must navigate a perilous section of State Highway 91 through an extremely dangerous stretch of roadway often referred to as "the narrows." I commend Summit County's efforts to create a grade separated recreational pathway to bypass this dangerous route and address an important public safety issue.

The Federal Highway Administration – Central Federal Lands division is currently leading the design, permitting, and NEPA review process for the Summit County Extension project, which is located on the White River National Forest. Having set an aggressive schedule, the project is well-positioned to move towards construction in 2019. Combined with Lake County's advanced trail planning efforts on the north side of Fremont Pass, and the fortuitous timing of Governor Hickenlooper's Colorado the Beautiful trails initiative, we are experiencing a period of uniquely strong public support for projects like this in Colorado. Completion of the Summit County Extension will be a major step forward towards realizing our community's vision for safe and enjoyable recreational connection between Frisco and Leadville.

Over the last 40+ years I have watched our community evolve and change. Having been a member of the Summit County Countywide Planning Commission and Ten Mile Planning Commission, I have a strong understanding of land use, as well as what issues Frisco and Summit County will face in the future. I helped with the development of the most recent Frisco Master Plan, as well as the Ten Mile Basin Master Plan, and Countywide Comprehensive Plan. Each of these planning documents addresses a number of elements important to our community, notably connectivity through existing and future recreational pathway infrastructure.

# TOWN of FRISCO

P.O. Box 4100 • Frisco, Colorado 80443  
(970)668-5276

As a long-time resident and now Mayor, I am keenly aware of what our community wants and needs. The Summit County Extension of the Fremont Pass Recreational Pathway is important to Frisco's full time residents, visitors, and businesses and I urge you to fully fund Summit County's Colorado the Beautiful Grant request.

Sincerely,

A handwritten signature in blue ink, appearing to read "Gary Wilkinson".

Gary Wilkinson  
Mayor  
Frisco Town Council

Summit Biking Inc.  
PO Box 2184  
Silverthorne, CO 80498-2184



[www.summitbiking.org](http://www.summitbiking.org)

July 2, 2018

Colorado Parks and Wildlife  
State Trails Program  
13787 U.S. Highway 85 North  
Littleton, Colorado 80125

RE: 2018 Colorado the Beautiful Grant – Summit County Extension of the Fremont Pass Recreational Pathway

Dear Grant Selection Committee:

The members of Summit Biking, Inc. strongly support the application by Summit County for a 2018 Colorado the Beautiful Grant. Grant funding will help the County advance construction of the Summit County Extension of the Fremont Pass Recreation Path between Copper Mountain and Climax Mine, and advance the vision of a more than 21 mile long pathway connection between Summit and Lake Counties.

Summit Biking, Inc. is a non-profit group dedicated to road biking in the County. With nearly 250 members, we strive to enhance the biking experience in Summit County. Over the last several years, we have worked hard to support Summit County's vision for a world class recreational pathway system by building awareness and raising funds to support these efforts. Through our Circle the Summit/Bob Guthrie Memorial rides, over the last decade we have raised over \$150,000 to directly support Summit County's recreational pathway system.

Summit County's Colorado the Beautiful Grant application represents a continuing effort on the part of the County to develop and maintain a premier recreational pathway system and create an important connection to neighboring Lake County. The Summit County Extension is potentially the most critical part of the overall vision for the Fremont Pass Recreational Pathway as it will bypass "the narrows" on State Highway 91 near Copper Mountain, which is one of the most perilous sections of roadway for cycling in Summit County.

The Summit County Recreational Pathway system serves residents and many visitors from throughout Colorado, the United States, and the world. Biking is the number one summer activity in this area and these improvements will continue to enhance the user experience. In addition to being a popular route for recreational cyclists, it is also often used for several popular bicycle tours including, the Copper Triangle, Triple Bypass, and Ride the Rockies, all of which are utilizing this route this year.

Summit Biking, Inc. strongly supports Summit County's Colorado the Beautiful Grant application and urges you to do the same. Thank you for your consideration and support of this important project.

Sincerely,

A handwritten signature in black ink that reads "Robert Giordano". The signature is written in a cursive style and is positioned above the printed name.

Robert Giordano  
Summit Biking, President



July 25, 2018

Colorado Parks and Wildlife  
State Trails Program  
13787 U.S. Highway 85 North  
Littleton, Colorado 80125

**2018 Colorado the Beautiful Grant – Fremont Pass Recreational Pathway**

Dear Colorado the Beautiful Grant Review Committee Members,

Please accept this letter of support for the Colorado the Beautiful Grant application being submitted by Summit County for the Fremont Pass Recreational Pathway – Summit County Extension project. The Eagle River Water & Sanitation District (ERWSD) is a local government that provides water and wastewater service to its customers from east Vail to Wolcott. In 2008, as a mitigation requirement associated with the expansion of ERWSD's Black Lake Reservoir near Vail Pass, we conducted a fen wetland restoration project on the White River National Forest near the northern end of the proposed Fremont Pass Recreational Pathway alignment.

In addition to providing a multitude of new recreational opportunities, the Fremont Pass Recreational Pathway will help protect this sensitive location. In 2014, the fen restoration site experienced a setback when ATVs operated by a contractor for Xcel Energy traversed the site, destroying vegetation and creating new ruts. Since the incident, ERWSD has coordinated with the US Forest Service, Xcel Energy, and the contractor to implement corrective actions including the installation buck and rail fences and signage at both ends of the site. Despite these corrective actions, due to ongoing informal recreational use, and utility monitoring and maintenance along the corridor, we remain concerned about protecting this sensitive site.

Summit County's design plans for the Fremont Pass Recreational Pathway – Summit County Extension would formalize light-penetrating elevated boardwalk through this location. Installing such a structure will provide significant protection to the restoration site from recreational use and utility maintenance vehicles. Further, we recognize that a formalized recreational pathway would be an excellent opportunity to provide interpretive signage, or other educational opportunities about the unique history and natural environment comprising Tenmile Canyon, Fremont Pass, and Lake County.

We are in full support of this grant application and project, and urge you to fully fund Summit County's request. Thank you for your consideration.

Sincerely,

A handwritten signature in blue ink that reads "Linn Brooks".

Linn Brooks  
General Manager