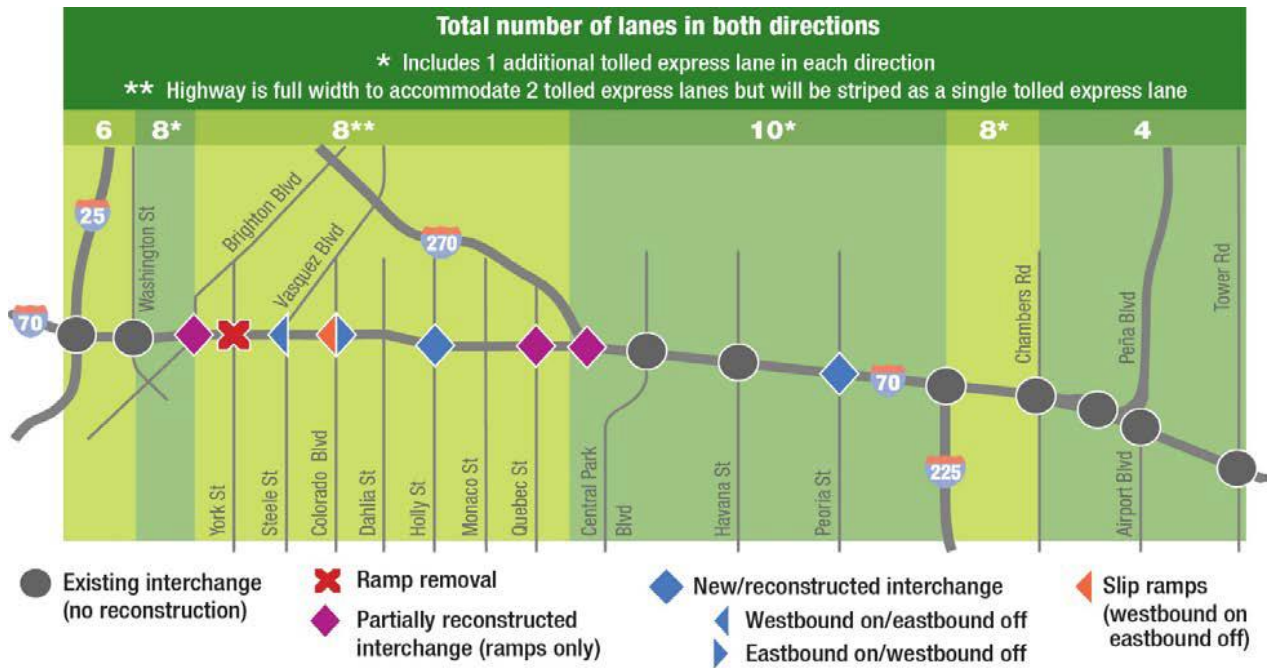


COLORADO DEPARTMENT OF TRANSPORTATION <b>REEVALUATION FORM</b>	Original NEPA Approval Date: 1/19/2017	Reevaluation Date: 06/15/2020	Project Code: AQC R600-165 Subaccount: 13599
<b>Project Name and Location:</b> Central 70 Project: Reevaluation #10, I-70 from Interstate 25 (I-25) to Quebec Boulevard			
<b>NEPA Document Title:</b> I-70 East ROD 1: Phase 1 (Central 70 Project), January 19, 2017			
<b>Region/Program/Residency:</b> Headquarters – Central 70 Project Office			
<b>Project Description:</b>  The Preferred Alternative, Phase 1 (Partial Cover Lowered Alternative with Managed Lanes) selected in the January 19, 2017 Record of Decision (ROD) is the first phase of implementing the Preferred Alternative identified in the I-70 East Final Environmental Impact Statement (FEIS). Also known as the Central 70 Project, Phase I adds additional capacity to the highway, removes the existing Interstate 70 (I-70) viaduct between Brighton Boulevard and Colorado Boulevard, and lowers the highway below grade in this area, placing a four-acre cover over a portion of the lowered highway (between the Clayton Street and Columbine Street bridges, adjacent to Swansea Elementary School). Details regarding the design of the project, including changes that have been made since the 2017 ROD approval, are described in prior reevaluations (reevaluations #1-9).			
<b>Project Phasing Plan and Portions Completed (if warranted):</b>  <u>Portions Completed:</u> None. Phase 1 is under construction.  <u>Project Phasing Plan:</u> Phase 1, the Central 70 Project, is the only defined phase for the I-70 East Project. Future phases have not been determined and will rely on future funding.			
<b>Portion of Project Currently Being Advanced:</b>  The Central 70 Project incorporates portions of the Preferred Alternative for the I-70 East Project, which were selected in the ROD. It includes improvements to an approximately 10-mile stretch of I-70 from I-25 to Chambers Road, adding one new tolled express lane (selected as the type of managed lane) in each direction, removing the aging 50 plus-year-old viaduct, lowering the highway between Brighton Boulevard and Colorado Boulevard, and placing a four-acre cover over a portion of the lowered highway (between the Clayton Street and Columbine Street bridges, adjacent to Swansea Elementary School). <b>Figure 1</b> provides an overview of the Central 70 Project, and <b>Figure 2</b> shows the number of lanes and planned interchange modifications.  Although striped for only one tolled express lane, the lowered section of the highway will be constructed to the full width of the Preferred Alternative as identified in the FEIS because it is more cost effective to construct the whole width now and it is less disruptive to the community than performing additional future expansion. For lane continuity, only a single additional lane will be striped from Brighton Boulevard to Quebec Street, even though the highway in this area will be wide enough to accommodate two additional lanes.			

Figure 1: Central 70 Project Overview



Figure 2: Central 70 Project Lane Configuration and Interchange Reconstruction



Date(s) of Prior Reevaluations:

- Reevaluation #1, 9/18/2017
- Reevaluation #2, 1/11/2018
- Reevaluation #3, 5/21/2018
- Reevaluation #4, 9/5/2018
- Reevaluation #5, 11/15/2018
- Reevaluation #6, 4/1/2019
- Reevaluation #7, 4/2/2019

- Reevaluation #8, 8/26/2019
- Reevaluation #9, 10/4/2019

### I. Document Type

- Non-programmatic Categorical Exclusion (CE)
- Environmental Assessment (EA)
- Finding of No Significant Impacts (FONSI)
- Draft Environmental Impact Statement (DEIS)
- Final Environmental Impact Statement (FEIS)
- Supplemental Environmental Impact Statement (SEIS)
- Record of Decision (ROD)
- Other (such as: local funding, etc.) \_\_\_\_\_

### II. Reason for Reevaluation

- Project is proceeding to the next major approval or action [23 CFR 771.129(c)]
- Project changes such as laws, policies, guidelines; design; environmental setting, impacts, or mitigation
- Greater than three years have elapsed since FHWA's approval of the DEIS [23 CFR 771.129(a)] or FHWA's last major approval action for the FEIS [23 CFR 771.129(b)]
- Other: \_\_\_\_\_

### III. Evaluation

- Level 1: Less than three years since last major step to advance the action (e.g. approval of NEPA document, authority to undertake final design, authority to acquire significant portion of ROW, approval of PS&E) and there are no changes in project scope, environmental conditions, environmental impacts or regulations and guidelines. All decisions in the prior NEPA document remain valid. No FHWA concurrence is required. Note to file and to distribution below.
- Level 2: There are only minor changes in the project scope and/or updates or explanation needed for one or more resource areas. FHWA concurrence is required.
- Level 3: Major changes in project scope or environmental commitments, or for EIS's when greater than three years have elapsed since the last major project action. Updates or new studies maybe required. A Level 4 Reevaluation may require a separate document. FHWA concurrence is required.

**ENVIRONMENTAL SETTING AND ENVIRONMENTAL IMPACT ASSESSMENT:**

Document changes to human, socio economic, or natural environment for environmental setting or circumstances.  
 Document changes in impact status. Place check-mark or description where relevant. Use Scoping to determine which resource attachments are warranted (see **Attachment 1**). **Note:** this list may be expanded or adjusted to match the headings in the original environmental document reviewed.

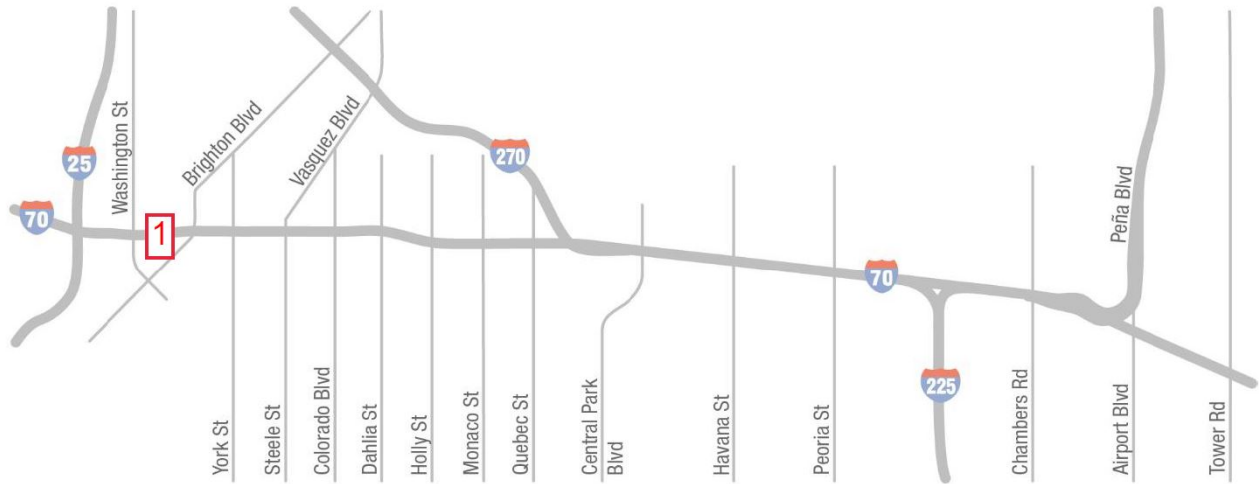
Setting/Resource/Circumstance	Change in Affected Environment or Setting		Change in Environmental Impact		Date Reviewed	Highlight Additional Studies Required or Attachments
	Yes	No	Yes	No		
Air Quality		✓		✓	April 2020	
Geologic Resources and Soils		✓		✓	April 2020	
Water Quality		✓		✓	April 2020	
Floodplains		✓		✓	April 2020	
Wetlands/Waters of U.S.		✓		✓	April 2020	
Vegetation and Noxious Weeds		✓		✓	April 2020	
Fish and Wildlife		✓		✓	April 2020	
Threatened/Endangered Species		✓		✓	April 2020	
Historic Resources		✓	✓		April 2020	Attachment B
Archaeological Resources		✓		✓	April 2020	
Paleontological Resources		✓		✓	April 2020	
Land Use		✓		✓	April 2020	
Social Resources		✓		✓	April 2020	
Economic Resources		✓		✓	April 2020	
Environmental Justice		✓		✓	April 2020	
Right-of-Way Impacts		✓		✓	April 2020	
Transportation Resources (roadway, rail, bus, bike, pedestrian, etc.)		✓		✓	April 2020	
Utilities and Railroads		✓		✓	April 2020	
Section 4(f)		✓	✓		April 2020	Attachment B
Section 6(f)		✓		✓	April 2020	
Farmlands		✓		✓	April 2020	
Noise		✓		✓	April 2020	
Visual Resources/Aesthetics		✓		✓	April 2020	
Hazardous Materials		✓	✓		April 2020	Discussion Below
Other(s) (I.e Parks & Recreation)		✓		✓	April 2020	

**DESIGN ALTERATIONS:**

*Document changes to project scope and or design criteria:*

This reevaluation assesses the impacts from one design alteration. Two existing sign bridges spanning I-70 need to be replaced with a single sign bridge spanning both directions of travel. See Figure 3 (below) for the location:

**Figure 3: Design Alteration Location**



Key	Name	Action	Details (in Attachment A)
1	I-70 Sign Bridge	Modify Construction Limits	Design Alteration 1

**Design Alteration:** Currently there are two sign bridges over I-70 between the Coliseum and the South Platte River. One spans the eastbound lanes and the other spans the westbound lanes. These two sign bridges will be replaced with a single sign bridge spanning both directions of travel in approximately the same location. The new sign bridge will have a similar amount of static signage and will add the technology to allow variable speed limits in both directions and individual lane use signals on the westbound lanes.

To remove the old sign bridge foundations and install the foundations for the new sign, the construction limits that were defined in the original Record of Decision (ROD) will need to be expanded approximately 60 feet on each side of I-70. The expanded construction limits will be utilized for temporary access and staging. The only permanent change within the expanded construction limits will be new sign foundations which will be in the approximate same locations as the existing foundations. (See Attachment A Figure 2 and Figure 3 for details on the sign replacement. See Attachment A Figure 4 for the expanded construction limits.)

**REGULATORY CHANGES:**

There have been no applicable changes to laws, regulations, and/or guidelines since the completion of the ROD in 2017.

**IMPACTS ASSESSMENT:**

**Historic Resources - Summary of updated Section 106 consultation**

Consultation was consistent with the terms of Stipulation II. 4 (Re-Evaluation of Effects) of the I-70 East Corridor Programmatic Agreement.

Two existing sign bridges over Interstate 70 between the Denver Coliseum and the South Platte River at milepost 274.9 will be replaced with a single sign bridge spanning both directions of travel in approximately the same location. This is a design change and will involve the use of an existing permanent easement; two new temporary easements for construction access; and construction staging locations. The work will take place within the Denver

Coliseum (5DV9162), which is a contributing feature of the National Register of Historic Places-eligible National Western Historic District (5DV10050).

CDOT submitted eligibility and updated effects information to SHPO in correspondence dated January 24, 2020 and the same information to consulting parties (Fairmount Cemetery Company; Moye, White; City and County of Denver Landmark Preservation Commission; and Fairmount Heritage Foundation) in correspondence dated January 31, 2020. SHPO responded in correspondence dated February 6, 2020 and concurred with the updated effects information. The work results in no adverse effect to the Denver Coliseum and the National Western Historic District, which is consistent with the finding of no adverse effect identified in the EIS.

#### **Hazardous Materials**

Installation of the new sign bridge will require installing 3 caissons that are approximately 5 feet in diameter and 25 feet deep. The caissons will be located on the northern edge of Operable Unit 2 (OU2) of the Vasquez and I-70 National Priority List (NPL) site. OU2 addresses soils and groundwater contamination within approximately 50 acres of the original Omaha and Grant Smelter. There is also a possibility of encountering a Solid Waste Landfill within OU2.

The contractor will coordinate with CCD, US Environmental Protection Agency (EPA) and the CDPHE prior to construction activities, including construction activities associated with the new sign bridge within OU2 of the Vasquez Boulevard/I-70 Superfund site. This is in accordance with the ROD 1 mitigation measures and with commitments aimed at safeguarding worker and public health and safety that include Project Special Provision Revision to Section 250- Environmental Health & Safety Management, and the preparation of a project specific Health & Safety Plan and a Materials Management Plan. Mitigation will include preparation of a Work Plan, management of waste material, management of contaminated groundwater, preparation of a Sampling and Analysis Plan, preparation of a Materials Management Plan, documenting waste manifests, preparation of a Health and Safety Plan, a Data Sharing Agreement, preparation of a Completion Report, protection of existing monitoring wells, coordination with EPA on notification of the Community Advisory Group, coordination with EPA if air monitoring will be required, and provide project access for DDPHE employees, per June 7, 2018 correspondence

#### **Section 4(f)**

The alternatives for the I-70 EIS resulted in a no adverse effect finding for the National Western Historic District (5DV10050) and contributing Denver Coliseum (5DV9162). As a result, the historic district was identified as a Section 4(f) de minimis resource in the EIS. FHWA and CDOT have determined that the replacement of the sign bridge would not "alter, directly or indirectly, any of the characteristics of [the] historic property that qualify the property for inclusion in the National Register in a manner that would diminish the integrity of the property's location, design, setting, materials, workmanship, feeling, or association" as described in 36 CFR § 800.5(a)(1). SHPO concurred with the finding of no adverse effect on February 6, 2020. CDOT notified the SHPO that it will proceed under Section 4(f) de minimis guidance as required by 23 CFR 774.5(b)(1)(ii) on March 12, 2020. (See Attachment B for all Section 106 and Section 4(f) correspondence.)

#### **MITIGATION:**

- All mitigation commitment(s) from NEPA document remain the same.
- Mitigation commitment(s) have changed from NEPA document.

## **IV. Public/Agency Involvement**

There were no public meetings during the completion of this Reevaluation. Section 106 consultation with SHPO and the consulting parties occurred, and copies of the consultation materials are available in Attachment B.

**V. Additional Studies Required for Proposed Action**

None

**VI. Additional Requirements for Proposed Action**

- An SEIS is required, because the changes to the proposed action will result in significant impacts not evaluated in the EIS.
- An SEIS is required, because new information or circumstances will result in significant environmental impacts not evaluated in the EIS.
- A revised ROD is required, because an alternative is recommended that was fully evaluated in an approved FEIS but was not identified as the preferred alternative.
- Appropriate environmental study or an EA is required, because the significance of new impacts is uncertain.
- A revised FONSI is required, because an alternative is recommended that was fully evaluated in an approved EA but was not identified as the preferred alternative.
- Other \_\_\_\_\_
- None

## VII. Permits Updated

*This section is only required when the next stage of a project is going to construction.  
List permits:*

## VIII. Attachments Listed

*List permits, studies, background data, etc.*

Attachment A  
Figure 1 - APE and Location Map  
Figure 2 - Overview of Work  
Figure 3 - Design Drawings of New Sign Bridge  
Figure 4 - Plan View of Construction Limit Changes  
Figure 5 - Location within Vasquez Blvd. and I-70 Operable Units  
Attachment B  
Section 106 and Section 4(f) Correspondence

## IX. Conclusion and Recommendation

- The above environmental document has been reevaluated as required by 23 CFR 771.129 and it was determined that no substantial changes have occurred in the social, economic, or environmental impacts of the proposed action that would substantially impact the quality of the human, socio-economic, or natural environment. Therefore, the original environmental document or Catex designation remains valid for the proposed action. It is recommended that the identified project advance to the next phase of project development.
- The above environmental document has been reevaluated as required by 23 CFR 771.129 and it was determined that the environmental document or Catex designation is no longer valid or more information is required.



\_\_\_\_\_  
Regional Planning Environmental Manager or Designee

June 8, 2020

\_\_\_\_\_  
Date

\_\_\_\_\_  
Federal Highway Administration Division Administrator or Designee

\_\_\_\_\_  
Date



# Attachment Index

## Attachment A

Figure 1 - APE and Location Map

Figure 2 - Overview of Work

Figure 3 - Design Drawings of New Sign Bridge

Figure 4 - Plan View of Construction Limit Changes

Figure 5 - Location within Vasquez Blvd. and I-70 Operable Units

## Attachment B

Section 106 and Section 4(f) Correspondence

# Attachment A

Figure 1 - Location of construction limit modification for Sign Bridge replacement within the APE

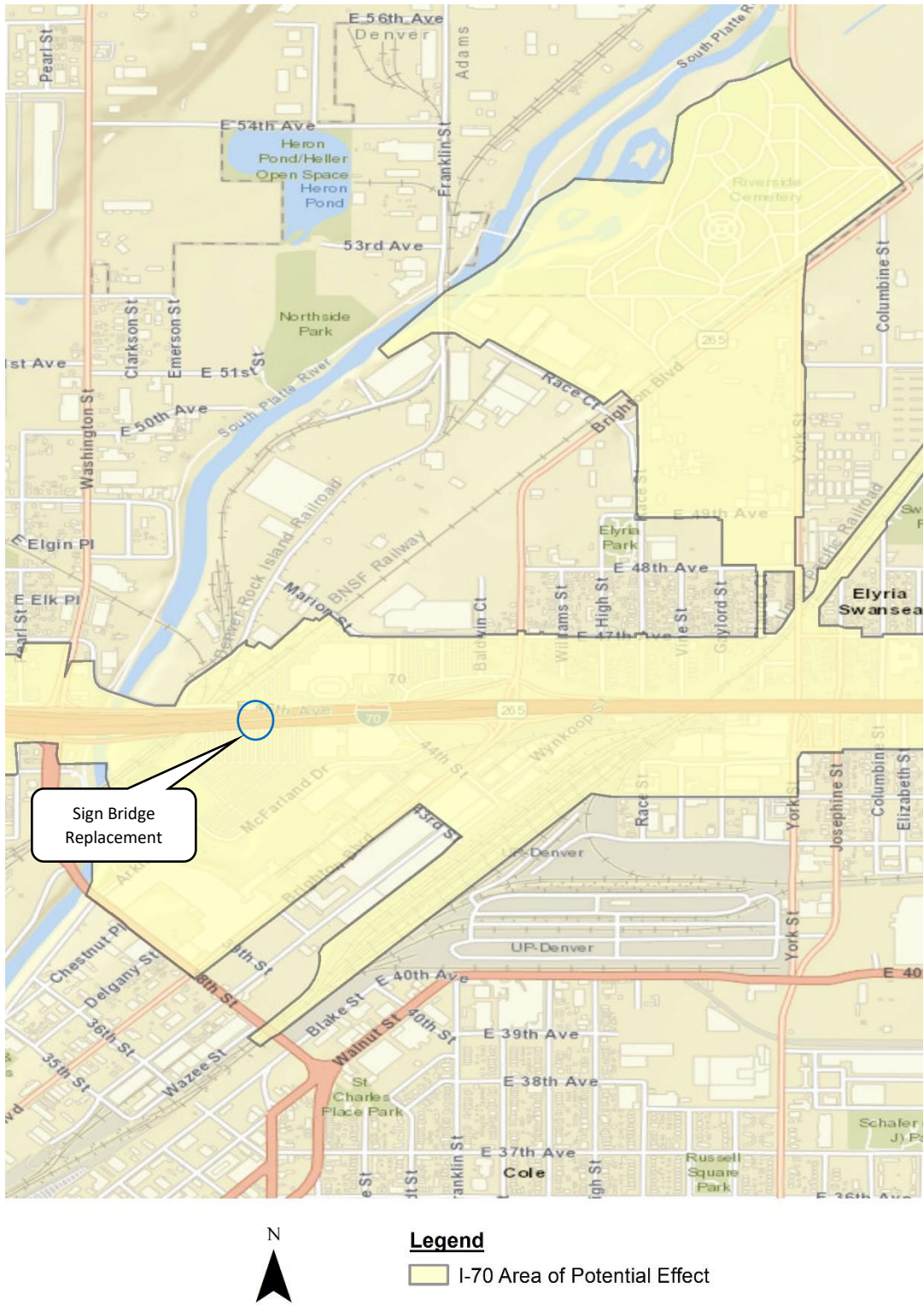
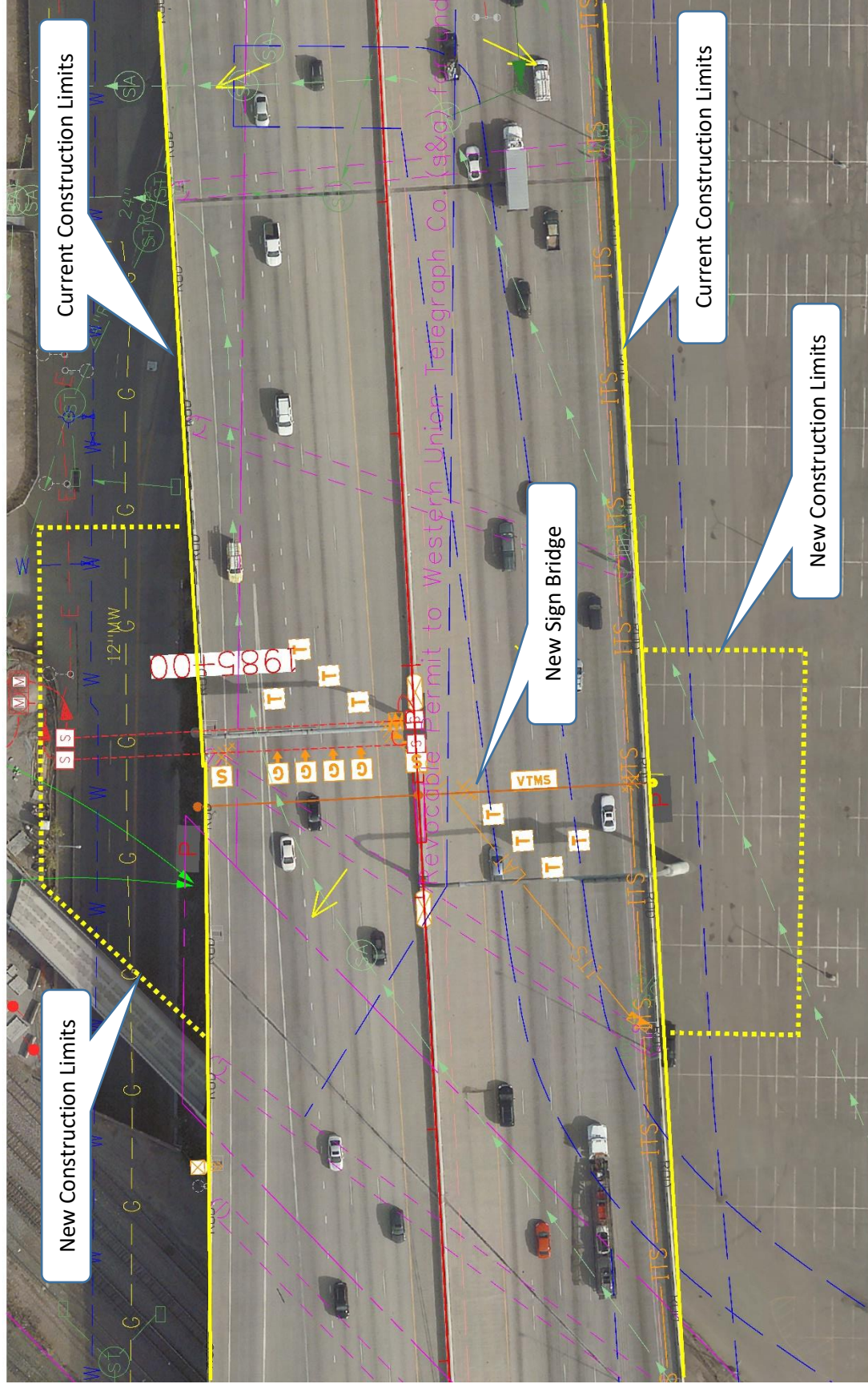


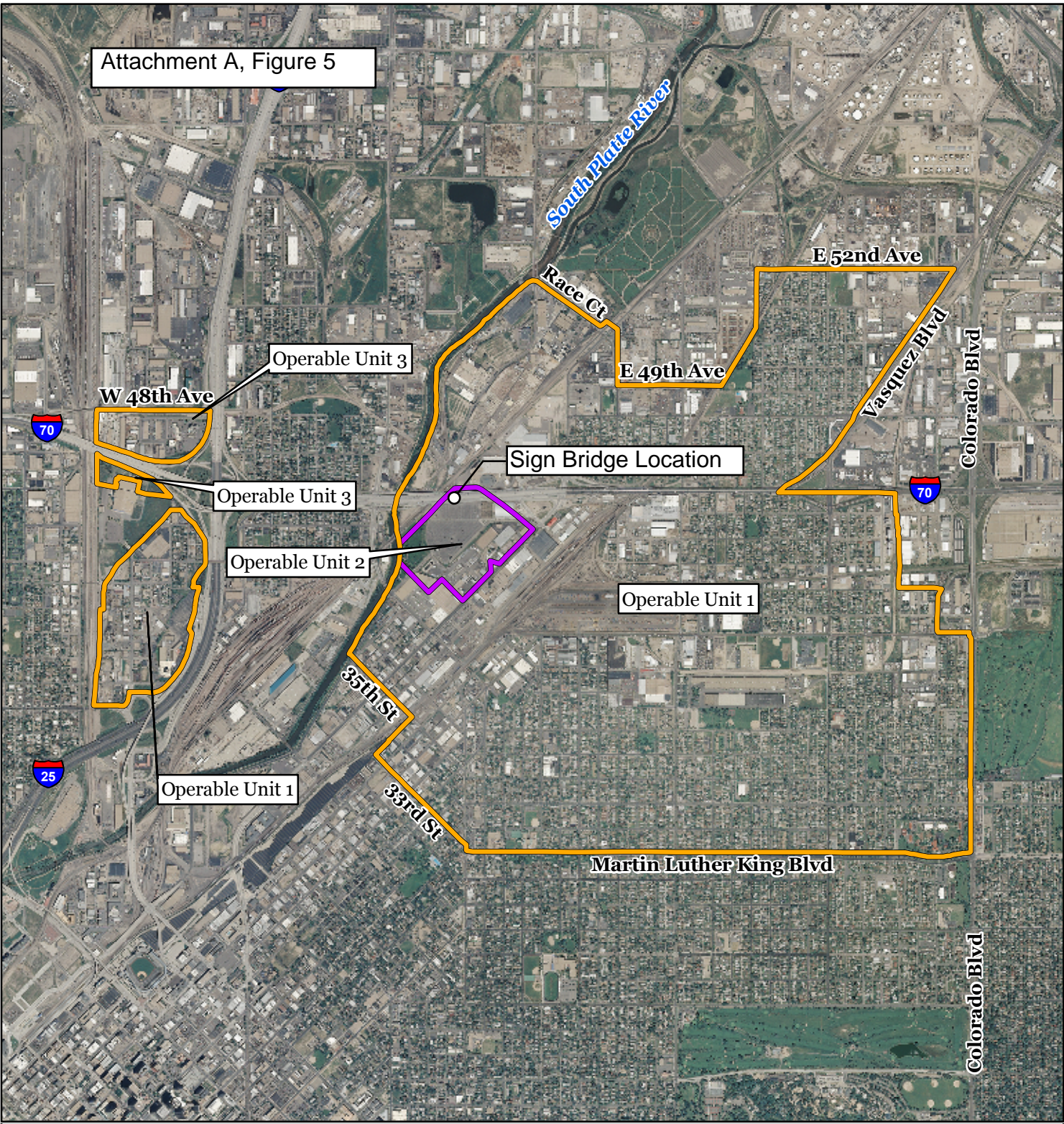


Figure 4 – Plan view showing change of Construction Limits\*



\* All areas shown are within the APE

Attachment A, Figure 5



Vasquez Blvd. and I-70  
Operable Units  
Denver County, Colorado

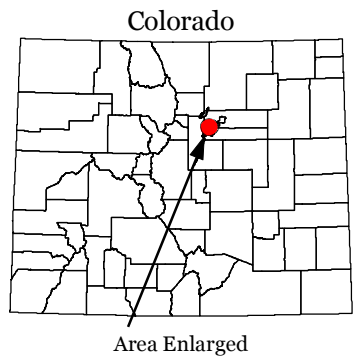
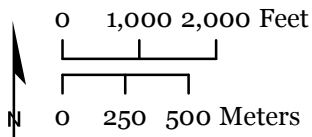
 NPL Boundary  
 Operable Unit Boundary

\*ICs do not exist for this site.

Map Date: January 14, 2011

Map Projection: UTM, Meters, 13 North, NAD83

Data Sources: Boundaries - U.S. EPA Region 8 (2011);  
Imagery - USDA NAIP 1-meter aerial photo (2009).



\*Boundaries are based on the nature and extent of contamination and are subject to change.

# Attachment B



**COLORADO**  
Department of Transportation  
Division of Transportation Development

Environmental Programs Branch  
2829 W. Howard Pl., 4<sup>th</sup> Floor  
Denver, CO 80204  
(303) 757-9281

January 24, 2020

Mr. Steve Turner  
State Historic Preservation Officer  
History Colorado  
1200 Broadway  
Denver, CO 80203

**SUBJECT:** Additional Eligibility and Effects Determinations, I-70 East Environmental Impact Statement, Reevaluation #10, Denver and Adams Counties (CHS #41831)

Dear Mr. Turner:

This letter and the attached materials constitute a request for concurrence on updated information regarding the project referenced above. The I-70 East Environmental Impact Statement (EIS) Preferred Alternative includes the Partial Cover Lowered Alternative and Managed Lanes. The first phase of implementing the overall Preferred Alternative, Phase I, is also referred to as the Central 70 Project. Additional project modifications have occurred since the Record of Decision (ROD) was signed in January 2017, and since that time subsequent re-evaluations were completed. Our most recent consultations include design changes as part of Reevaluations #6 and #7 in February 2019, and Reevaluation #8 in July 2019. This submittal includes updates which, if approved, will be included in Reevaluation #10 of the ROD.

**Area of Potential Effects (APE)**

There are no changes to the existing APE because all of the work outlined in this letter is within the existing APE boundary. Please see Figure 1 for more information about the APE boundary as it relates to the proposed work.

**Design Changes**

Currently there are two sign bridges over I-70 between the Denver Coliseum and the South Platte River at approximately milepost 274.9; one spans the eastbound lanes and the other the westbound lanes. The sign bridges will be replaced with a single sign bridge spanning both directions of travel in approximately the same location. The new sign bridge will have a similar amount of static signage and will add the technology to allow variable speeds in both directions and individual lane use signals on the westbound lanes. Figures 2 and 3 show the existing sign bridges and the proposed new design.

**Eligibility Determinations**

The new sign bridge will extend across I-70 within the broader boundary of the National Western Historic District (5DV10050) and the Denver Coliseum (5DV9162).

**National Western Historic District (5DV10050):** The National Western Historic District was determined officially eligible in 2007 and field eligible in 2010. It is significant under NRHP Criteria A and C. Under Criterion A, it is significant for its relationship to commerce, economics, and social history



of Colorado as it relates to the Denver Union Stock Yard and the development of the National Western Stock Show. Under C, the district is significant due to the diversity of building styles and types in the area. See Figure 5 for more information about the property boundary for the district.

**Denver Coliseum (5DV9162):** The Denver Coliseum is a contributing feature of the National Western Historic District; it is significant under Criterion A for its association with the growth of the National Western Stock Show and under C as an example of “streamline Moderne”, which exhibits smooth walls, minimal ornamentation, and a double barrel vault roof. See Figure 5 for more information about the property boundary.

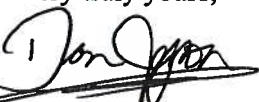
### Effects Determinations

**National Western Historic District (5DV10050):** In order to remove the old sign bridge foundations and install the foundations of the new sign, the construction limits that were defined in the original Record of Decision (ROD) will need to be expanded approximately 60 feet on each side of I-70. The expanded construction limits will be utilized for temporary access and staging. The only permanent change in the expanded construction limits will be new sign foundations, which will be in approximately the same locations as the existing foundations. Figure 1 shows the expanded construction limits and the location of the sign bridge foundation within the boundary of the historic district. The new sign bridge foundation is located in an area of the district represented by a parking lot and is part of the transportation facility that already exists in the boundary of the district. Based on this, CDOT has determined that the placement of the new sign bridge foundation will not alter the qualities of significance of the historic district with regard to its associations under Criteria A or C and results in *no adverse effect* to the historic district. See Figure 4 for more information about the expanded construction limits.

**Denver Coliseum (5DV9162):** The Denver Coliseum property is within the broader boundary of the historic district so the effect is the same as that described for the National Western Historic District. The new sign foundation is located in the northern area of the coliseum boundary that is represented by a parking lot and is part of the highway facility that already exists adjacent to the coliseum boundary. Based on this, CDOT has determined that the placement of the new sign bridge foundation results in *no adverse effect* to the Coliseum property as a contributing feature and as an individually eligible property. See Figure 4 for more information about the expanded construction limits.

We request your concurrence with the findings of effects described above. If you have any questions or require additional information, please contact Senior Historian Lisa Schoch at (303) 512-4258 or via email at [lisa.schoch@state.co.us](mailto:lisa.schoch@state.co.us).

Very truly yours,



Jane Hann, Manager  
Environmental Programs Branch

cc: Tim Buntrock, Central 70

Enclosures: Figure 1: APE map  
Figure 2: Overview of work  
Figure 3: New sign bridge  
Figure 4: Plan view showing construction limit changes  
Figure 5: Historic property boundarie



**COLORADO**  
**Department of Transportation**  
Division of Transportation Development

Environmental Programs Branch  
2829 W. Howard Pl., 4<sup>th</sup> Floor  
Denver, CO 80204  
(303) 757-9281

January 31, 2020

Ms. Kara Hahn  
City and County of Denver  
Landmark Preservation Commission  
Denver Planning Office  
201 West Colfax Avenue  
Denver, CO 80202

**SUBJECT:** Additional Eligibility and Effects Determinations, I-70 East Environmental Impact Statement, Reevaluation #10, Denver and Adams Counties (CHS #41831)

Dear Ms. Hahn:

This letter and the attached materials constitute a request for comments on updated information regarding the project referenced above. The I-70 East Environmental Impact Statement (EIS) Preferred Alternative includes the Partial Cover Lowered Alternative and Managed Lanes. The first phase of implementing the overall Preferred Alternative, Phase I, is also referred to as the Central 70 Project. Additional project modifications have occurred since the Record of Decision (ROD) was signed in January 2017, and since that time subsequent re-evaluations were completed. Our most recent consultations include design changes as part of Reevaluations #6 and #7 in February 2019, and Reevaluation #8 in July 2019. This submittal includes updates which, if approved, will be included in Reevaluation #10 of the ROD.

**Area of Potential Effects (APE)**

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Currently there are two sign bridges over I-70 between the Denver Coliseum and the South Platte River at approximately milepost 274.9; one spans the eastbound lanes and the other the westbound lanes. The sign bridges will be replaced with a single sign bridge spanning both directions of travel in approximately the same location. The new sign bridge will have a similar amount of static signage and will add the technology to allow variable speeds in both directions and individual lane use signals on the westbound lanes. Figures 2 and 3 show the existing sign bridges and the proposed new design.

**Eligibility Determinations**

The new sign bridge will extend across I-70 within the broader boundary of the National Western Historic District (SDV10050) and the Denver Coliseum (SDV9162).

**National Western Historic District (SDV10050):** The National Western Historic District was determined officially eligible in 2007 and field eligible in 2010. It is significant under NRHP Criteria A and C. Under Criterion A, it is significant for its relationship to commerce, economics, and social history of Colorado as it relates to the Denver Union Stock Yard and the development of the National Western

Stock Show. Under C, the district is significant due to the diversity of building styles and types in the area. See Figure 5 for more information about the property boundary for the district.

**Denver Coliseum (5DV9162):** The Denver Coliseum is a contributing feature of the National Western Historic District; it is significant under Criterion A for its association with the growth of the National Western Stock Show and under C as an example of “streamline Moderne”, which exhibits smooth walls, minimal ornamentation, and a double barrel vault roof. See Figure 5 for more information about the property boundary.

### **Effects Determinations**

**National Western Historic District (5DV10050):** In order to remove the old sign bridge foundations and install the foundations of the new sign, the construction limits that were defined in the original Record of Decision (ROD) will need to be expanded approximately 60 feet on each side of I-70. The expanded construction limits will be utilized for temporary access and staging. The only permanent change in the expanded construction limits will be new sign foundations, which will be in approximately the same locations as the existing foundations. Figure 1 shows the expanded construction limits and the location of the sign bridge foundation within the boundary of the historic district. The new sign bridge foundation is located in an area of the district represented by a parking lot and is part of the transportation facility that already exists in the boundary of the district. Based on this, CDOT has determined that the placement of the new sign bridge foundation will not alter the qualities of significance of the historic district with regard to its associations under Criteria A or C and results in *no adverse effect* to the historic district. See Figure 4 for more information about the expanded construction limits.

**Denver Coliseum (5DV9162):** The Denver Coliseum property is within the broader boundary of the historic district so the effect is the same as that described for the National Western Historic District. The new sign foundation is located in the northern area of the coliseum boundary that is represented by a parking lot and is part of the highway facility that already exists adjacent to the coliseum boundary. Based on this, CDOT has determined that the placement of the new sign bridge foundation results in *no adverse effect* to the Coliseum property as a contributing feature and as an individually eligible property. See Figure 4 for more information about the expanded construction limits.

As a Section 106 consulting party, we welcome your comments on the information outlined above. Should you choose to respond, we request that you do so within 30 days of receipt of these materials. If you do not respond within that time frame, we will assume you do not plan to comment. It is acceptable to respond via email to CDOT Senior Historian Lisa Schoch at [lisa.schoch@state.co.us](mailto:lisa.schoch@state.co.us). If you have any questions or require additional information, please contact Ms. Schoch at (303) 512-4258 or via email at [lisa.schoch@state.co.us](mailto:lisa.schoch@state.co.us).

Very truly yours,



Jane Hann, Manager  
Environmental Programs Branch

cc: Tim Buntrock, Central 70

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**COLORADO**  
**Department of Transportation**  
Division of Transportation Development

Environmental Programs Branch  
2829 W. Howard Pl., 4<sup>th</sup> Floor  
Denver, CO 80204  
(303) 757-9281

January 31, 2020

Mr. Dominick Sekich  
Moye, White  
16 Market Square, 6<sup>th</sup> Floor  
1400 16<sup>th</sup> Street  
Denver, CO 80202

**SUBJECT:** Additional Eligibility and Effects Determinations, I-70 East Environmental Impact Statement, Reevaluation #10, Denver and Adams Counties (CHS #41831)

Dear Mr. Sekich:

This letter and the attached materials constitute a request for comments on updated information regarding the project referenced above. The I-70 East Environmental Impact Statement (EIS) Preferred Alternative includes the Partial Cover Lowered Alternative and Managed Lanes. The first phase of implementing the overall Preferred Alternative, Phase I, is also referred to as the Central 70 Project. Additional project modifications have occurred since the Record of Decision (ROD) was signed in January 2017, and since that time subsequent re-evaluations were completed. Our most recent consultations include design changes as part of Reevaluations #6 and #7 in February 2019, and Reevaluation #8 in July 2019. This submittal includes updates which, if approved, will be included in Reevaluation #10 of the ROD.

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**National Western Historic District (5DV10050):** The National Western Historic District was determined officially eligible in 2007 and field eligible in 2010. It is significant under NRHP Criteria A and C. Under Criterion A, it is significant for its relationship to commerce, economics, and social history of Colorado as it relates to the Denver Union Stock Yard and the development of the National Western

Stock Show. Under C, the district is significant due to the diversity of building styles and types in the area. See Figure 5 for more information about the property boundary for the district.

**Denver Coliseum (5DV9162):** The Denver Coliseum is a contributing feature of the National Western Historic District; it is significant under Criterion A for its association with the growth of the National Western Stock Show and under C as an example of “streamline Moderne”, which exhibits smooth walls, minimal ornamentation, and a double barrel vault roof. See Figure 5 for more information about the property boundary.

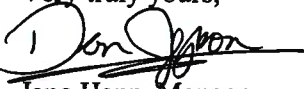
**Effects Determinations**

**National Western Historic District (5DV10050):** In order to remove the old sign bridge foundations and install the foundations of the new sign, the construction limits that were defined in the original Record of Decision (ROD) will need to be expanded approximately 60 feet on each side of I-70. The expanded construction limits will be utilized for temporary access and staging. The only permanent change in the expanded construction limits will be new sign foundations, which will be in approximately the same locations as the existing foundations. Figure 1 shows the expanded construction limits and the location of the sign bridge foundation within the boundary of the historic district. The new sign bridge foundation is located in an area of the district represented by a parking lot and is part of the transportation facility that already exists in the boundary of the district. Based on this, CDOT has determined that the placement of the new sign bridge foundation will not alter the qualities of significance of the historic district with regard to its associations under Criteria A or C and results in *no adverse effect* to the historic district. See Figure 4 for more information about the expanded construction limits.

**Denver Coliseum (5DV9162):** The Denver Coliseum property is within the broader boundary of the historic district so the effect is the same as that described for the National Western Historic District. The new sign foundation is located in the northern area of the coliseum boundary that is represented by a parking lot and is part of the highway facility that already exists adjacent to the coliseum boundary. Based on this, CDOT has determined that the placement of the new sign bridge foundation results in *no adverse effect* to the Coliseum property as a contributing feature and as an individually eligible property. See Figure 4 for more information about the expanded construction limits.

As a Section 106 consulting party, we welcome your comments on the information outlined above. Should you choose to respond, we request that you do so within 30 days of receipt of these materials. If you do not respond within that time frame, we will assume you do not plan to comment. It is acceptable to respond via email to CDOT Senior Historian Lisa Schoch at [lisa.schoch@state.co.us](mailto:lisa.schoch@state.co.us). If you have any questions or require additional information, please contact Ms. Schoch at (303) 512-4258 or via email at [lisa.schoch@state.co.us](mailto:lisa.schoch@state.co.us).

Very truly yours,

  
Jane Hann, Manager  
Environmental Programs Branch

cc: Tim Buntrock, Central 70

Enclosures: Figure 1: APE map  
Figure 2: Overview of work  
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**COLORADO**  
**Department of Transportation**  
Division of Transportation Development

Environmental Programs Branch  
2829 W. Howard Pl., 4<sup>th</sup> Floor  
Denver, CO 80204  
(303) 757-9281

January 31, 2020

Mr. Kelly Briggs  
Fairmount Cemetery Company  
430 South Quebec Street  
Denver CO 80247

**SUBJECT:** Additional Eligibility and Effects Determinations, I-70 East Environmental Impact Statement, Reevaluation #10, Denver and Adams Counties (CHS #41831)

Dear Mr. Briggs:

This letter and the attached materials constitute a request for comments on updated information regarding the project referenced above. The I-70 East Environmental Impact Statement (EIS) Preferred Alternative includes the Partial Cover Lowered Alternative and Managed Lanes. The first phase of implementing the overall Preferred Alternative, Phase I, is also referred to as the Central 70 Project. Additional project modifications have occurred since the Record of Decision (ROD) was signed in January 2017, and since that time subsequent re-evaluations were completed. Our most recent consultations include design changes as part of Reevaluations #6 and #7 in February 2019, and Reevaluation #8 in July 2019. This submittal includes updates which, if approved, will be included in Reevaluation #10 of the ROD.

**Area of Potential Effects (APE)**

There are no changes to the existing APE because all of the work outlined in this letter is within the existing APE boundary. Please see Figure 1 for more information about the APE boundary as it relates to the proposed work.

**Design Changes**

Currently there are two sign bridges over I-70 between the Denver Coliseum and the South Platte River at approximately milepost 274.9; one spans the eastbound lanes and the other the westbound lanes. The sign bridges will be replaced with a single sign bridge spanning both directions of travel in approximately the same location. The new sign bridge will have a similar amount of static signage and will add the technology to allow variable speeds in both directions and individual lane use signals on the westbound lanes. Figures 2 and 3 show the existing sign bridges and the proposed new design.

**Eligibility Determinations**

The new sign bridge will extend across I-70 within the broader boundary of the National Western Historic District (5DV10050) and the Denver Coliseum (5DV9162).

**National Western Historic District (5DV10050):** The National Western Historic District was determined officially eligible in 2007 and field eligible in 2010. It is significant under NRHP Criteria A and C. Under Criterion A, it is significant for its relationship to commerce, economics, and social history of Colorado as it relates to the Denver Union Stock Yard and the development of the National Western Stock Show. Under C, the district is significant due to the diversity of building styles and types in the area. See Figure 5 for more information about the property boundary for the district.

**Denver Coliseum (SDV9162):** The Denver Coliseum is a contributing feature of the National Western Historic District; it is significant under Criterion A for its association with the growth of the National Western Stock Show and under C as an example of “streamline Moderne”, which exhibits smooth walls, minimal ornamentation, and a double barrel vault roof. See Figure 5 for more information about the property boundary.


**Effects Determinations**

**National Western Historic District (SDV10050):** In order to remove the old sign bridge foundations and install the foundations of the new sign, the construction limits that were defined in the original Record of Decision (ROD) will need to be expanded approximately 60 feet on each side of I-70. The expanded construction limits will be utilized for temporary access and staging. The only permanent change in the expanded construction limits will be new sign foundations, which will be in approximately the same locations as the existing foundations. Figure 1 shows the expanded construction limits and the location of the sign bridge foundation within the boundary of the historic district. The new sign bridge foundation is located in an area of the district represented by a parking lot and is part of the transportation facility that already exists in the boundary of the district. Based on this, CDOT has determined that the placement of the new sign bridge foundation will not alter the qualities of significance of the historic district with regard to its associations under Criteria A or C and results in *no adverse effect* to the historic district. See Figure 4 for more information about the expanded construction limits.

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Very truly yours,

  
Jarte Hann, Manager  
Environmental Programs Branch

cc: Tim Buntrock, Central 70

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**COLORADO**  
**Department of Transportation**  
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Environmental Programs Branch  
2829 W. Howard Pl., 4<sup>th</sup> Floor  
Denver, CO 80204  
(303) 757-9281

January 31, 2020

Mr. Jim Cavoto  
Fairmount Heritage Foundation  
430 South Quebec Street  
Denver, CO 80247

**SUBJECT:** Additional Eligibility and Effects Determinations, I-70 East Environmental Impact Statement, Reevaluation #10, Denver and Adams Counties (CHS #41831)

Dear Mr. Cavoto:

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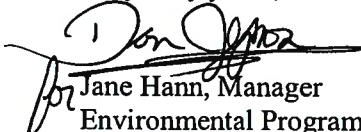
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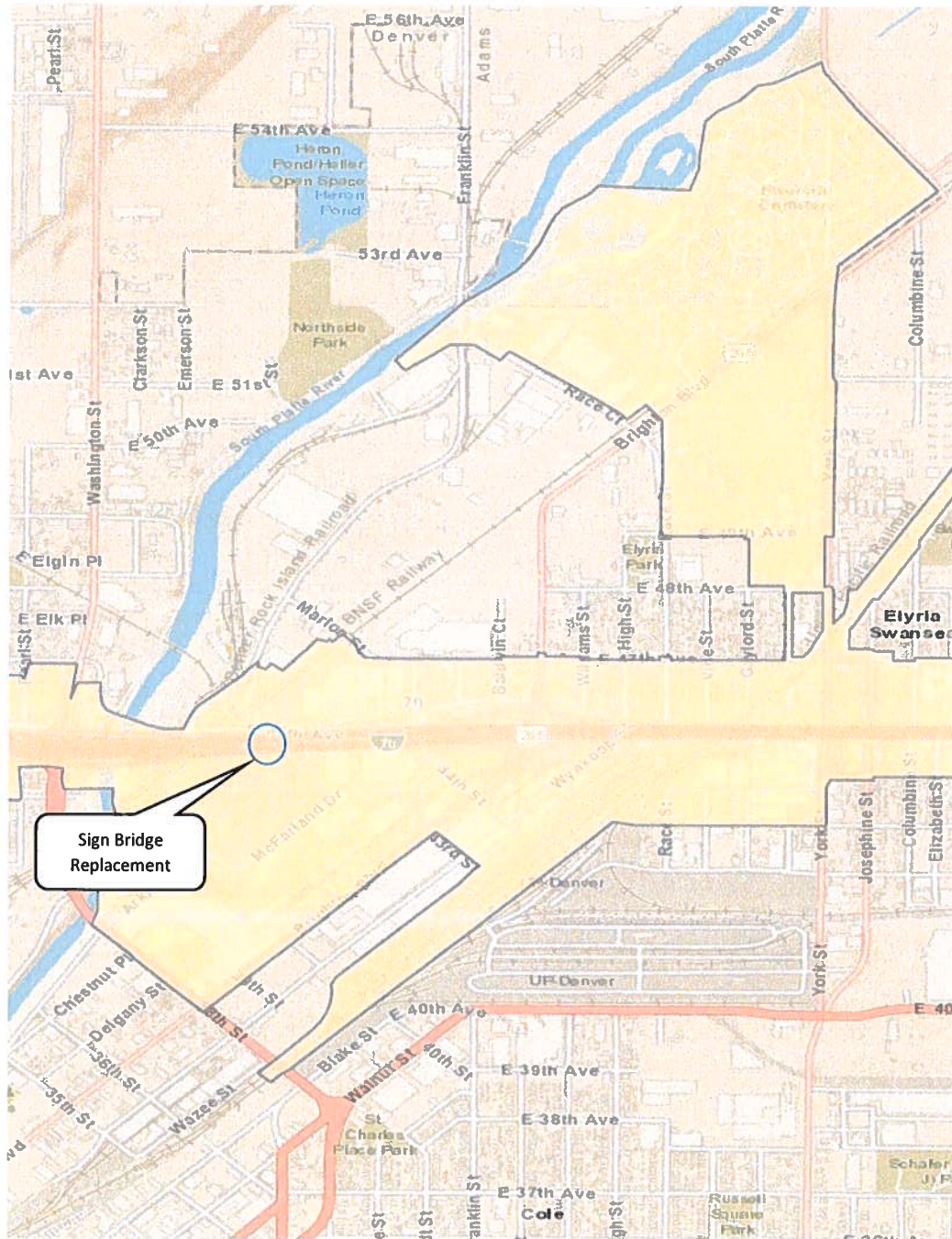
Very truly yours,

  
Jane Hann, Manager  
Environmental Programs Branch

cc: Tim Buntrock, Central 70

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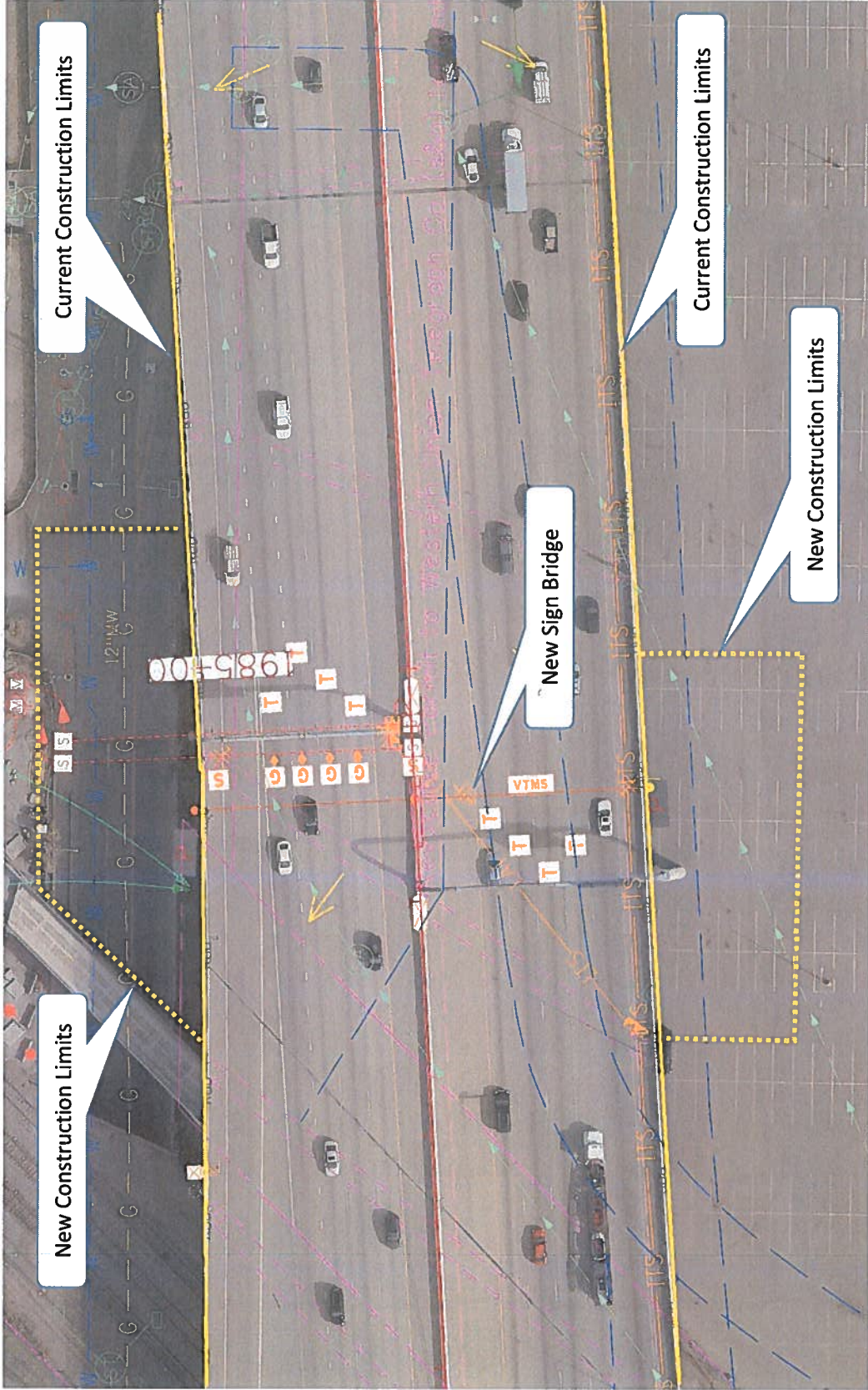
Figure 1 - Location of construction limit modification for Sign Bridge replacement within the APE



**Legend**

 I-70 Area of Potential Effect

Figure 4 – Plan view showing change of Construction Limits\*



\* All areas shown are within the APE





HISTORY *Colorado*

FEB 06 2020

Jane Hann  
Manager, Environmental Programs Branch  
Colorado Department of Transportation  
2829 W. Howard Place  
Denver, CO 80204

Re: Additional Eligibility and Effects Determinations, I-70 East Environmental Impact Statement, Reevaluation #10, Denver and Adams Counties (HC #41831)

Dear Ms. Hann:

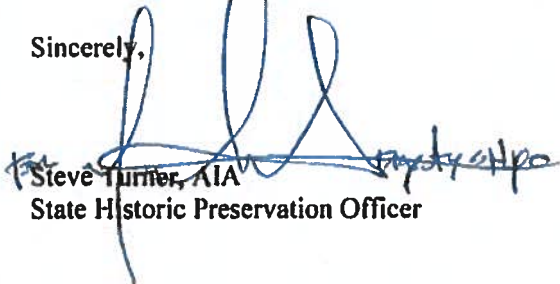
Thank you for your additional correspondence dated January 24, 2020 and received on January 29, 2020 by our office regarding the consultation of the above-mentioned project under Section 106 of the National Historic Preservation Act (Section 106).

After review of the provided information, we do not object to the revised Area of Potential Effects (APE) and recognize that no additional properties were identified within the revised APE.

Our office has reviewed the scope of work and additional effects determinations. We concur with the recommended finding of *no adverse effect* [36 CFR 800.5(d)(1)] under Section 106 for SDV.9162, and SDV.10050.

If we may be of further assistance, please contact Jason O'Brien, Section 106 Compliance Manager, at (303) 806-2673 or [Jason.obrien@state.co.us](mailto:Jason.obrien@state.co.us).

Sincerely,

  
Steve Turner, AIA  
State Historic Preservation Officer



STATE OF COLORADO

Schoch - CDOT, Lisa <lisa.schoch@state.co.us>

## Section 4(f) De Minimis Notification, I-70 East Environmental Impact Statement, Re-Evaluation #10, (CHS 41831)

2 messages

Schoch - CDOT, Lisa <lisa.schoch@state.co.us>

Thu, Mar 12, 2020 at 10:01 AM

To: Jason OBrien - HC <jason.obrien@state.co.us>, "Saldibar, Joseph" <joseph.saldibar@state.co.us>

Hi:

Jason initially reviewed this project, which was submitted to you all January 24, 2020. I've attached the letters for your convenience. The consultation was an update to document that CDOT is putting in a sign bridge that will land within the boundary of the Denver Coliseum (5DV9162) and the broader National Western Historic District (5DV10050) boundaries. I'm contacting you to let you know that due to the need for a temporary easement to accommodate temporary access within these historic property boundaries, we plan to apply Section 4(f) de minimis. The easement is temporary and will be used for access to complete the work of the sign bridge, which will be built on an existing permanent easement. This email serves as the notification required under 23 CFR 774.5(b)(1)(ii).

Thanks

Lisa

Lisa Schoch

Environmental Protection Specialist, Senior Historian, and Section 4(f) Specialist  
Environmental Programs Branch



**COLORADO**  
Department of Transportation  
Division of Transportation Development

2829 West Howard Place, Denver, CO 80204

P 303.512.4258 | F 303.757.9445

[lisa.schoch@state.co.us](mailto:lisa.schoch@state.co.us)

[www.coloradodot.info](http://www.coloradodot.info) | [www.codot.gov](http://www.codot.gov) | [www.cotrip.org](http://www.cotrip.org)

Section106Correspondence\_Jan2020.pdf  
168K

Schoch - CDOT, Lisa <lisa.schoch@state.co.us>

Fri, Mar 13, 2020 at 9:40 AM

To: Jason OBrien - HC <jason.obrien@state.co.us>, "Saldibar, Joseph" <joseph.saldibar@state.co.us>

Hi:

As a follow up, I have more information about the easements I referenced in my initial email. There are two temporary easements and construction staging will be required; one on the south side and one on the northside at the locations of the existing sign bridge foundations. The approximate dimensions of each easement is 160 feet by 70 feet. Given that

3/13/2020

State.co.us Executive Branch Mail - Section 4(f) De Minimis Notification, I-70 East Environmental Impact Statement, Re-Evaluation #10, (...

these were referenced in the consultation as "temporary access" I don't think there is any change to our effect determination based on this information, and we plan to move forward with the de minimis for the project.

[Quoted text hidden]

[Quoted text hidden]