

Meeting Notes



I-70 Floyd Hill to Veterans Memorial Tunnels

Project: I-70 Floyd Hill to Veterans Memorial Tunnels (VMT) NEPA and 30% Design
Meeting: Section 106 Issue Task Force Meeting - Final
Date: April 4, 2018,
Location: CDOT Region 1, 425 Corporate Circle, Golden, CO

Attendees:

Cindy Neely – Clear Creek County
Lynnette Hailey – Black Hawk
Jason O’Brien – History Colorado
Joe Saldibar – History Colorado
Vanessa Henderson – CDOT

Lisa Schoch - CDOT
Carrie Wallis – Atkins
Ashley Bushey – Pinyon
Jason Bright - Atkins

Summary of Action Items	Responsibility	Status
1. Identify and consider historic road and walls as part of APE, include in project background discussion	CDOT	Initiated
2. Update APE map with north arrow	Pinyon	Complete
3. Review tunnel/mining exploration data for this area and see what should be included in project history	Atkins	Initiated
4. Coordinate with westbound PPSL on Peoriana Motel in APE	CDOT	
5. Verify noise impacts near Saddleback subdivision for indirect effects	Atkins	
6. Bell property should be mentioned in the historic context	Pinyon	
7. Verify re-evaluation needs between project PA and statewide PA, and bridge evaluation	CDOT	
8. Coordinate with Clear Creek County	CDOT	

SUMMARY OF DISCUSSION

[Note: Action items are in [blue](#).]

1. Overview of Section 106 Programmatic Agreement

Lisa: CDOT completed the I-70 Mountain Corridor Tier 1 Programmatic Environmental Impact Statement (PEIS) and Record of Decision (ROD) in 2011

During preparation of the Tier 1 PEIS (2008), a programmatic agreement (PA) was executed to clarify compliance requirements for Section 106 for Tier 2 undertakings

PA Stipulations

- Stipulation I(E): FHWA shall consult with tribes
- Stipulation III: APE exterior boundary of visual impacts
- Stipulation IV(B): CDOT shall consult with FHWA, SHPO, and others for additional efforts needed to identify historic properties

- Stipulation IV(C): Historical Archaeology
- Stipulation IV(D): Pre-contact Archaeology
- Stipulation IV(E): Interstate 70 – Twin Tunnels
- Stipulation V(B): Visual Effects
 - Visual effects considered will be related to the qualities of significance of the historic properties being affected
- Stipulation V(C): Noise Effects
- Stipulation VI: Resolution of Adverse Effects

PEIS was a broader level study, mostly windshield surveys. Each project needs a Tier 2 process, as we are doing now with an Environmental Assessment (EA) for Floyd Hill.

In the PA developed for the corridor, the area of potential effect (APE) for subsequent Tier 2 projects is defined by ridgeline to ridgeline. This approach may be amended for specific projects.

Cindy: Stipulation for Clear Creek communities, resource studies. Identification of historic districts within the city of Idaho Springs.

2. Project Description

Vanessa: Project starts at approximately milepost 248 just east of the Beaver Brook interchange and extends through the Veterans Memorial Tunnels to approximately Exit 241, which is the East Idaho Springs exit. Floyd Hill is only focusing on westbound for capacity issues, eastbound will be reviewed for curve straightening.

The purposes of the I-70 Floyd Hill to Veterans Memorial Tunnels project are to:

- Improve travel time reliability, safety, and mobility and address the deficient infrastructure on westbound I-70 through the Floyd Hill area of the I-70 Mountain Corridor.
- Improve multimodal connectivity and provide an alternate route parallel to the interstate mainline in case of emergency or severe weather conditions.

The Concept Development Process (in 2016) developed options for WBPPSL and Floyd Hill. For Floyd Hill, three alignment concepts were advanced for additional study – Off, North, and South. After refining the concepts and evaluation with the Technical Team (TT), the South and Off concepts were eliminated. The North option has been recommended for the Proposed Action, and multiple interchange concepts were advanced. After the refinement of these concepts and evaluation with the TT, the recommended concept is a half diamond at US 6 (which includes westbound off and eastbound on).

The Proposed Action for Floyd Hill includes a 3rd lane from the top of Floyd Hill through the tunnel (2011 ROD). Options are being evaluated for tunneling, rock cuts, and benches at two locations (bottom of Floyd Hill and just west of Hidden Valley). The addition of trail and frontage road between tunnel and US 6 (2011 ROD) is also included. The project is also evaluating:

- Evaluating west terminus (dropping 3rd lane and tie-in with Westbound Peak Period Shoulder Lane [WB PPSL] project)
- Evaluating need for truck climbing/acceleration lane with eastbound on-ramp addition at US 6
- Evaluating additional intersection and interchange improvement needs throughout
- Evaluating eastbound curve safety improvements

Low viaduct with tunnel agreed upon by TT for central section, still evaluating the west end. Trail most likely on south side of Clear Creek. Frontage road most likely on north side.

Cannot do much about the grade of Floyd Hill, but will try to improve the safety.

Cindy: Process requires CDOT to use the Context Sensitive Solutions (CSS) process for projects on the

corridor. Considered a pre-NEPA process. The considerations of the stakeholders and environmental resources (historic) need to be discussed as the design is being developed rather than after determining what the project is. Explained that Project Leadership Team (PLT) and TT are part of the CSS process, as are Issue Task Forces (ITFs).

Recommend SHPO/History Colorado review the executive summary for the PEIS/ROD and the PA.

3. Recently Completed Surveys

Lisa:

- I-70 Twin Tunnels Environmental Assessment (CDOT, 2012)
- Historic Context: Interstate 70 Mountain Corridor (CDOT, 2014)
- Eastbound (EB) I-70 Peak Period Shoulder Lane Categorical Exclusion (CDOT, 2014)
- Clear Creek Greenway Engineering and NEPA (Clear Creek Greenway Authority, 2017)
- WB I-70 Peak Period Shoulder Lane Categorical Exclusion (in progress)
- Dumont-Lawson-Downieville historic context (CDOT, 2017)

4. Draft APE for Floyd Hill and overlap with WB PPSL

Ashley: Reflective of the project study area, about 500 feet off of the highway right of way and 1,000 feet off of interchanges and around historic boundaries. The APE line is also bumped out around the limits of historic and potentially historic resources, including parcel boundaries and linear resource segments.

The APE document presented at this meeting is noted as “APE2” – reflective of the changes, used for admin record; as the APE develops, its iterations may be tracked by the number.

Resources are generally considered to have historic potential when they reach 50 years of age. To accommodate project construction horizons, Section 106 projects typically use a buffer of several years to record resources that may reach this 50-year age threshold during the project construction. For this project, the project team will evaluate potential resources constructed in 1975 and before due to the anticipated construction timeline for where survey is needed.

Cindy: Historic context is important. The early stage-road roadbed coming down Floyd Hill was not exactly along the path of the interstate, and portions of it may still be extant near the interstate corridor in this area. Need to review historic context to better know what is out there. Is project only going to look within 500 feet? Need to recognize and understand the history of the area, even if it may fall outside of the limits. The actual route of the early road is on the northeast side of the hillside, and in certain places there are walls visible from what was the early wagon road/transit down the mountain. On the hill on the far side of the gulch. They aren't very visible now. **Can the history of going down this hill at least be acknowledged?**

Lisa: APE is a starting point, this could definitely be included in the historical context discussion. Not suggesting that the APE be modified, but include the discussion using previous documentation. Possibly define where the old road was. Not required to look at everything within the APE, but **may need to bump the APE boundary slightly. Consultant team will review and determine what may be needed.**

Joseph: not surprised that the other parts of the original road are not included in the COMPASS database, would mainly be on private property.

Lynette: **please add north arrow/direction to the map.**

Ashley/Jason: What was found within proposed APE through file search:

- Historic Architecture and Linear – 19 Previously Recorded resources identified
 - 2 Officially Eligible resources

- 15 Not Eligible or non-supporting resources
- 2 resources requiring further documentation
- Archaeology – 14 Identified Sites for archaeological resources
 - 2 in Jefferson County, 12 in Clear Creek County
 - 1 Officially Eligible, 2 Field Eligible, 9 Field Not Eligible, 2 need evaluation
 - 13 Historic, 1 Prehistoric (mostly)
 - Some of these are isolated finds, not warranting eligibility

5. Overall Survey Methodology

Ashley: Assessor Search Results

- Clear Creek County - 24 Properties with structures built in 1975 or earlier
- Jefferson County – 5 Properties with structures built in 1975 or earlier

Cindy: There was a lot of mining exploration in this area, **would be helpful to identify where there may have been tunnel exploration in this area. Atkins has this information and will be documented/reviewed.**

Cindy: **May need to look at the district in Idaho Springs in WB PPSL. Verify that it's covered. Move the APE slightly to the east to avoid needing to look at this in Floyd Hill too (Peoriana Motel).**

Cindy: **Noise in Saddleback subdivision? Should the APE be adjusted?** Knowing they are up above the highway, should still verify based on the terrain.

Jason: Project would widen to the north away from this area.

Ashley: Considered treating this area as a single subdivision rather than single residences.

Joseph: Would you use a subdivision form for this (Saddleback area)? In theory could be used, as it is a post-World War II subdivision even though it is later than typically defined for that period. SHPO would be willing to accept the 1403b form for these subdivision evaluations. Would rather not modify the APE for this area.

Cindy: No one really lives in the ridgeline in this area, so it should be okay where the APE is currently drafted (in general).

Joseph: In the CDOT PA, previous officially not eligible does not need to be revisited, eligible should be revisited every 5 years. Should review the PA for what needs to be done for previously not eligible properties.. Look into bridges too; the 2002 CDOT Bridge Survey evaluations should be viable.

Ashley: Some resources may need to be reevaluated even if previously determined not eligible, previous evaluations may not cover what is evaluated in current practice.

Cindy: **Bell property should be mentioned in the historic context.** Even though nothing remains and it has been determined as Not Eligible Officially. Idaho Springs historical society has background information on this resource; it was used as a temporary campsite for miners completing exploratory diggings and may offer viable information to the larger context of mining development in the area.

Vanessa: Has anyone done the delisting for Twin Tunnels?

Lisa/Ashley: Don't think it has been done yet, would be able to do a 1405 form (per SHPO) to document that the site is no longer extant. Completion of this documentation should be completed as part of this project. Also needs to be removed from the list of exceptional features of the interstate, which were considered exceptions to the 2005 ACHP Interstate Exemption.

Jason O'Brien: Don't see anything that should be included, or missing from the methodology presented

Cindy: What does archaeo scatter look like?

Jason Bright: It's a prehistoric and historic scatter, and the prehistoric component is really where the NRHP eligibility is coming from. It is near the Hidden Valley interchange.

6. Next Steps

Next steps for the project include:

- Field reconnaissance to fill data gaps
- Agency Coordination
- Eligibility & Effects
- Mitigation if necessary

Cindy: Be sure to get ahold of Clear Creek County archives (Ashley)

Lisa has pictures of historical Floyd Hill

Cindy: Idaho Springs Historical Society (Nancy Johnson, photo collection)

7. Schedule

Upcoming dates for future tasks include:

- Existing Conditions/Data Collection
 - Fall 2017 through 2018
- NEPA/30% Design
 - Winter 2017/2018 through Spring 2020
- Final Design followed by Construction (pending funding availability)
 - Spring/Summer 2020
 - Construction 2021-2024

Vanessa: Ballot issue in November with this project included

Next meeting – not scheduled, most likely fall timeframe

8. Other

Jason B: Tribal letters out and responded to, no participation required

Summary of Decisions Made

1.

2.

Sign-In Sheet



I-70 Floyd Hill to
Veterans Memorial Tunnels

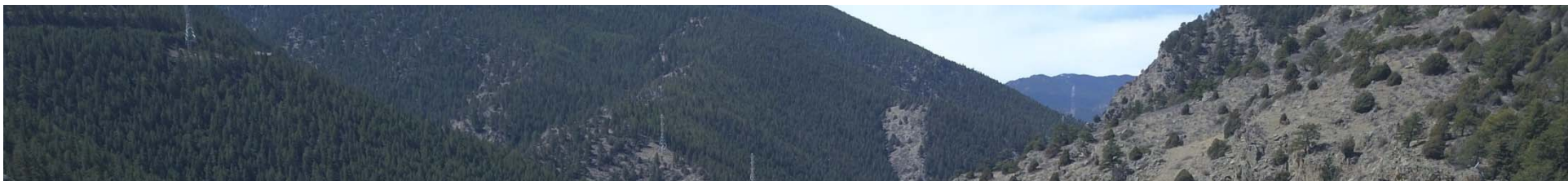
Project: I-70 Floyd Hill to Veterans Memorial Tunnels EA

Meeting: Section 106 Issues Task Force Meeting

Date/Time: April 4, 2018

Location: CDOT Region 1, 425 Corporate Circle, Golden, CO

Initial	Name	Agency	Address	Phone	E-Mail
x	Cindy Neely	Clear Creek			ccneely@yahoo.com
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x	Joe Saldibar	History Colorado			joseph.saldibar@state.co.us
x	Jason O'Brien	History Colorado			joseph.saldibar@state.co.us
x	Vanessa Henderson	CDOT			Vanessa.henderson@state.co.us
x	Lisa Schoch	CDOT			Lisa.schoch@state.co.us
x	Carrie Wallis	Atkins			Carrie.wallis@atkinsglobal.com
x	Ashley Bushey	Pinyon			bushey@pinyon-env.com
x	Jason Bright	Atkins			Jason.bright@atkinsglobal.com



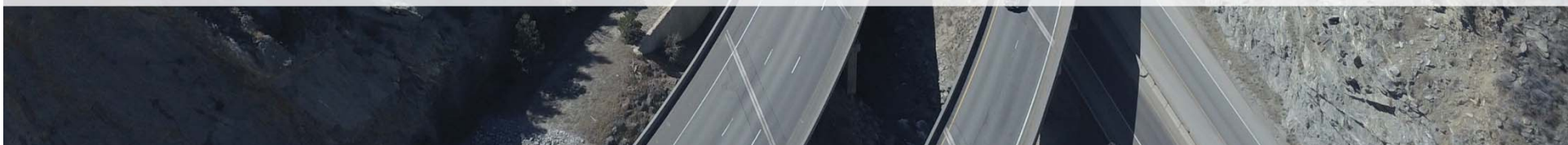
I-70 Floyd Hill to Veterans Memorial Tunnels

ATKINS



Section 106 Issue Task Force Meeting

April 4, 2018





I-70 Floyd Hill to Veterans Memorial Tunnels

Agenda

- Welcome / Introductions
- Overview of Section 106 Programmatic Agreement
- Project Description
- Recently Completed Surveys
- Draft APE for Floyd Hill and overlap with WB PPSL
- Overall Survey Methodology
- Schedule
- Next Steps



I-70 Floyd Hill to Veterans Memorial Tunnels

Section 106 Programmatic Agreement – I-70 Mountain Corridor

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- During preparation of the Tier 1 PEIS (2008), a programmatic agreement (PA) was executed to clarify compliance requirements for Section 106 for Tier 2 undertakings



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PA Stipulations

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I-70 Floyd Hill to Veterans Memorial Tunnels

Project Overview and Background



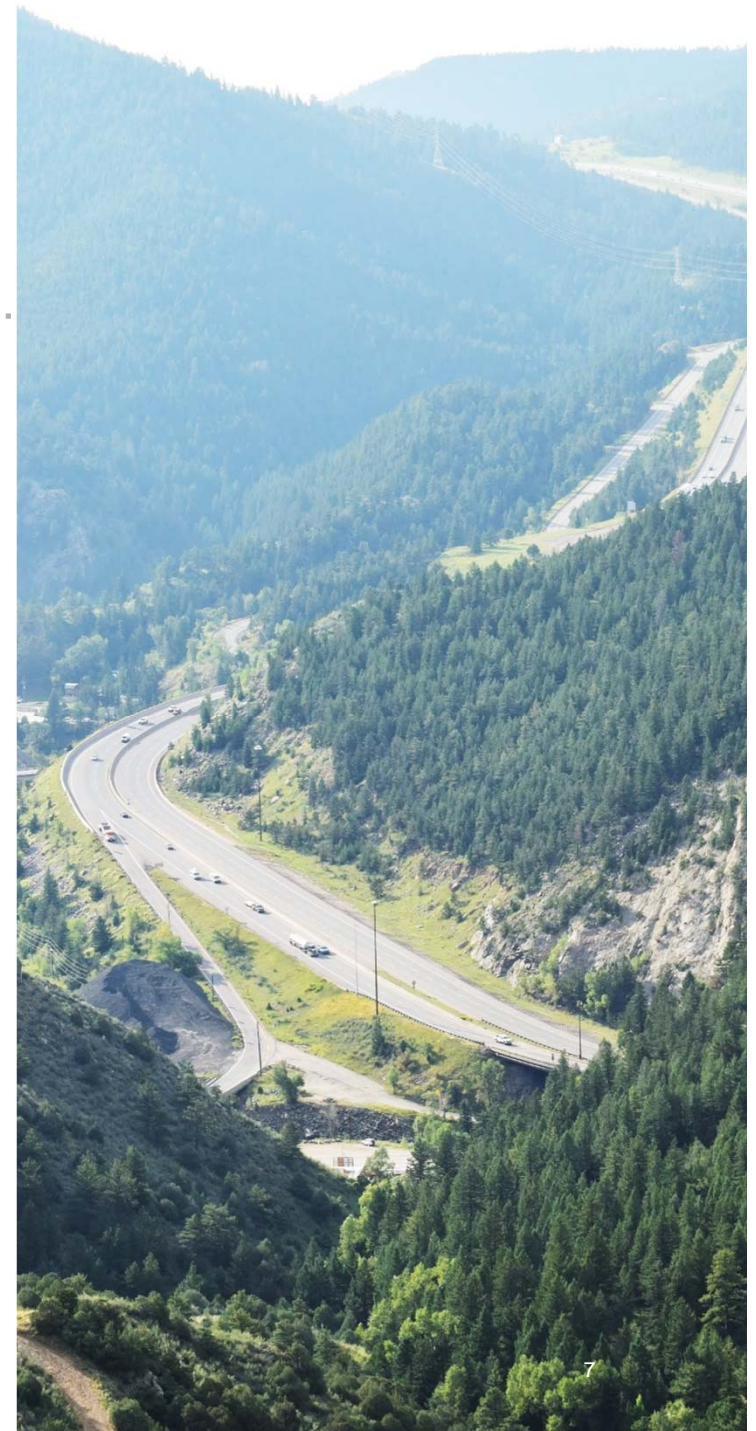


I-70 Floyd Hill to Veterans Memorial Tunnels

Purpose

The purposes of the I-70 Floyd Hill to Veterans Memorial Tunnels project are to:

- Improve travel time reliability, safety, and mobility and address the deficient infrastructure on westbound I-70 through the Floyd Hill area of the I-70 Mountain Corridor.
- Improve multimodal connectivity and provide an alternate route parallel to the interstate mainline in case of emergency or severe weather conditions.





I-70 Floyd Hill to Veterans Memorial Tunnels

Concept Development Process

- Concept Development Process advanced three alignment concepts for additional study – Off, North, and South
- After refinement of the concepts and evaluation with the Technical Team, the South and Off concepts were eliminated
- North recommended for the Proposed Action
- Multiple interchange concepts advanced
- After refinement of the concepts and evaluation with the Technical Team, recommended concept is a half diamond at US 6 – westbound off and eastbound on



I-70 Floyd Hill to Veterans Memorial Tunnels

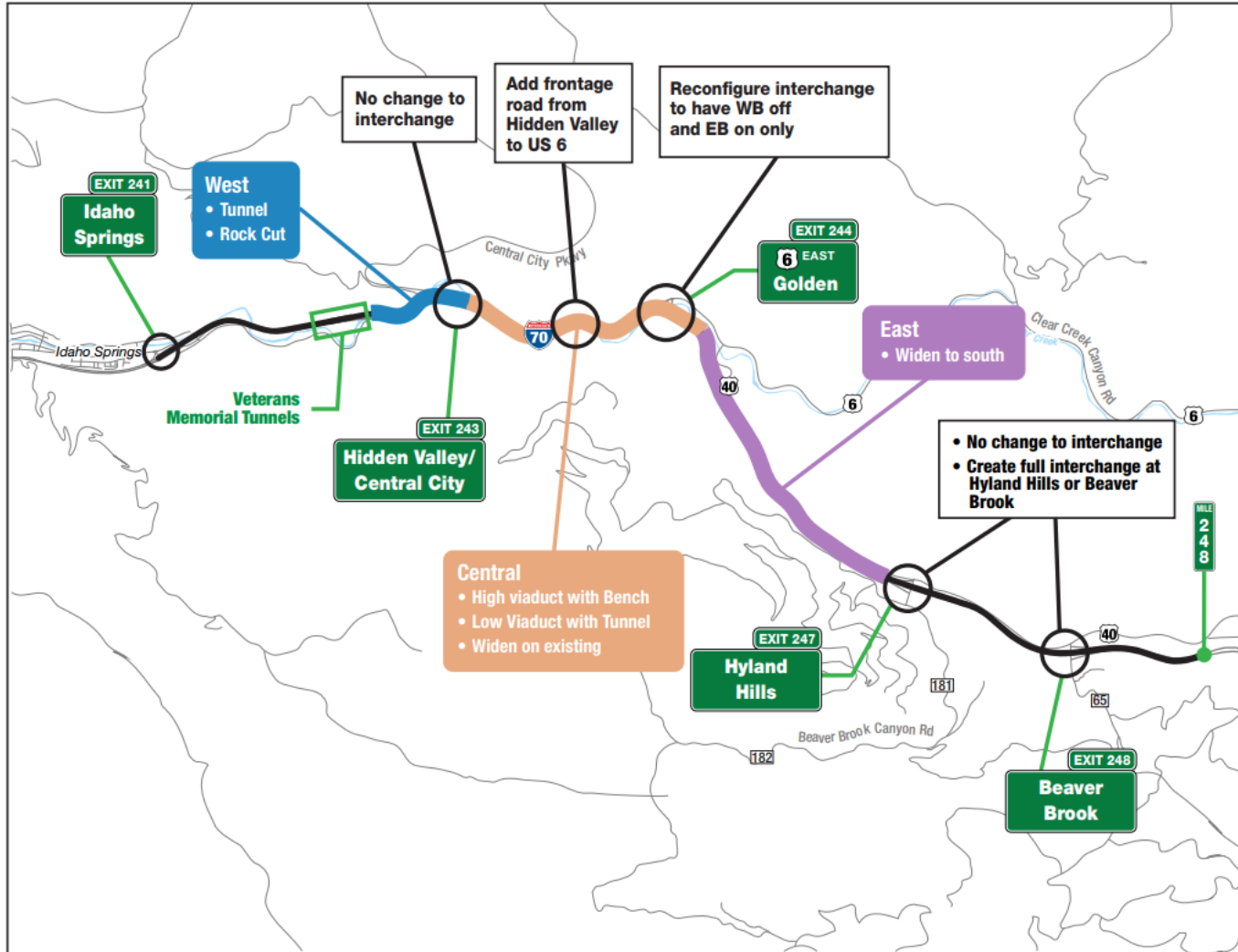
Proposed Action

- Provides a 3rd lane from the top of Floyd Hill through the tunnel (2011 ROD)
 - Evaluating options for tunneling, rock cuts, and benches at two locations (bottom of Floyd Hill and just west of Hidden Valley)
 - Evaluating west terminus (dropping 3rd lane and tie-in with WB PPSL)
 - Evaluating need for truck climbing/acceleration lane with eastbound on-ramp addition at US 6
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I-70 Floyd Hill to Veterans Memorial Tunnels

Design Options





I-70 Floyd Hill to Veterans Memorial Tunnels

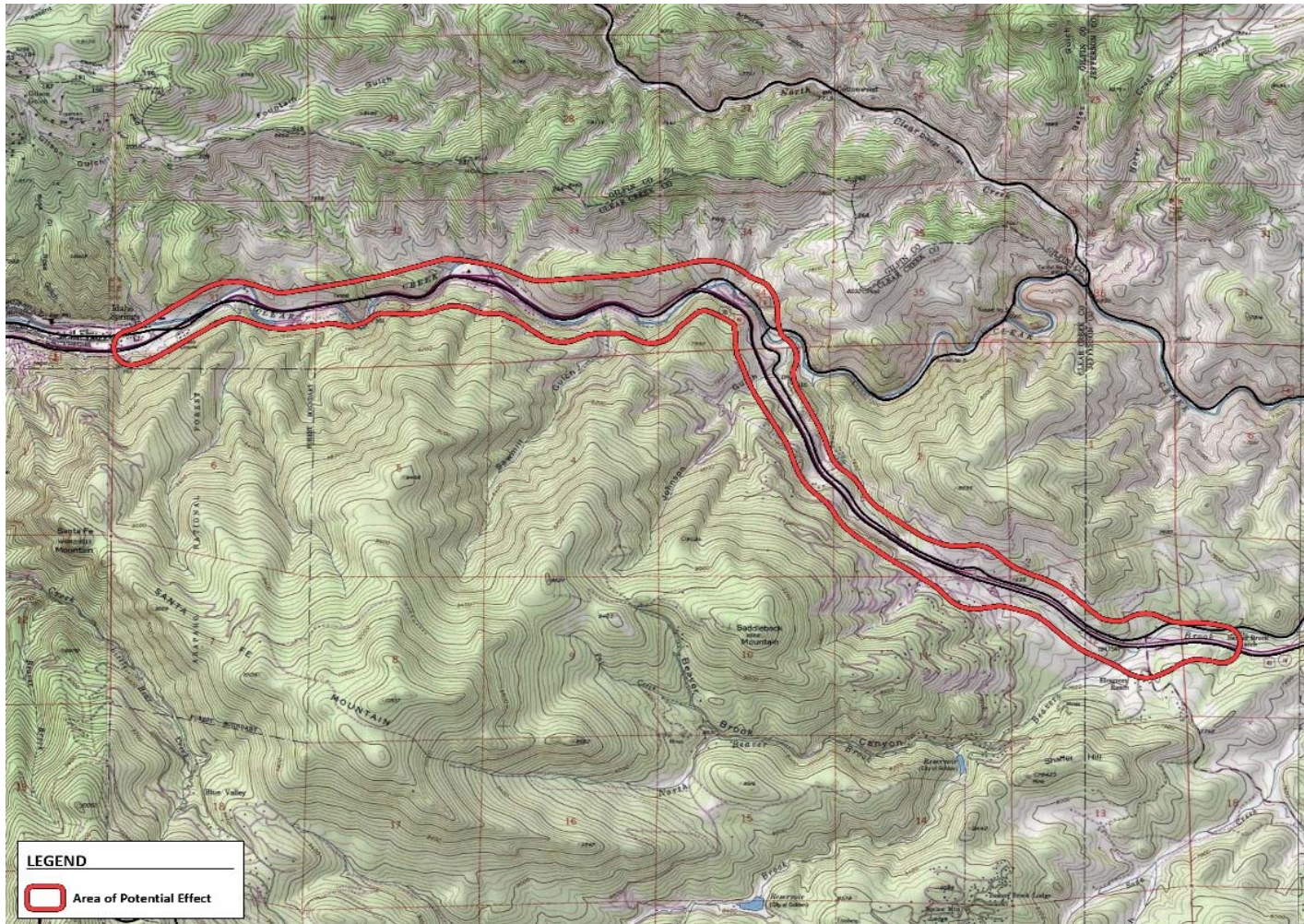
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I-70 Floyd Hill to Veterans Memorial Tunnels

Area of Potential Effect (APE)





I-70 Floyd Hill to Veterans Memorial Tunnels

Methods & Data

- File search and OAHP COMPASS
- Assessor Data
- Drive-by reconnaissance
- Field inventory for historic architecture and linear
- Targeted survey for archaeology
- Tribal letters
- Coordination with stakeholders on historic properties
- Complete OAHP inventory forms and survey summary report



I-70 Floyd Hill to Veterans Memorial Tunnels

File Search Results

Historic Architecture and Linear

- 19 Previously Recorded resources identified
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 - 15 Not Eligible or non-supporting resources
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Archaeology

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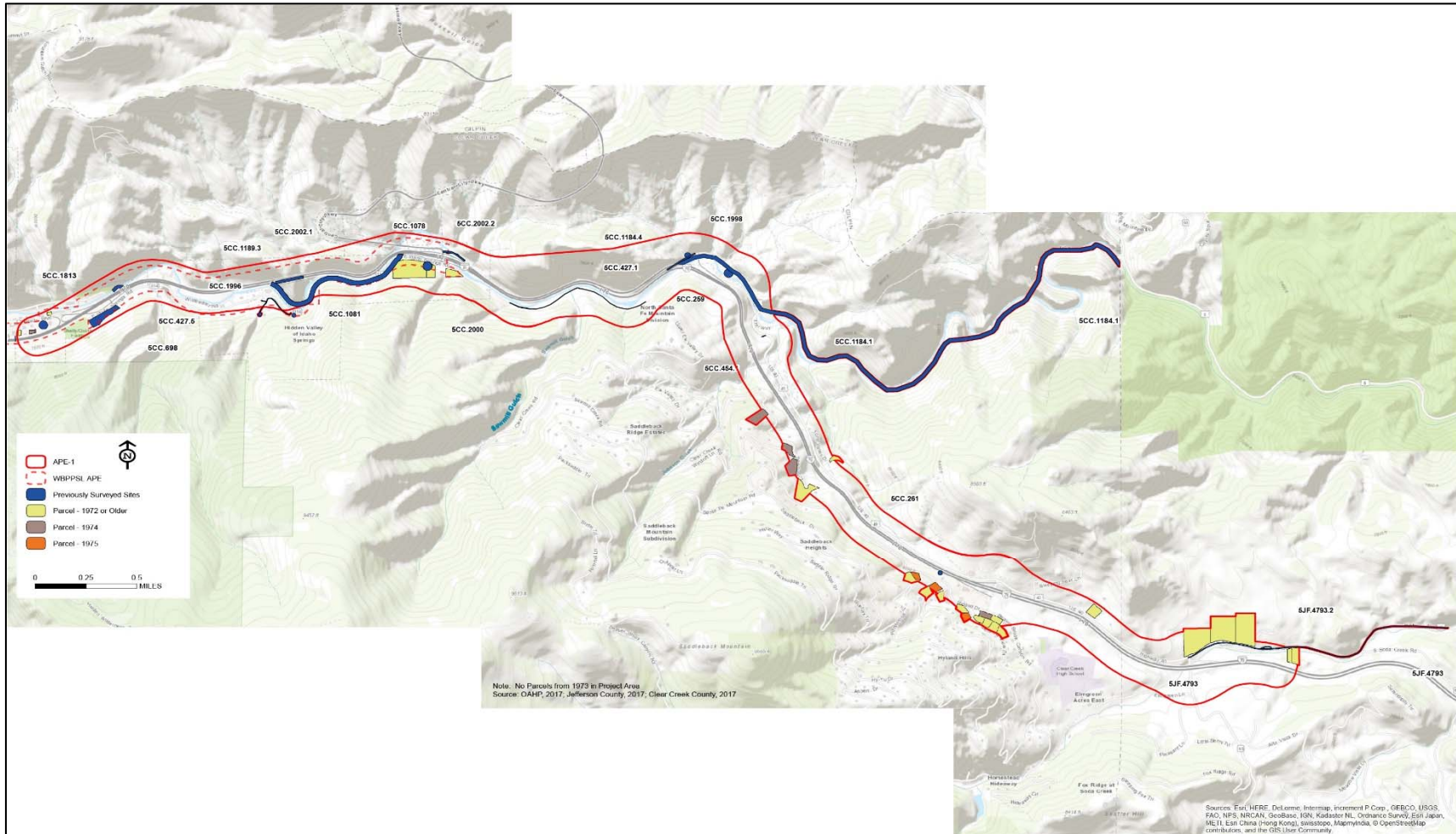
Assessor Search Results

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I-70 Floyd Hill to Veterans Memorial Tunnels

COMPASS & Assessor Resource Locations





I-70 Floyd Hill to Veterans Memorial Tunnels

Next Steps

- **Field reconnaissance to fill data gaps**
- **Agency Coordination**
- **Eligibility & Effects**
- **Mitigation if necessary**



I-70 Floyd Hill to Veterans Memorial Tunnels

Schedule

- **Existing Conditions/Data Collection**
 - Fall 2017 through 2018
- **NEPA/30% Design**
 - Winter 2017/2018 through Spring 2020
- **Final Design followed by Construction***
 - Spring/Summer 2020
 - Construction 2021-2024



**Pending funding availability*



I-70 Floyd Hill to Veterans Memorial Tunnels

Questions

