

**SECTION 106 ISSUE
TASK FORCE (ITF)
MEETING MINUTES**

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**

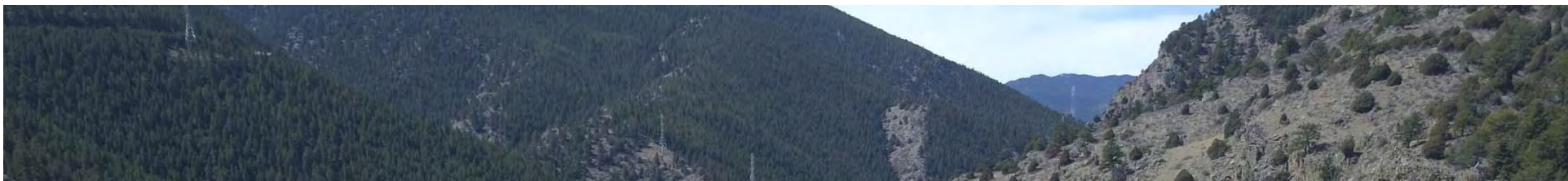
Project: I-70 Floyd Hill to Veterans Memorial Tunnels EA

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
x	Lynnette Hailey	Black Hawk			lhailey@centurylink.net
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

- CDOT completed the I-70 Mountain Corridor Tier 1 PEIS and 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



I-70 Floyd Hill to Veterans Memorial Tunnels

Section 106 Programmatic Agreement – I-70 Mountain Corridor

PA Stipulations

- Stipulation I(E): FHWA shall consult with tribes
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- Stipulation IV(C): Historical Archaeology
- Stipulation IV(D): Pre-contact Archaeology
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I-70 Floyd Hill to Veterans Memorial Tunnels

Section 106 Programmatic Agreement – I-70 Mountain Corridor

PA Stipulations

- Stipulation V(B): Visual Effects
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- Stipulation V(C): Noise Effects
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I-70 Floyd Hill to Veterans Memorial Tunnels

Project Overview and Background



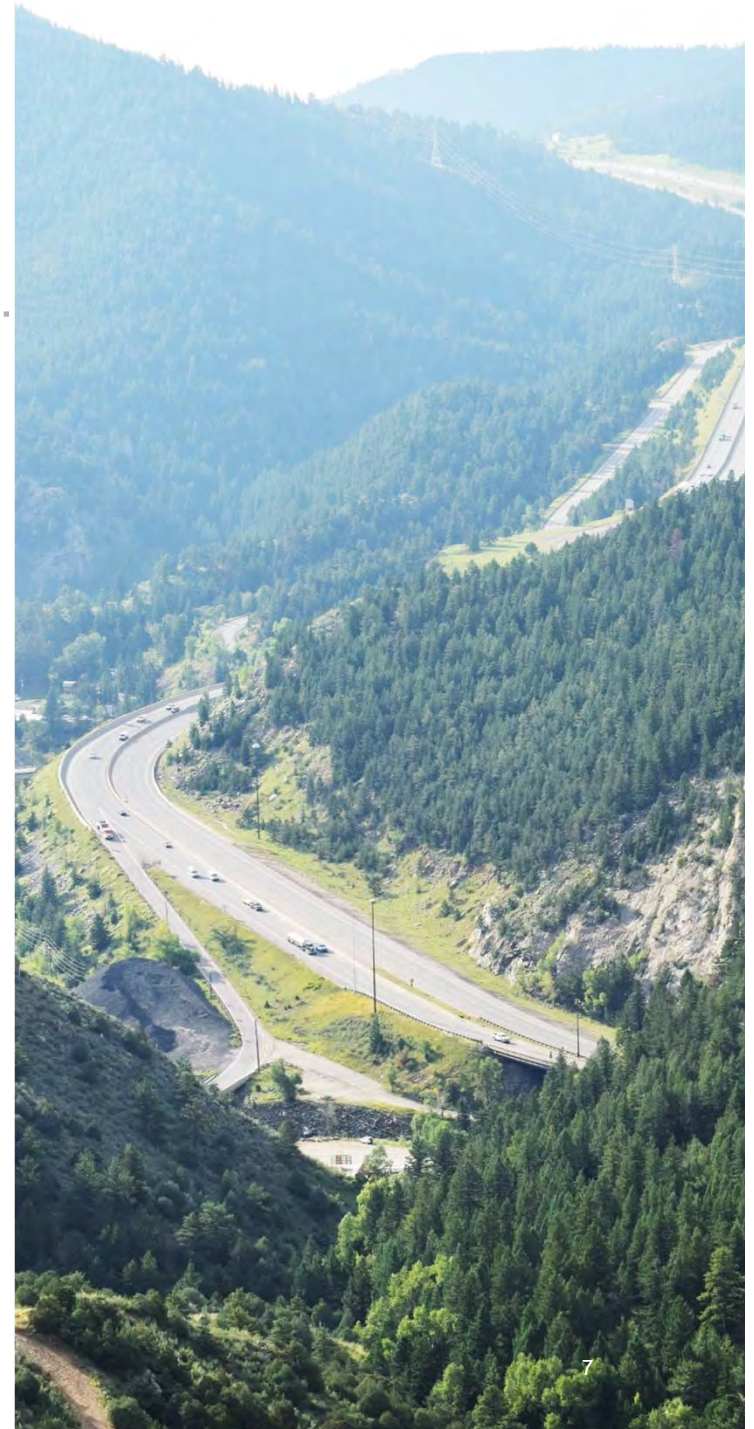


I-70 Floyd Hill to Veterans Memorial Tunnels

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

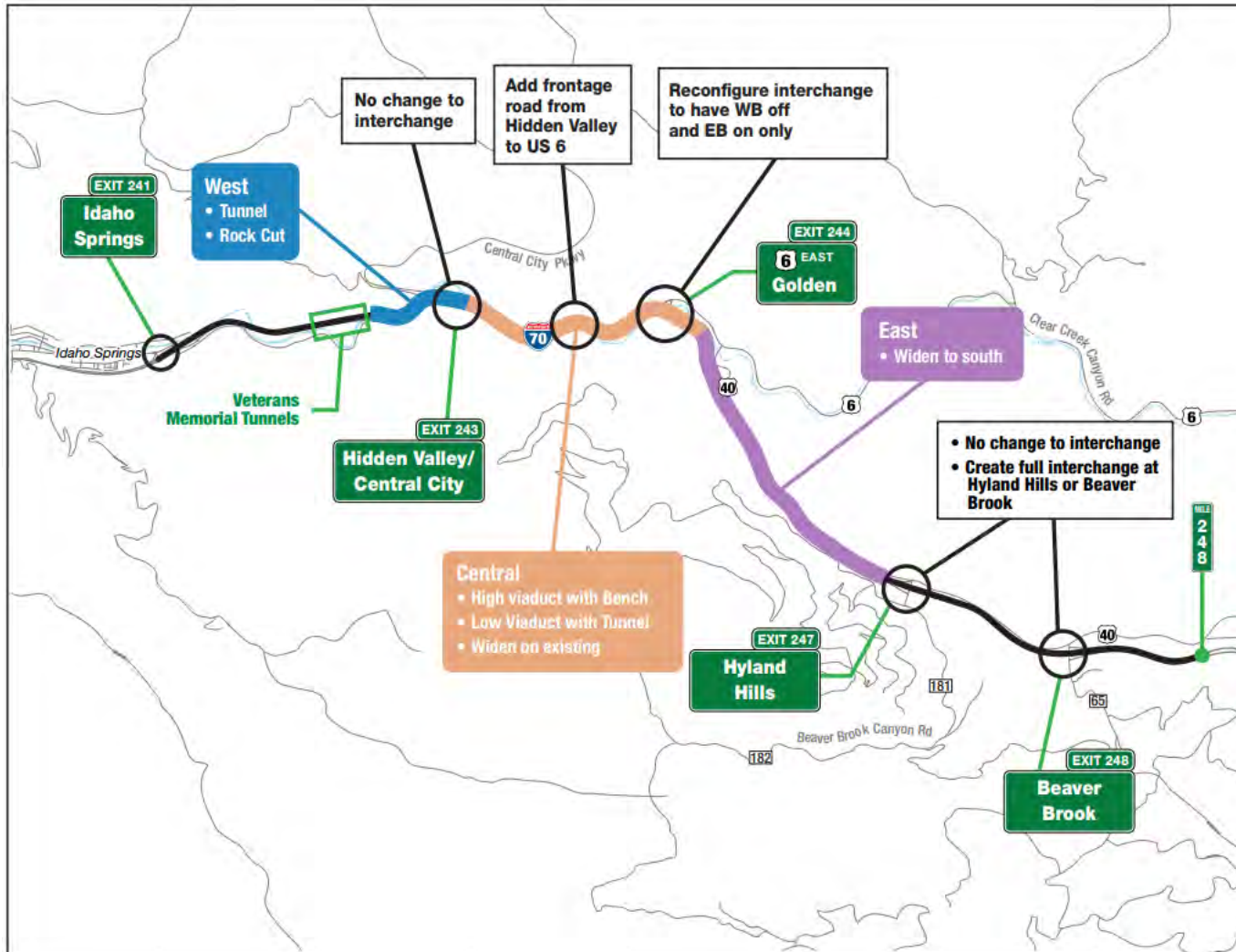
Proposed Action

- 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
 - Evaluating additional intersection and interchange improvement needs throughout
- Addition of trail and frontage road between tunnel and US 6 (2011 ROD)
- Evaluating eastbound curve safety improvements



I-70 Floyd Hill to Veterans Memorial Tunnels

Design Options





I-70 Floyd Hill to Veterans Memorial Tunnels

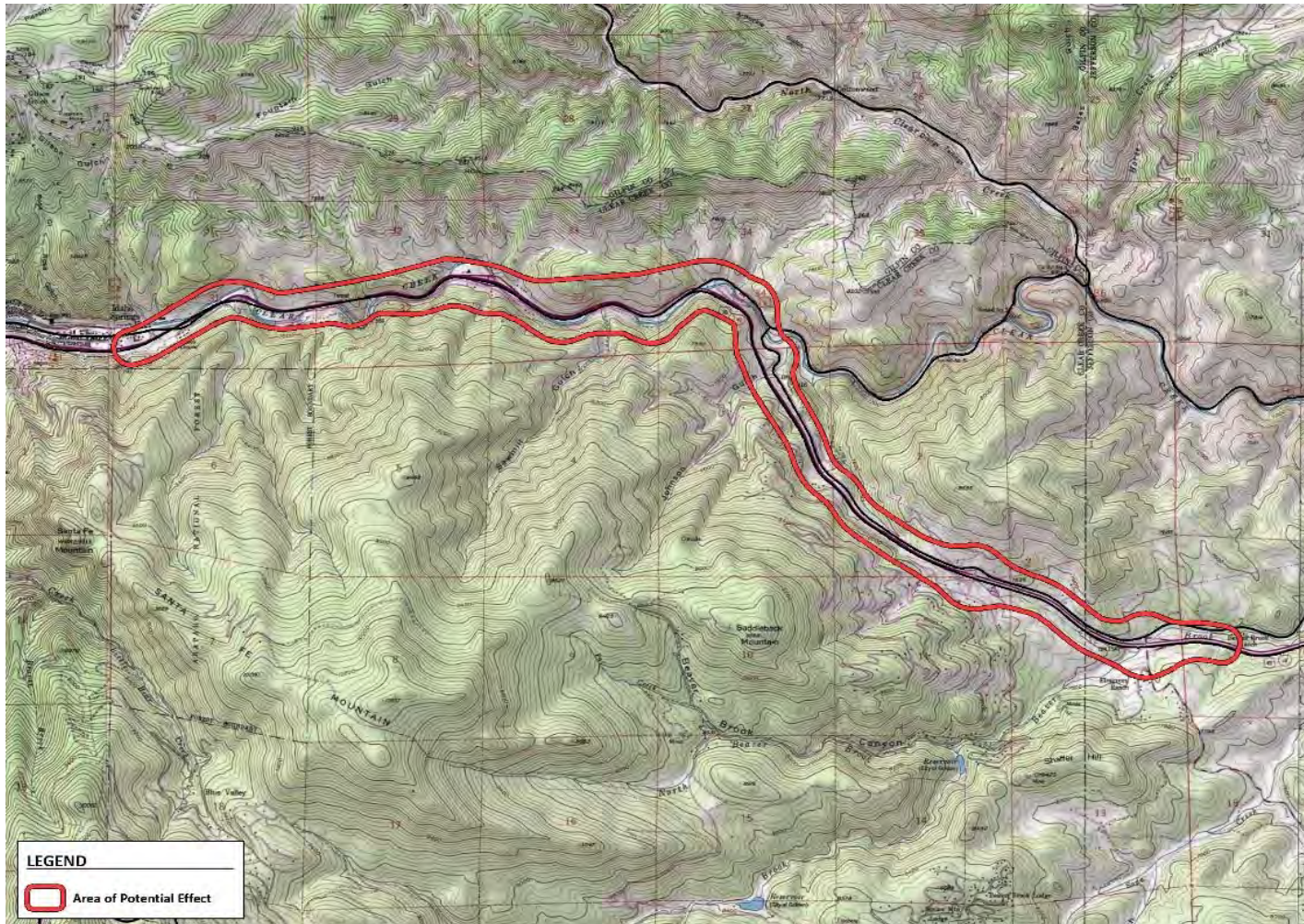
Recently Completed Cultural Resources Surveys

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- EB I-70 Peak Period Shoulder Lane Categorical Exclusion (CDOT, 2014)
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- Dumont-Lawson-Downieville historic context (CDOT, 2017)



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
 - 2 Officially Eligible resources
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Archaeology

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I-70 Floyd Hill to Veterans Memorial Tunnels

Assessor Search Results

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



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
Date: February 28, 2019
Location: CDOT Region 1, 425 Corporate Circle, Golden, CO

Attendees:

Ashley Bushey – Pinyon
Alexis Ehr Gott – Clear Creek County
Lynnette Hailey – Black Hawk
Vanessa Henderson – CDOT
Cindy Neely – Clear Creek County
Jason O'Brien – History Colorado
Joe Saldibar – History Colorado
Lisa Schoch - CDOT

Summary of Action Items	Responsibility	Status
1. Look into the potential to put a "Local traffic only" sign at the Beaver Brook and Hyland Hills exits, which may help reduce the amount of congestion bypassers that create traffic problems for the local Floyd Hill residents	Vanessa	
2. Provide a copy of the Proposed Action graphic to the group	Vanessa	Complete
3. Look for potential pictures of the old stagecoach roadbed	Alexis	
4. Look to see if there are any pictures of the old stagecoach station on Floyd Hill prior to it being demolished in COMPASS	Joe	Complete
5. Look to see if there are any pictures of the old stagecoach station on Floyd Hill prior to it being demolished in information from Alexis	Ashley	
6. Look to see if the archaeo side has any information on the old stagecoach station on Floyd Hill	Ashley/Lisa	
7. Look into whether any other state (like California) may have a context for mountain subdivisions	Joe/Ashley/Lisa	

SUMMARY OF DISCUSSION

[Note: Action items are in red.]

1. Welcome/Introductions

Lisa Schoch, CDOT, welcomed the group and did a round of introductions.

2. Project Updates

Vanessa Henderson, CDOT, discussed the project's status. With the propositions not passing in November, there is no construction funding identified for the project. Therefore, the decision has been made to finish up design to about the 20% level and look into a few key items more thoroughly, such as tunnel feasibility and the wildlife crossing at the top of the hill. The National Environmental Policy Act

(NEPA) process is going to finalize Existing Conditions reports for all resources and document what's been done to date. All of the resource specialists had gone into the field and done surveys last summer, so it's important to not let that information get lost. In terms of Section 106, this means that we're doing Eligibility. This project is still a priority for CDOT and while we've slowed down some on design and NEPA, CDOT is continuing to look for funding opportunities to move this project forward. The I-70 Mountain Corridor team is meeting with Executive Management next week to update the new Executive Management members on the corridor and start discussing those opportunities. New Executive Management members include the Executive Director and Deputy Director. Hopefully there will be some information to share at the next Technical Team meeting in March from that meeting.

Even if funding can't be identified for the full Floyd Hill project, there may be funding opportunities to do some short-term projects to help the Floyd Hill residents because CDOT knows that during congested periods, people get off I-70 at the top of Floyd Hill and go down US 40 to try to avoid the traffic, which impacts residents trying to get home. There may be some projects that can be done that don't rely on having the Floyd Hill project done – in NEPA terms, they would have independent utility and logical termini. Lynnette Hailey, Black Hawk, asked if there's a potential to put a "Local traffic only" sign at the exits to try to stop people from getting off I-70 and taking US 40. **Vanessa wasn't sure and will look into this idea.**

Vanessa then walked everyone through the Proposed Action graphic as it stands today. This Proposed Action is based on multiple Technical Team meetings where the group discussed numerous options and recommended what's currently shown to move forward in design and NEPA. Cindy Neely, Clear Creek County, and Lynnette asked where the Frontage Road is located. Vanessa indicated that at this time, it's shown on the north side. She also briefly let the rest of the group know that there was a discussion about potentially moving it to the south side, but that no decision has been made at this time and it won't be discussed again until funding is identified and the project moves forward.

The group asked if they could get a copy of the Proposed Action graphic since it was very fuzzy on the projector. **Vanessa indicated that it's on the website, but she will also send a copy of it out with the notes.**

3. Area of Potential Effect (APE) Discussion

Lisa and Ashley Bushey, Pinyon, walked the group through the APE as it was defined after the last Section 106 Issue Task Force (ITF) meeting. The graphic shows the APE encompassing the full subdivisions, but also shows a dashed line where surveys were conducted. As discussed at the last ITF meeting, only those properties that were visible or could hear the highway would be included in the surveys. The group agreed again with that approach.

Cindy asked if the old stagecoach roadbed had been looked at for the overall context. Ashley provided some information that she had found. Cindy didn't think the information was entirely accurate because she knows the stagecoach location is across the valley from the pull-out going down Floyd Hill where the trucks pull over and police sit. **This location is outside of the APE, but Ashley will look more into the documents that she has and Alexis indicated that she'll see if she can find any pictures of it.** There may be documents that also describe accounts from people of the stagecoach ride down Floyd Hill. Cindy indicated that there might be an opportunity to include a fun interpretive sign about it at the open space lot up at the top of Floyd Hill.

4. Not Eligible Resources Discussion

Ashley walked the group through the resources that are not eligible with high-level reasons why. She indicated that there are a lot of cool stories associated with the resources, but they're not inspiring properties overall.

The Brandt residence is built on land patented in 1892, but the residence was built in 1967. While the

Brandt family has deep multi-generational ties to the land, they are not likely the owners at the time of construction. The residence is on a two acre piece of the full holdings, outside the point of sale for the Brandt family and agricultural associations, and is architecturally not an example of a style or known regional vernacular.

The Francis residence, built in 1968, does not have an association with known historic themes and does not embrace a particular style.

The Anderson residence was built in 1969 by Kenneth Anderson who owned it until 2014. Anderson lived in Lafayette, so this was likely a vacation home. Stylistically, the property borrows from the contemporary and shed styles, but is not considered an exceptional example.

The Roberson residence was built in 1937 and is a rustic/vernacular building constructed by Dan Curtis who owned the property from the early 1920s to 1938. The building then experienced a high turnover of ownership. The building is not an exceptional example of the period, demonstrates integrity issues such as replacement windows, and is not associated with a prominent or notable family or agricultural enterprise.

The Thurlow residence was built as a modular unit in 1974 and was moved to its current location on a permanent foundation in 1984. There are no defining characteristics of architectural expression or setting.

The Elmgreen residence is a ranch built in 1962 that had a 10 foot garage extension added at an unknown date prior to 1984. The land is associated with the Elmgreen Ranch of the early to mid 20th century and this 10 acre parcel is still owned by descendants of the family. The building post-dates significant architectural achievements by the family and is a pretty generic example of a ranch style.

The Stauffer residence was built in 1968 on a 9+ acre parcel that was historically associated with the Elmgreen Ranch by descendants of the Elmgreens who owned the residence until 2009. The building was constructed after the early to mid 20th century ranch and is a fairly generic example of a ranch style.

The Kieldgaard residence was built in 1938. The property contains two houses and one has been modified to function as a duplex. The property may have been originally owned by the Silver Spruce Mining Company, but the use and duration of ownership for this property is unknown. This does not meet any National Register criteria.

The Floyd Hill stagecoach station is no longer recognizable as seen in the picture shown. Cindy asked how she knew where to look for it because that seemed to be a surprising location. Ashley said they used information from the Office of Archaeology and Historic Preservation (OAHP) from past recordings of it. A follow-up question was where did the building go. Joe Saldibar, State Historic Preservation Office (SHPO), indicated that it was likely demolished. **There was a question if there was any archaeo potential and Ashley and Lisa will look into whether or not the archaeo group has anything. Joe will look to see if there are any pictures of it before it was demolished.** During the meeting, Joe looked at COMPASS on his phone to see what the site form included. The form was completed in 1976, says it was destroyed, and there are no pictures. Clear Creek County is interested in the locations of the stagecoach stations if additional information is found. **Ashley will also look into the "treasure trove" of information that Alexis Ehgott, Clear Creek County, provided to see if she can find anything else.**

Twin Tunnels was never updated after that project to change it from eligible to not eligible. Therefore, this project will do a Form 1405 to recommend that change.

The Peoriana Motel, which was brought up at the last ITF meeting, is no longer there and is not a Carl's Jr. This is also still listed in COMPASS as eligible, so this project will do a Form 1405 to recommend changing it to not eligible.

5. Eligible Resources Discussion

Ashely then walked through the eligible resources. The Mesa LLC property is significant for architecture and does not have any significant ties to agriculture or other themes of the period. It was built in 1915 on land that was patented in 1869 (cash entry by John Colver). The land had passed from Colver's ownership by the time the building was constructed and the owner at the time of construction is not known, but was either John McKibbin or Anna Ramsey. The building is not associated with the ranch that it's on. This property is in Jefferson County at the top of Floyd Hill.

The overall linear resource of the Colorado Central Railroad is considered eligible. This resource is discussed more later.

6. Subdivisions Discussion

Ashley and Lisa discussed the subdivisions overall. We are using Form 1403b for documentation. However, there is no context for mountain subdivisions. We have the overall National Register context and the Denver post-war context, but they don't really fit. These subdivisions appear to have an eclectic style, natural vegetation instead of traditional landscaping, and later construction than other contexts. The properties are diverse and the lots are bigger. The Saddleback subdivision sign appears to show that some planning was done to create a mountain community. So, we wanted to have a discussion with this group about how to move forward with the subdivisions.

Alexis indicated that she grew up in the 70s in a mountain community. It was mostly people who sold lots to others who then built whatever they wanted on them. Lynnette said that in California, that was exactly how it worked. People just bought a lot and built whatever they wanted.

Ashley and Lisa are going to look into whether other states with mountain communities have any contexts, such as CalTrans. Joe indicated that he can also look into this.

Joe indicated that if there is no architectural component like having catalog homes or planned lots, they may not be architecturally significant. Cindy said that they may be culturally significant because the fact that they don't have a style may be what makes them unique as communities. There is a "Community Planning and Development" criterion, but Joe indicated that the National Register criteria doesn't really support eligibility for these because there is no way to measure integrity since there's no consistent style.

Cindy asked how Georgetown was eligible then since they have different styles, too. Joe said the hard thing is that it appears people just did their own thing in these subdivisions while Georgetown potentially had styles of the time with a pattern book (he was guessing on this because he didn't have the information at hand). Alexis indicated that during this time period, there weren't really cookie cutter properties. Joe said that needs to show actual thought being put into the planning with intentional design. Jason O'Brien, SHPO, had said this could be planning to put houses in specific locations on the lots for views as an example. Cindy said that it would be interesting to see the subdivision filing to see the amount of planning that was done.

Lisa indicated that the best approach might be to treat these as needs data, which is essentially treating them as eligible. This is a low risk since this project should not have any direct impacts to these properties. The group agreed this might be the best approach.

7. Colorado Central Railroad Discussion

Ashley summarized the history and history of recording of the railroad. In the past, only short segments were looked at for the railroad, so we did a much longer segment than the past recordings. The team

walked a 5.75 mile long segment from Idaho Springs to a little ways down US 6 in the canyon. The location is not very visible or able to be identified in the field. They had to rely on historical documents to find the location. Lisa said that it's hard to even tell it's a railroad corridor because there aren't any features to identify it as that. It could've been a railroad corridor, wagon road, transmission line corridor, etc. A small section in the US 6 area has some associated features of the corridor, but none to the west.

The team is recommending this as a non-supporting segment to the overall eligible resource. Cindy says the Hidden Valley section is of huge interest to Clear Creek County. This is because of the Technical Team discussions about whether the Frontage Road should go on the north or south side of the creek. Lisa said that the overall 5.75 miles is non-supporting because you have to use maps to even find it, there are no associated features, it doesn't convey significance in this section, and you can't even tell what kind of corridor it was. It is still a significant historic resource overall, but this segment itself is non-supporting. You have to look at the 7 integrity item criteria.

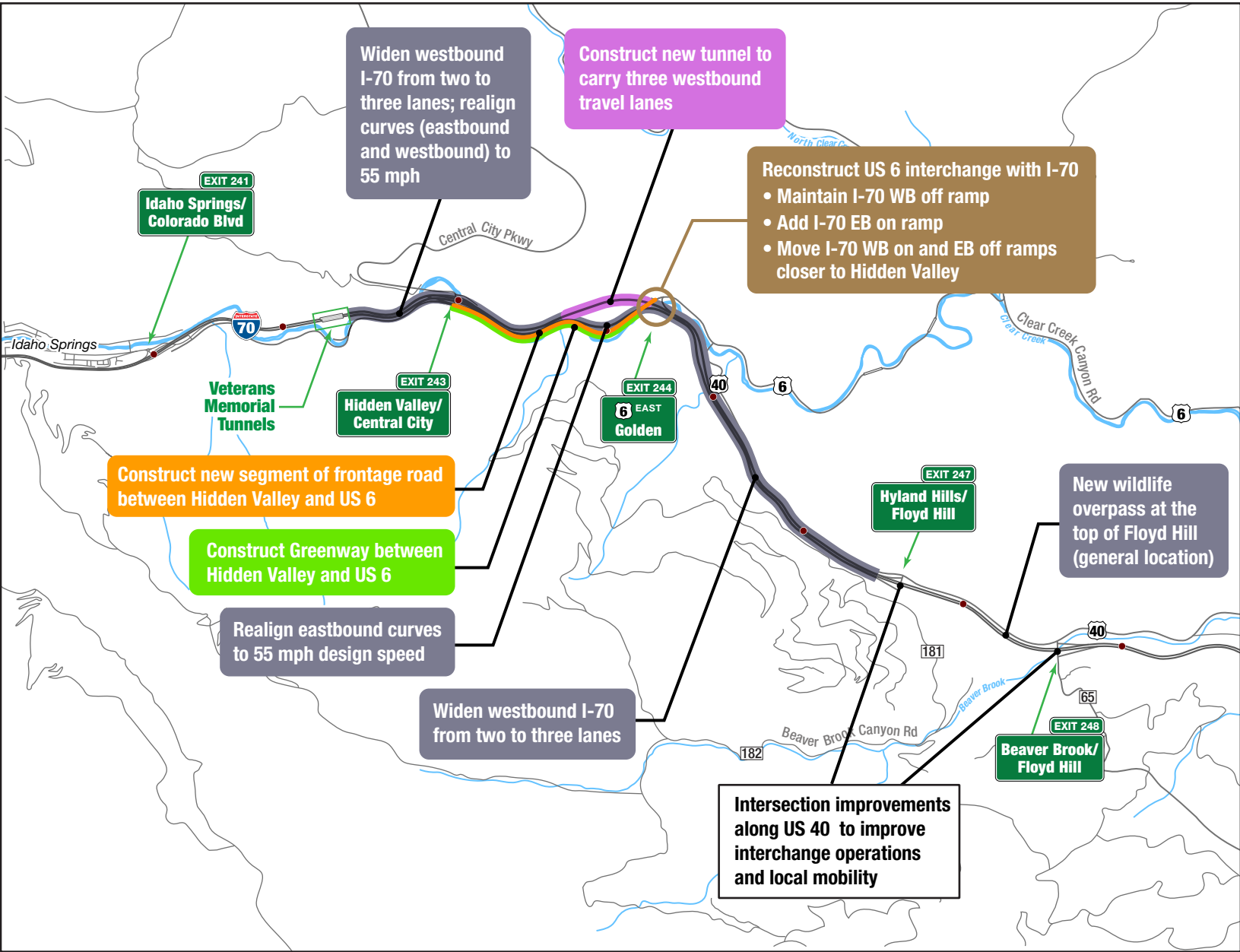
Joe said that you can have a resource that has a different purpose now, but is still there (like US 6). He said this appears to be a logical segment because this is where it was turned into something else rather than just abandoned. If it disappeared in chunks, that would be different because there usually is some continuity. Joe said this is a good length, which hasn't been done in the past and it was appreciated. In the past, projects have only looked at the segment in the project area, which could be extremely short and not enough information is gathered to determine if it's supporting or not.

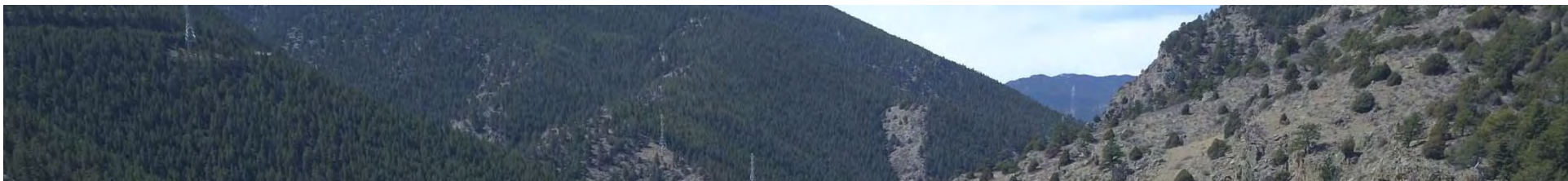
8. Next Steps/Schedule for Section 106

Ashley and Lisa discussed that the documentation would be prepared for the subdivisions as discussed. Pinyon is responding to Lisa's comments on the Eligibility documentation. Once that is all completed, the Eligibility documentation will be submitted to SHPO and the Consulting Parties. This would be at least one month out.

Summary of Decisions Made

1. Treat subdivisions as needs data/eligible
-





I-70 Floyd Hill to Veterans Memorial Tunnels

ATKINS



Section 106 Issue Task Force Meeting

February 28, 2019





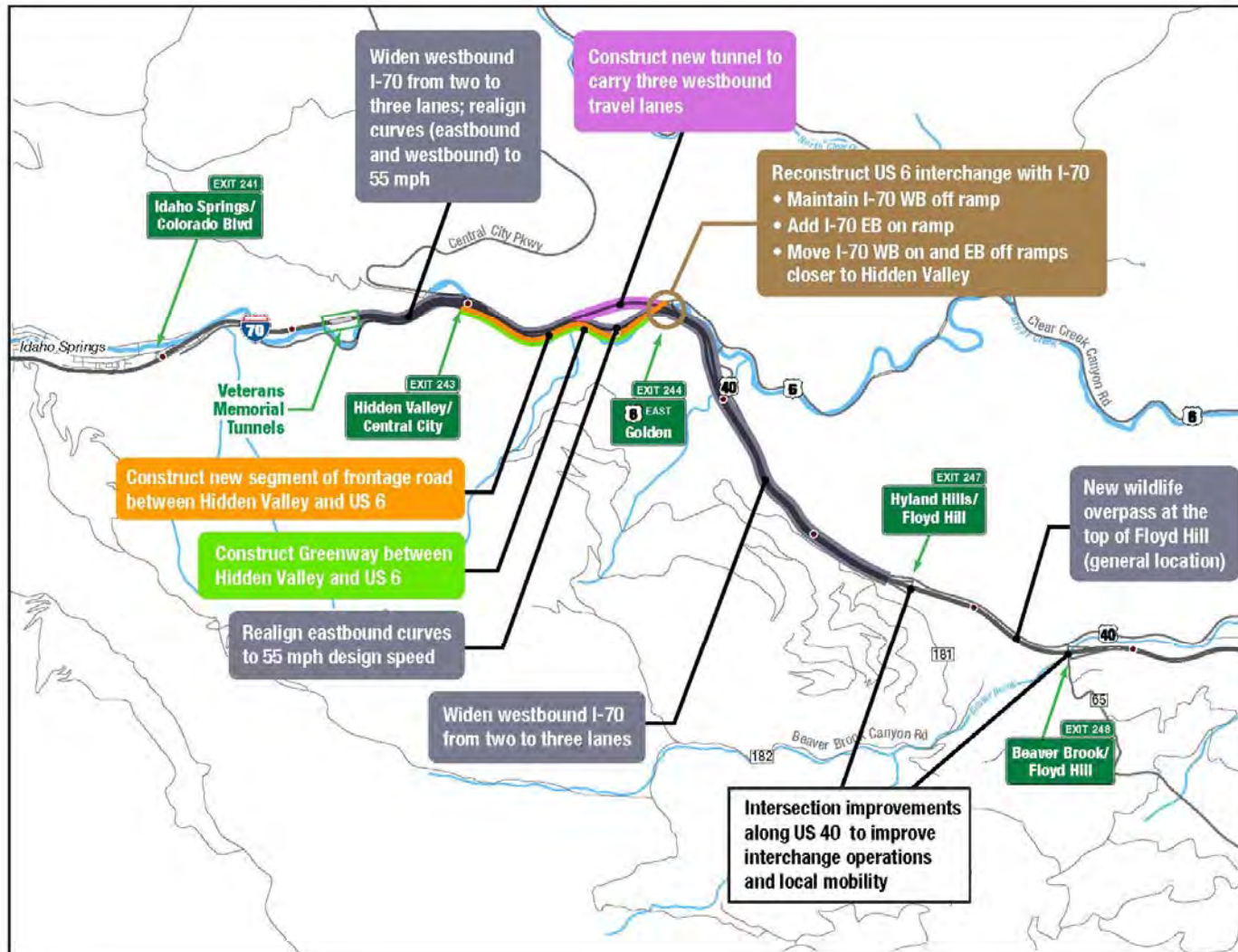
Agenda

- Welcome / Introductions
- Project Updates
- APE
- Survey Results
 - Not Eligible Properties
 - Eligible Properties
 - Subdivision Discussion
 - Colorado Central Railroad Discussion
- Next Steps



I-70 Floyd Hill to Veterans Memorial Tunnels

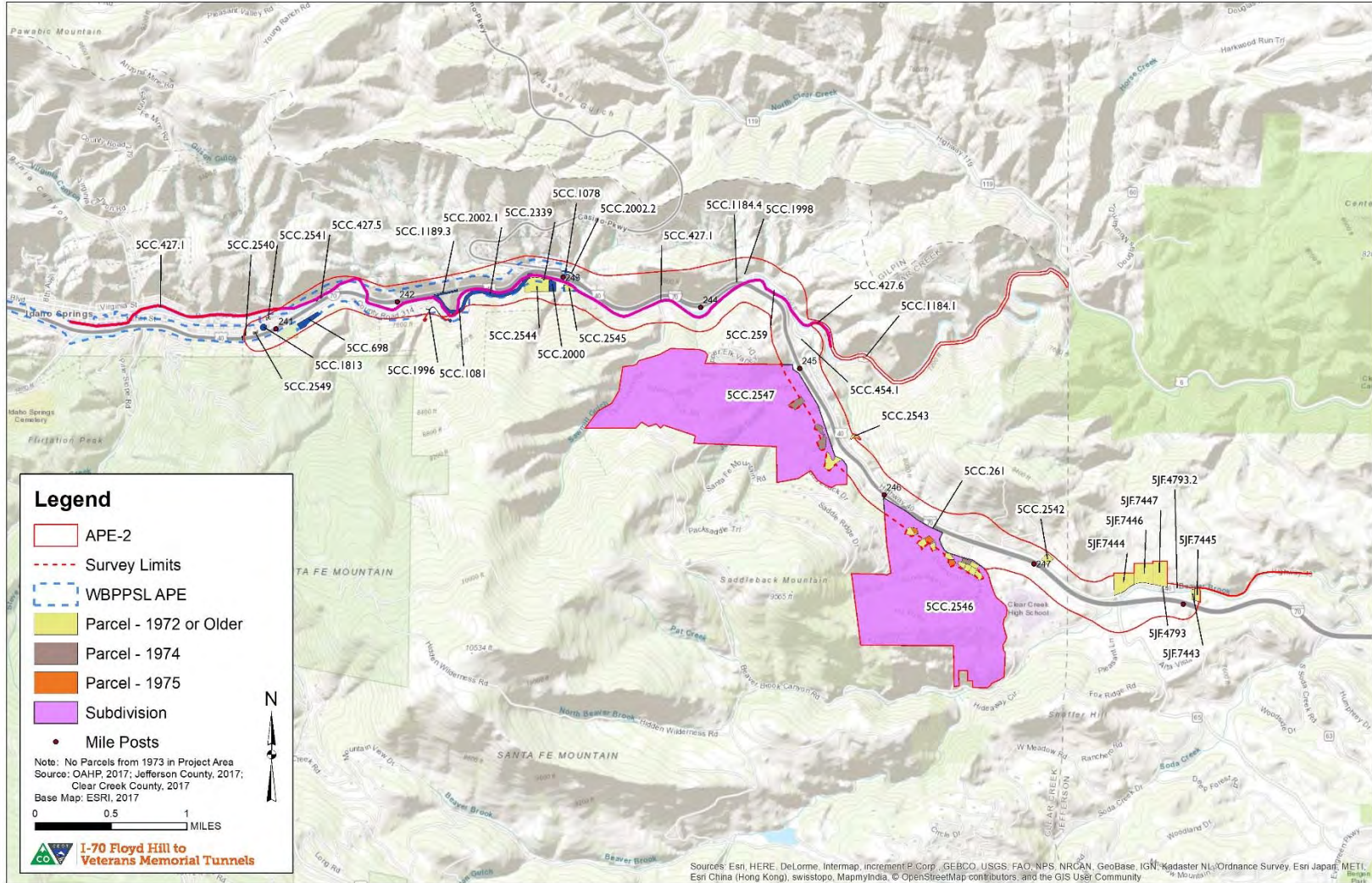
Project Updates





I-70 Floyd Hill to Veterans Memorial Tunnels

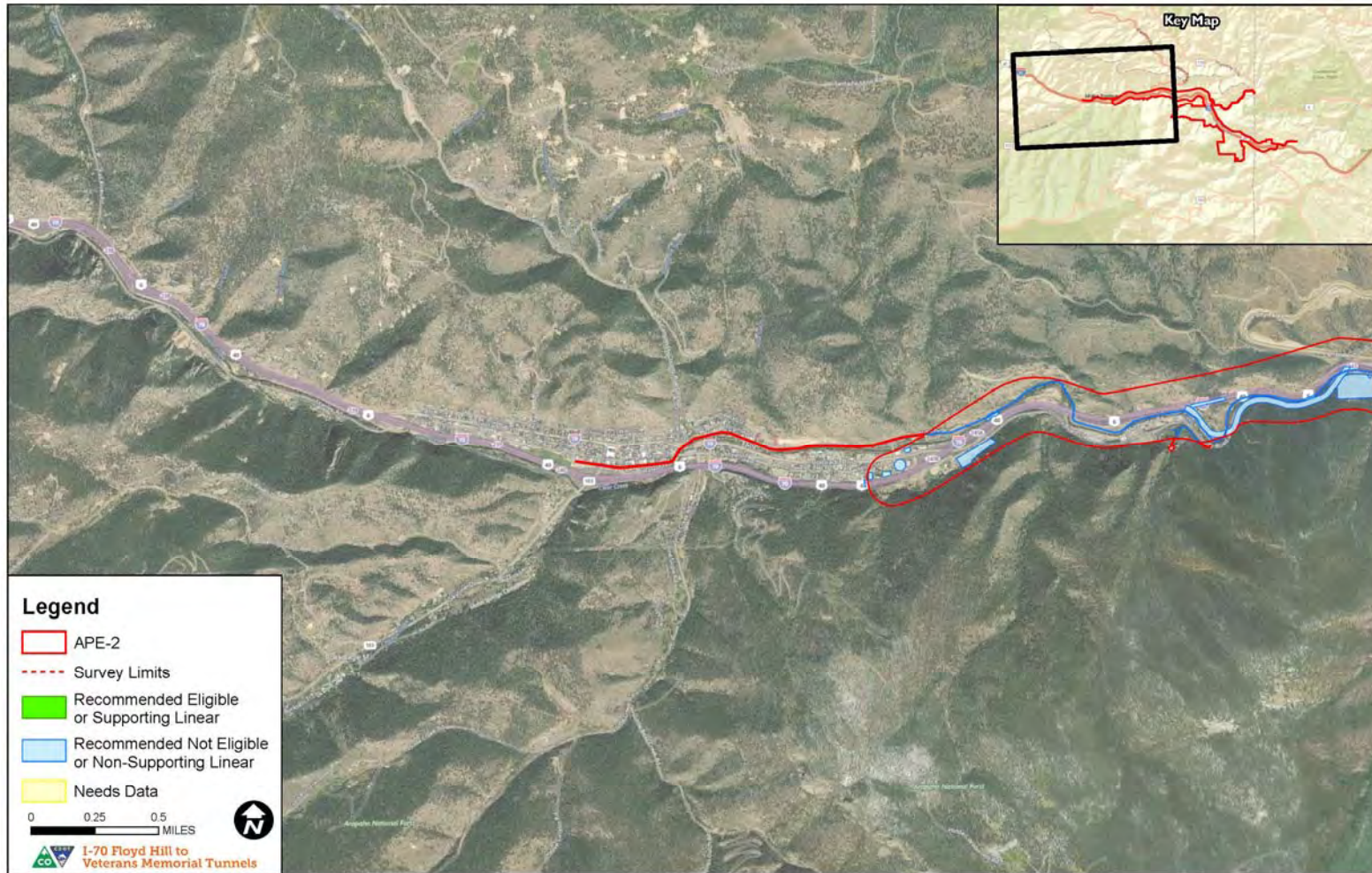
APE





I-70 Floyd Hill to Veterans Memorial Tunnels

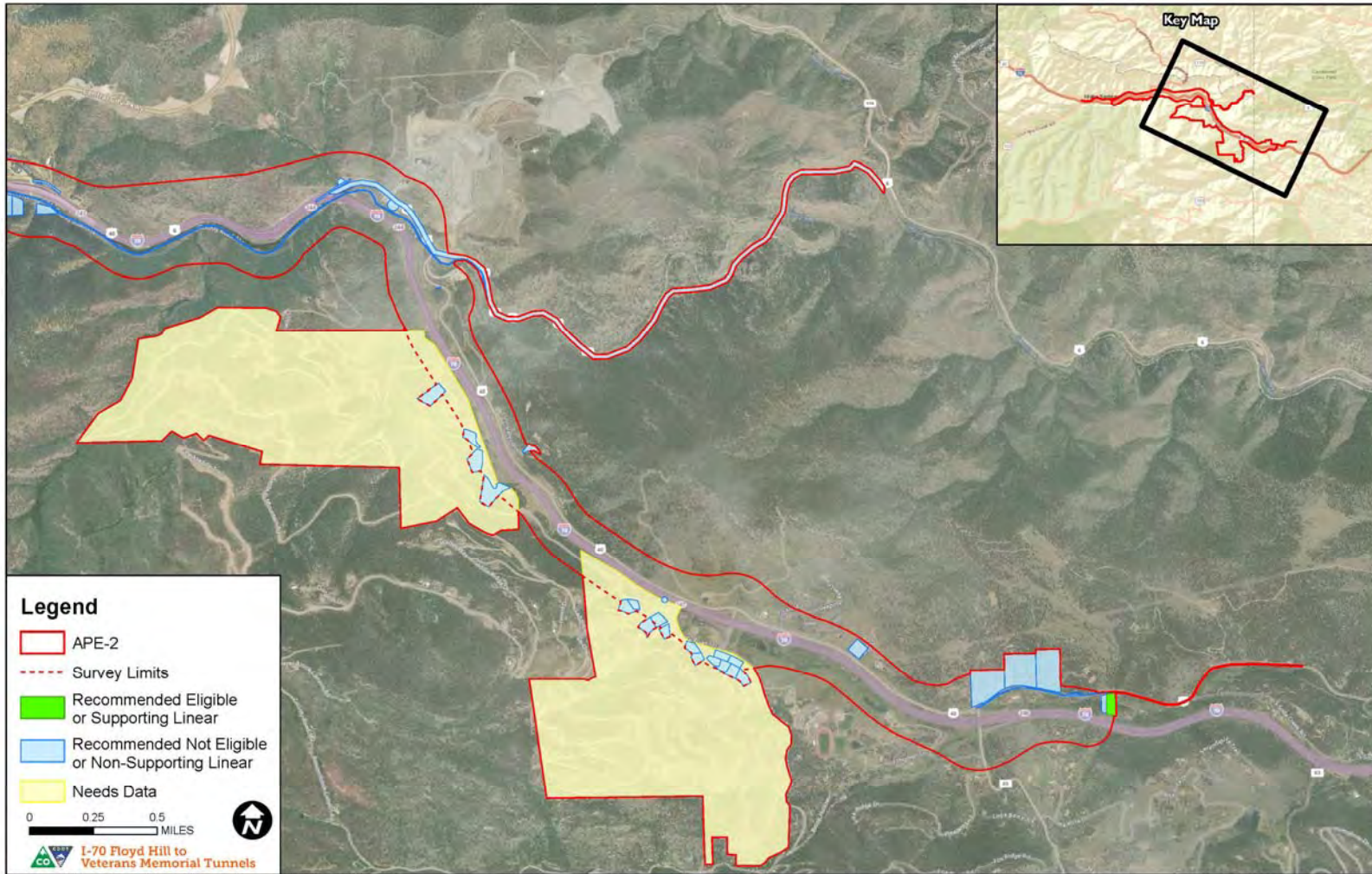
Survey Results





I-70 Floyd Hill to Veterans Memorial Tunnels

Survey Results





I-70 Floyd Hill to Veterans Memorial Tunnels

Not Eligible Resources

Brandt Residence (5CC.2542): 1967



Francis Residence (5CC.2543): 1968





Not Eligible Resources

Anderson Residence (5CC.2545): 1969



Roberson Residence (5CC.2548): 1937





Not Eligible Resources

Thurlow Residence (5CC.2549): 1974



Hakes Residence (5JF.7743): 1880





Not Eligible Resources

Elmgreen Ranch (5JF.7444): ca. 1900



Elmgreen Residence (5JF.7446): 1962





I-70 Floyd Hill to Veterans Memorial Tunnels

Not Eligible Resources

Stauffer Residence (5JF.7447): 1968



Floyd Hill Stage Station (5CC.261): Not
Extant





I-70 Floyd Hill to Veterans Memorial Tunnels

Not Eligible Resources

Twin Tunnels (5CC.1189.3): 1968



Peoriana Motel (5CC.1813): Not Extant





I-70 Floyd Hill to Veterans Memorial Tunnels

Not Eligible Resources

Kieldgaard Residence (5CC.2540): 1938





Eligible Resources

Mesa LLC Property
(5JF.7445)

33160 US Highway 40,
Evergreen, CO

Construction: 1915

Criterion C: Folk Victorian





I-70 Floyd Hill to Veterans Memorial Tunnels

Eligible Resources

Colorado Central Railroad
(5CC.427)

Overall linear resource
considered Eligible (1990)

Construction: ca. 1870s

Criteria A & B





Subdivisions

Hyland Hills (5CC.2546)

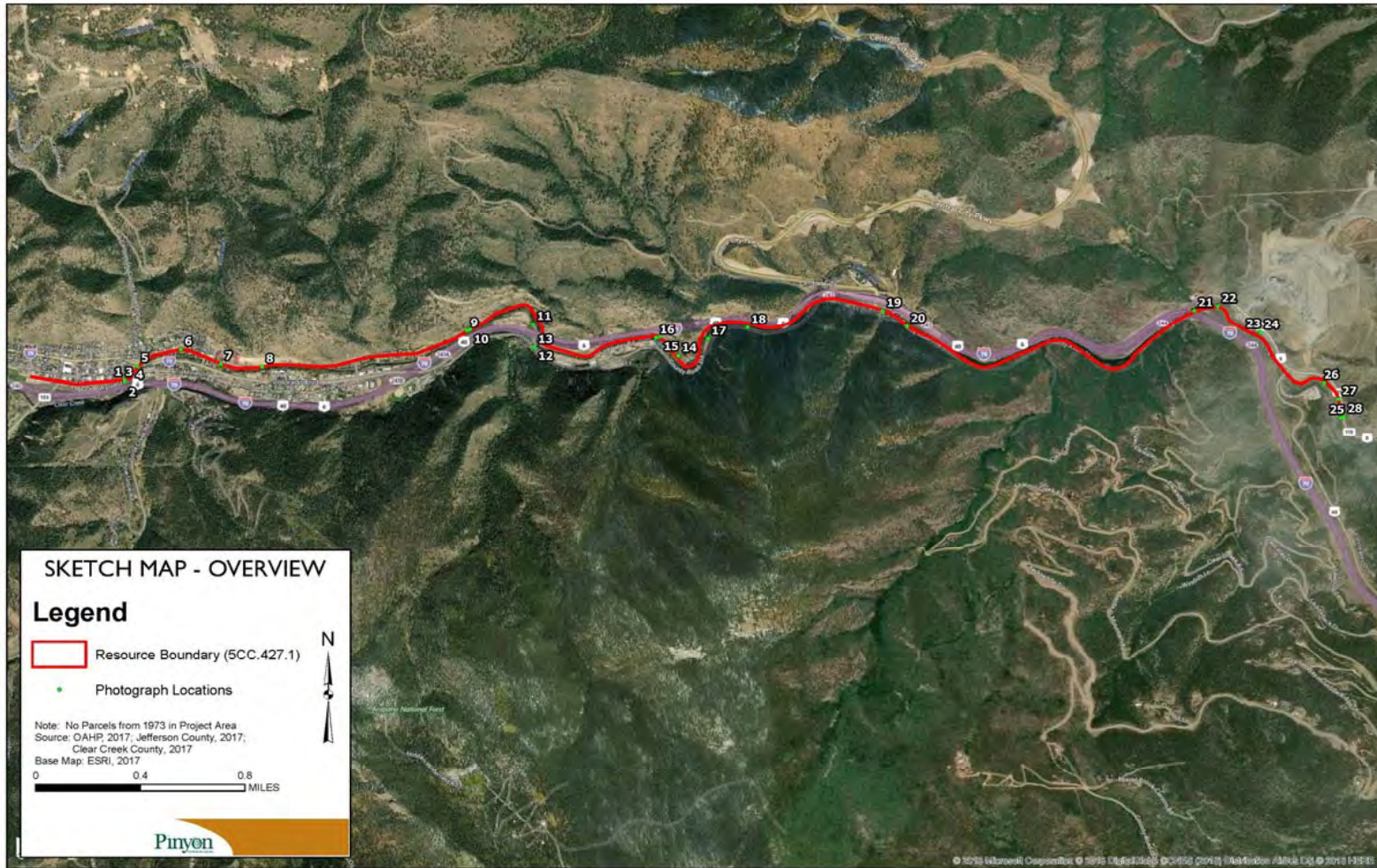
- 1962 – 1975
- Late Post-War Subdivision
- Eclectic Architectural Styles





I-70 Floyd Hill to Veterans Memorial Tunnels

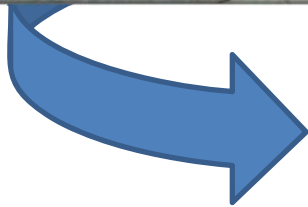
Colorado Central Railroad





I-70 Floyd Hill to Veterans Memorial Tunnels

Colorado Central Railroad





I-70 Floyd Hill to
Veterans Memorial Tunnels

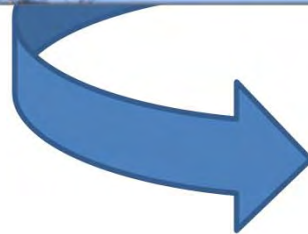
Colorado Central Railroad





I-70 Floyd Hill to
Veterans Memorial Tunnels

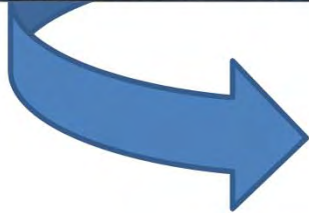
Colorado Central Railroad





I-70 Floyd Hill to
Veterans Memorial Tunnels

Colorado Central Railroad





Colorado Central Railroad

- High degree of historic *significance*
- Low degree of historic *integrity*
- Requires archival support to locate and identify
- Sections have been eroded by Clear Creek, removed entirely by the construction of I-70, or graded, widened, and paved as a road, trail, or parking area



Next Steps/Schedule

- **Subdivision Documentation**
- **Submit Eligibility Documentation to SHPO & Consulting Parties**



Meeting Notes



ATKINS

Project: I-70 Floyd Hill to Veterans Memorial Tunnels Project
Meeting: Section 106 Issue Task Force Meeting
Date: September 29, 2020
Location: Google Meets (meet.google.com/eyd-ibuv-dbc)

Attendees:

Lisa Schoch – Colorado Department of Transportation (CDOT)
Vanessa Henderson – CDOT
Stephanie Gibson – Federal Highway Administration (FHWA)
Kelly Galardi – FHWA
Mitchell (Mitch) Schaefer – History Colorado
Joseph Saldibar – History Colorado
Cindy Neely – Clear Creek County Local Historian
Mike Davenport – Community Development Planner
Mandy Whorton – Peak Consulting Group
Ashley L. Bushey – Pinyon Environmental
Christopher Kinneer – Centennial Archaeology
Lindsay Flewelling. – Central City

SUMMARY OF DISCUSSION

1. Welcome/Introductions

Lisa Schoch, CDOT, welcomed the group and noted the purpose of the meeting, the third Issue Task Force (ITF) meeting for the I-70 Floyd Hill to Veterans Memorial Tunnels Project, to discuss Section 106 Effects for the Project. The Section 106 Effects Report was provided to History Colorado/State Historic Preservation Office (SHPO) and consulting parties between late August and early September 2020. The group completed self-introductions. Presentation materials for the meeting are attached.

2. Project Updates

Vanessa Henderson, CDOT, discussed the Project's status and a description of Project alternatives included in the Environmental Assessment (EA): No Action Alternative, Tunnel Alternative (with two frontage road alignment options), and the Canyon Viaduct Alternative. Vanessa used simulations as visual aides to discuss the Project alternatives through the west, central, and east sections of the Project. Vanessa noted that video fly-throughs of the Project area are available on the [Project](#)

[website](#) for further visual exploration of Project alternatives.

3. Area of Potential Effects (APE)

Ashley Bushey, Pinyon Environmental, reviewed the APE and its modification history, leading to the current boundary of APE-3. Modifications between APE-2, which was reviewed in conjunction with the Eligibility Report (CDOT, 2018), and APE-3 include extension of the APE to the east to Soda Creek Road. This extension accommodates installation of wildlife fencing along the right of way. Two properties adjacent to the work that meet the age threshold for historic resource consideration were included in the APE. These two properties were not found to be affected and were therefore not evaluated for National Register of Historic Places (NRHP) eligibility.

Mitch Schaefer asked if SHPO had been consulted on previous APEs; they have. Lisa clarified that the modifications based on changes in the Project alternatives did not represent new APEs but adjustment to the original APE.

4. Archaeology Results

Ashley discussed that the archaeology study identified nine resources: five sites and four isolated finds. Only one resource, a lithic scatter, was found to be NRHP eligible. This resource will not be affected under any Project alternatives. Cindy Neely indicated the consulting parties have not reviewed this report. Ashley said the location of archaeological resources is protected by law, and it would not be typical to provide a report for review. Lisa indicated that she would confirm with Dan Jepson whether a component of the report may be released.

As rock walls were indicated as an area of concern for the consulting parties, site 5CC.425 was discussed. This is a historic-age archaeological site associated with mining history. The site is located south of Clear Creek and the Clear Creek Greenway. It consists of three features documented by CDOT in 1990 and four additional features documented in 2019 for this Project. The site includes two rock walls; none of the features are considered eligible for inclusion on the NRHP.

Cindy indicated these walls were not of concern and that her concern, as noted in her email prior to the meeting, was for rock retaining walls associated with the Colorado Central Railroad (5CC.427.1). These walls were also recorded as part of the expanded recordation of a 5.75 mile segment of the Colorado Central Railroad through the Project area. The railroad segment was determined not to retain sufficient integrity to convey historic significance and, therefore, is non-supporting of the overall resource eligibility. Cindy indicated that these walls are important to locals as an area used to interpret the railroad history of the area. Lisa said she understands this sensitivity and noted that local interpretation of the walls is still possible; however, for Section 106 compliance purposes, the walls are features of a non-supporting segment of the railroad resource because the segment doesn't rise to the threshold of historic integrity. Lisa stated that the railroad as a whole is considered eligible for inclusion on the NRHP, and is therefore a Section 4(f) resource, though the effect determination under Section 106 is *no adverse effect*. Cindy reiterated that the location with the retaining walls near the Hidden Valley Open Space is one of the places where the history of the Colorado Central Railroad can be discussed and one of the places where users of the bike trail get a feel for/understand its historic use – it is one of the only places where you “get a sense of it.”

Cindy stated that beyond the direct effects to walls, the South Frontage Road Option has a significant effect on the Greenway and the ability to incorporate historical interpretations of the railroad into the Greenway experience.

5. Section 106 Effects

Ashley reviewed the results for Section 106 effects determinations for historic resources. Resources determined not eligible for inclusion on the NRHP resulted in a Section 106 determination of *no historic properties affected*.

Six resources in the APE are considered eligible for inclusion on the NRHP. Their corresponding Section 106 determinations are reflected in the table below. No discussion on effects, however,

discussion on the treatment of the Colorado Central Railroad continued in the next section of the presentation.

Resource Number	Name/Address	Determination of Eligibility	Determination of Effect
5JF.7445	Mesa LLC Property, 33160 US Highway 40	Eligible (2019)	No Historic Properties Affected
5CC.2546	Hyland Hills Subdivision	Treat as Eligible (2019)	No Adverse Effect
5CC.2547	Saddleback Ridge Estates Subdivision	Treat as Eligible (2019)	No Adverse Effect
5CC.1184	US Highway 6	Linear –Eligible (2016)	No Adverse Effect
5CC.427	Colorado Central Railroad	Linear – Eligible (2012)	No Adverse Effect
5CC.2002	US Highway 6 and US Highway 40	Linear –Eligible (2016)	No Adverse Effect

6. Colorado Central Railroad

Cindy stated that she believes the Section 106 effect should be *adverse effect* due to the ability to interpret the resource at the Hidden Valley Open Space location. Joe Saldibar asked if the interpretation was weighed in on the evaluation of the segment as non-supporting. Ashley replied that the resource was evaluated for historic significance and integrity per the NRHP standards.

Stephanie Gibson asked for clarification regarding the South Frontage Road option, which was indicated to have a fatal flaw in the Project description section of the presentation. Vanessa clarified that this fatal flaw is not regarding constructability, but is considered a fatal flaw from the community perspective because of its effects on the Greenway and Open Space lands. Further, the Canyon Viaduct is the preliminary Preferred Alternative. Cindy indicated that the County was very supportive of the Canyon Viaduct Alternative.

7. Mitigation

Because the Project does not result in a determination of *adverse effect*, no resource-specific mitigation is required. However, the I-70 Mountain Corridor Section 106 Programmatic Agreement includes several mitigation measures and best management practice recommendations for the corridor that will be reflected in the Project.

8. I-70 Mountain Corridor Context Documents

Because early comments indicated that inclusion of the I-70 Mountain Corridor Context and associated documents was not clear, Ashley and Lisa discussed the incorporation of key documents in the evaluation of historic resources, with emphasis on the eligibility and mitigation components of the Project.

Cindy indicated that these documents are a requirement, not a mitigation. Stephanie stated that while they are required, they are inherent in design and are part of the mitigation for the Project.

9. Next Steps

Consulting party comments are due Monday October 5, 2020. Submission via email is preferred.

Next steps in the NEPA process include:

- EA Release Late November 2020 with Preferred Alternative

- Online Public Engagement and Comment Period
- Engage Construction Manager General Contractor (CMGC); refine construction pricing and methods
- NEPA decision summer/fall 2021 pending construction funding

Lisa indicated there is new content for consulting parties on the CDOT Cultural Resource Program website, including sample letters for consulting party use. This material was made available in part due to the comments received from Clear Creek County on this and other projects. She also offered one-on-one discussions with any consulting parties that are new to the I-70 Mountain Corridor if desired.



I-70 Floyd Hill to Veterans Memorial Tunnels

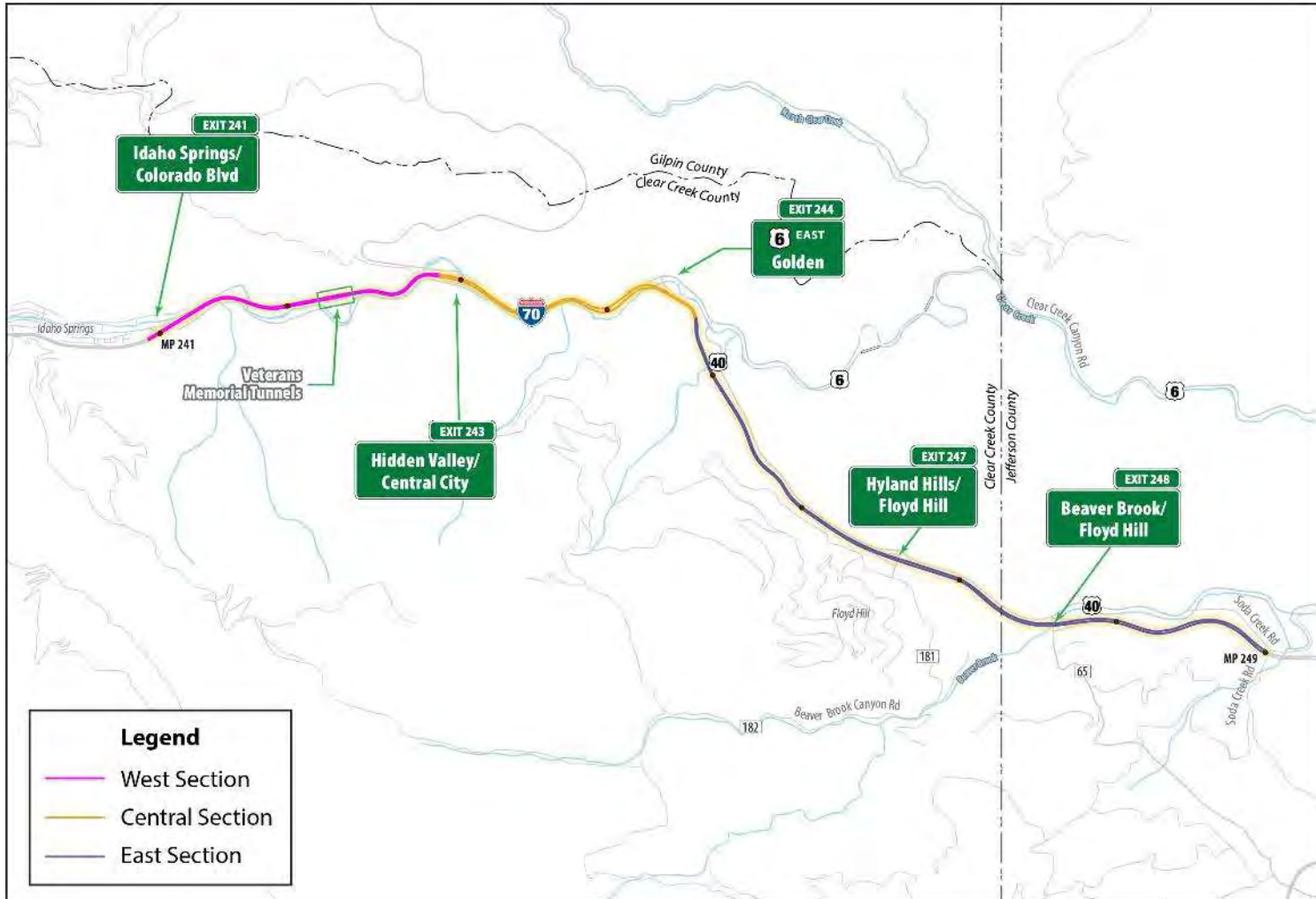
SECTION 106 ISSUE TASK FORCE MEETING
September 29, 2020

Agenda

- Welcome / Introductions
- Project Alternatives
- APE Review and APE Modifications
- Archaeology
- Section 106 Effects
- Colorado Central Railroad – Retaining Walls
- Mitigation
- I-70 Mountain Corridor Context Documents
- Next Steps



Project Location





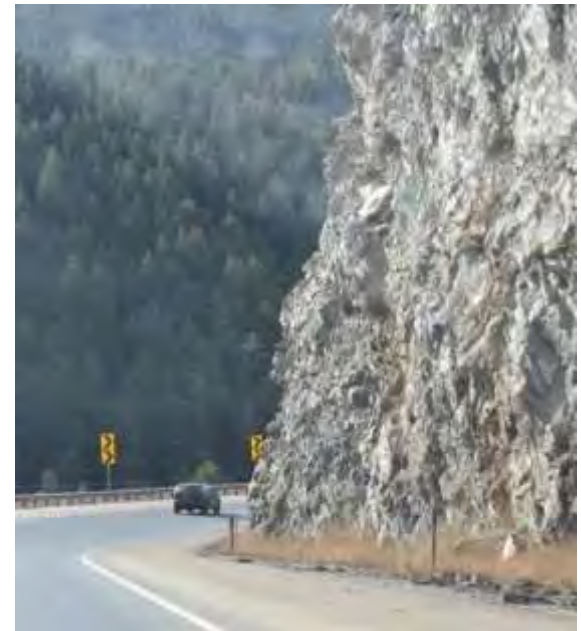
Proposed Action and Alternatives

Elements of the Proposed Action

- Add third westbound I-70 travel lane from top of Floyd Hill through the Veterans Memorial Tunnels
- New frontage road connection between US 6 and Hidden Valley interchanges
- Reconstruct the US 6 interchange
- Improve Hidden Valley/Central City interchange operations
- Improve Floyd Hill (Beaver Brook and Hyland Hills) interchange operations with improved accesses (roundabouts) on US 40
- Flatten curves (EB and WB)
- Add eastbound (uphill) auxiliary at Floyd Hill
- Improve the Clear Creek Greenway
- Reduce animal-vehicle conflicts and improve wildlife connectivity

Alternatives

- No Action
- Tunnel Alternative (two frontage road options)
- Canyon Viaduct Alternative





East Section: Floyd Hill to US 6





TUNNEL ALTERNATIVE: Central Section (US 6 to Hidden Valley)

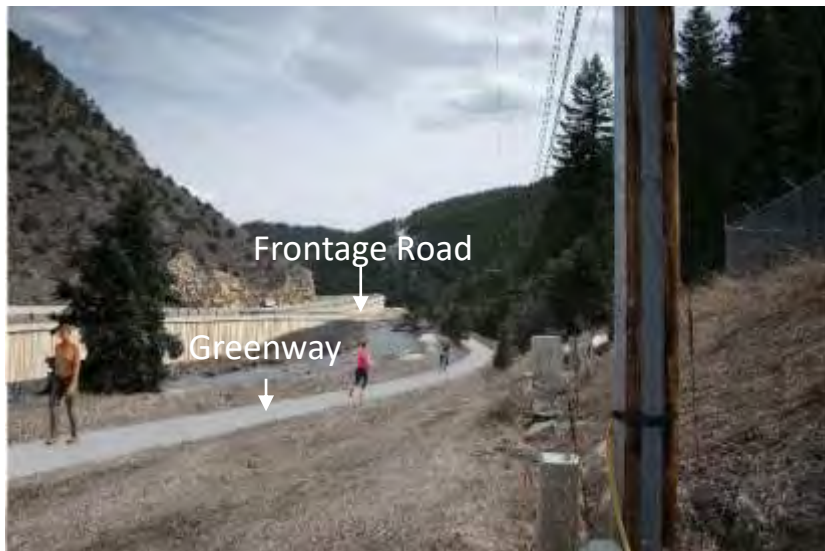




TUNNEL ALTERNATIVE Frontage Road Options

North Frontage Road Option

- Frontage road primarily on the north side of Clear Creek
- Greenway and creek connected to Hidden Valley Open Space
- No roadway infrastructure on south side of canyon



South Frontage Road Option

- Frontage road primarily on the south side of Clear Creek
- Greenway separated from open space
- Less rock excavation and lower rock cuts
- Bisects open space and is inconsistent with Clear Creek County land use and recreational goals (considered fatal flaw)





CANYON VIADUCT ALTERNATIVE: Central Section



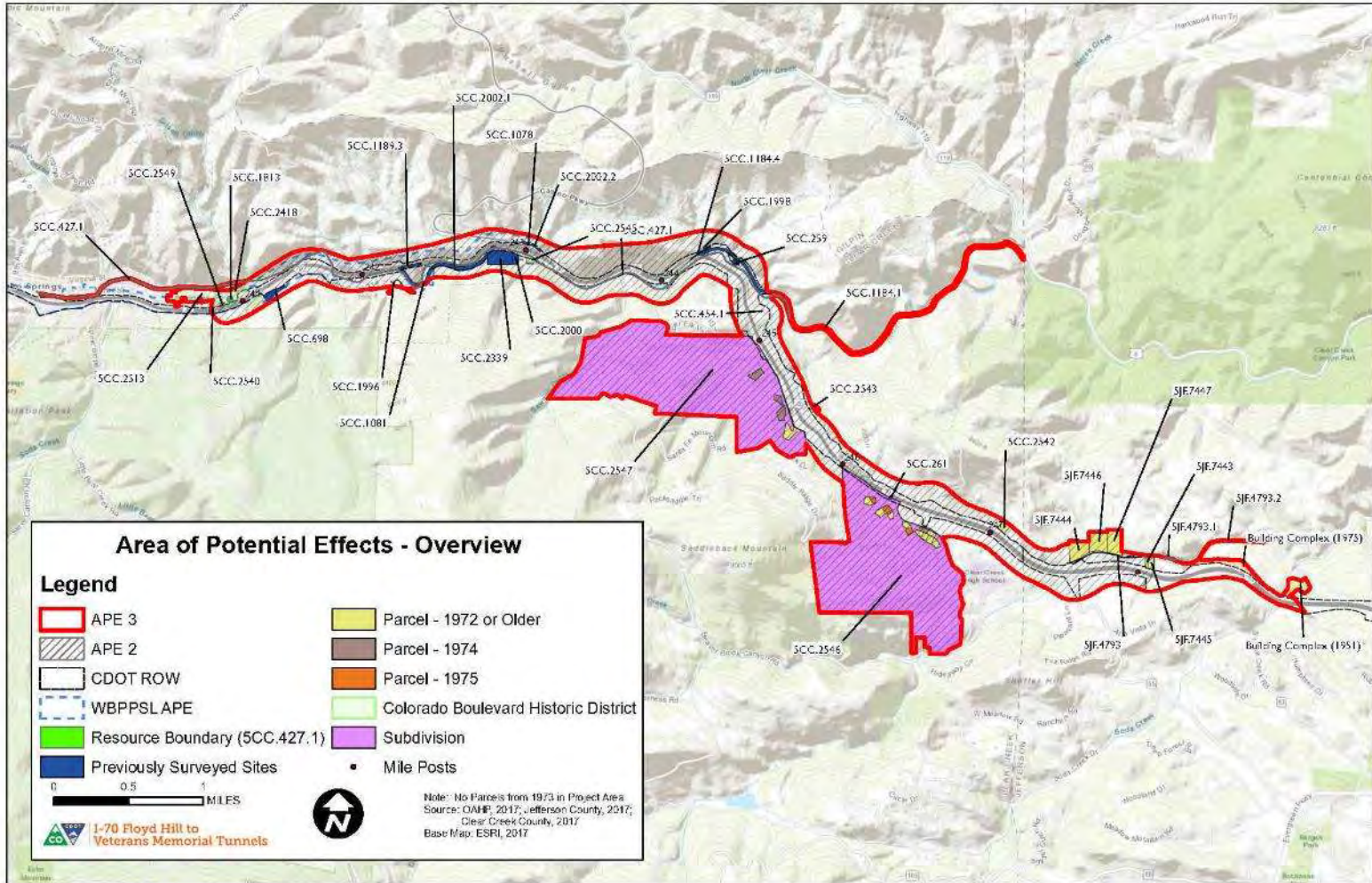


West Section: Hidden Valley to Veterans Memorial Tunnels



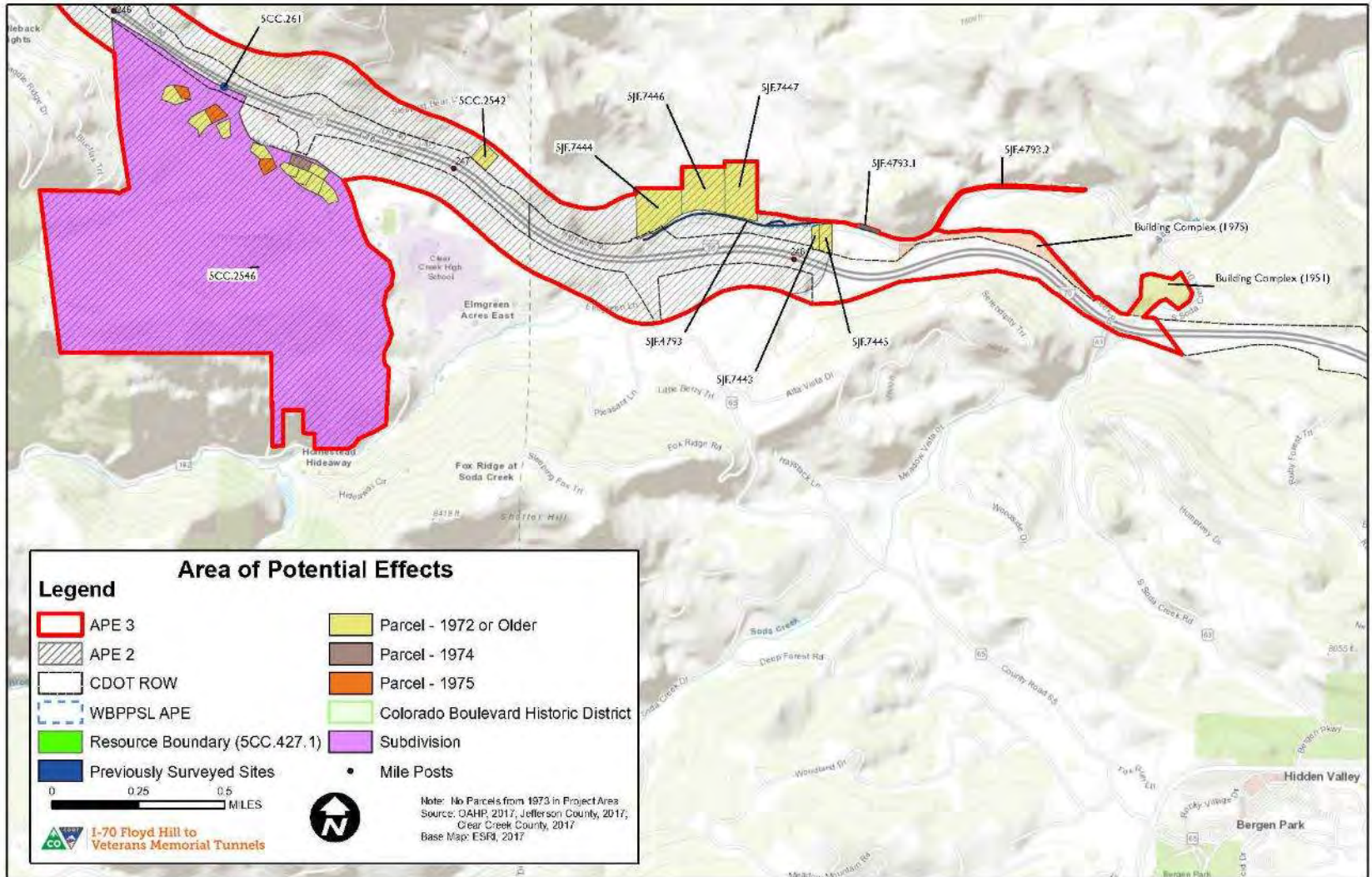


APE Review





APE Modifications





Archaeology Results

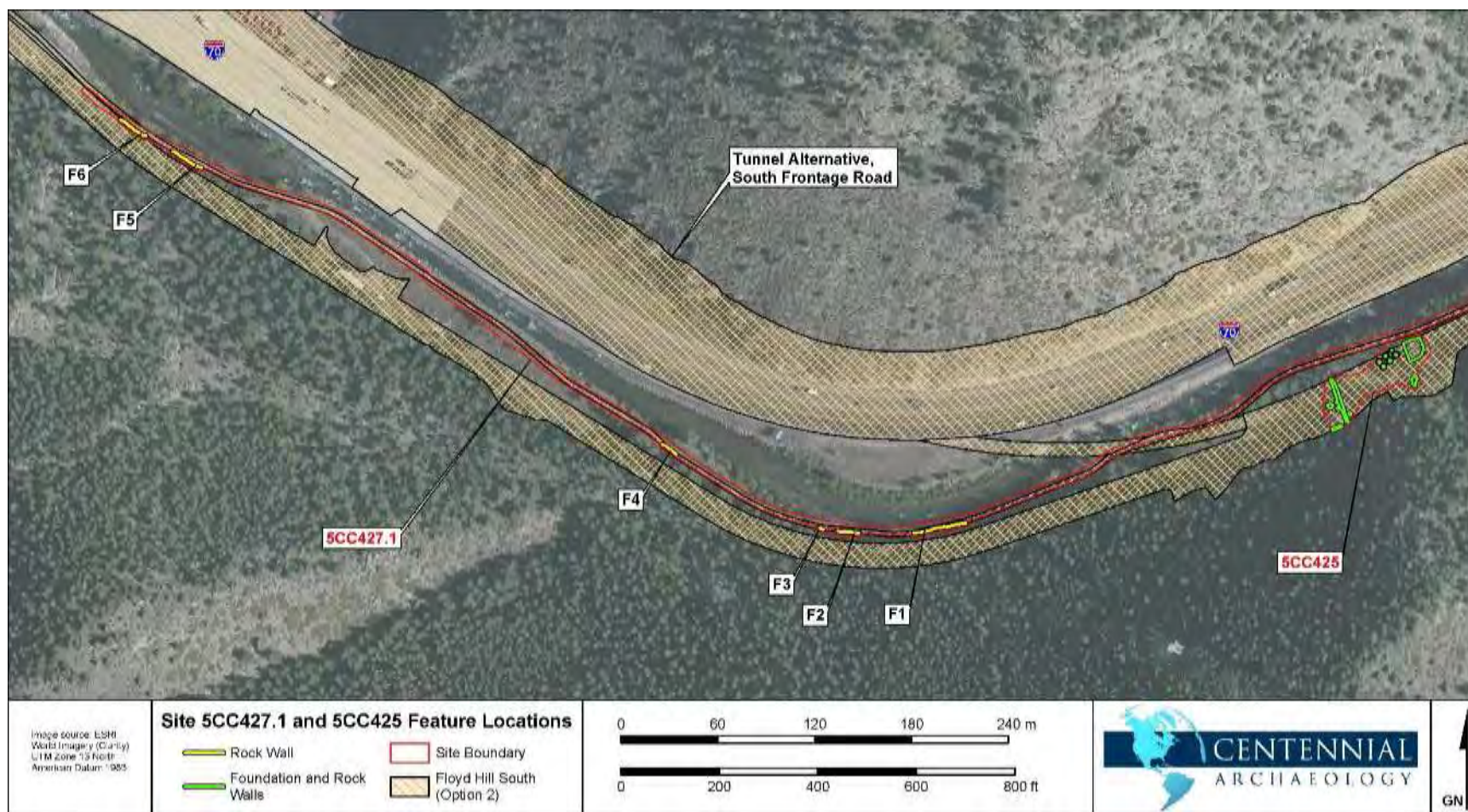
Archaeological Inventory: 9 Resources Recorded

- 5 sites, 4 Isolated Finds (IFs)
- One site NRHP Eligible:
Prehistoric Lithic Scatter
(5CC.389)
- One site (5CC.425) contains
historic foundations from the
historic period – Assessed as
Not Eligible (1990, 2019)

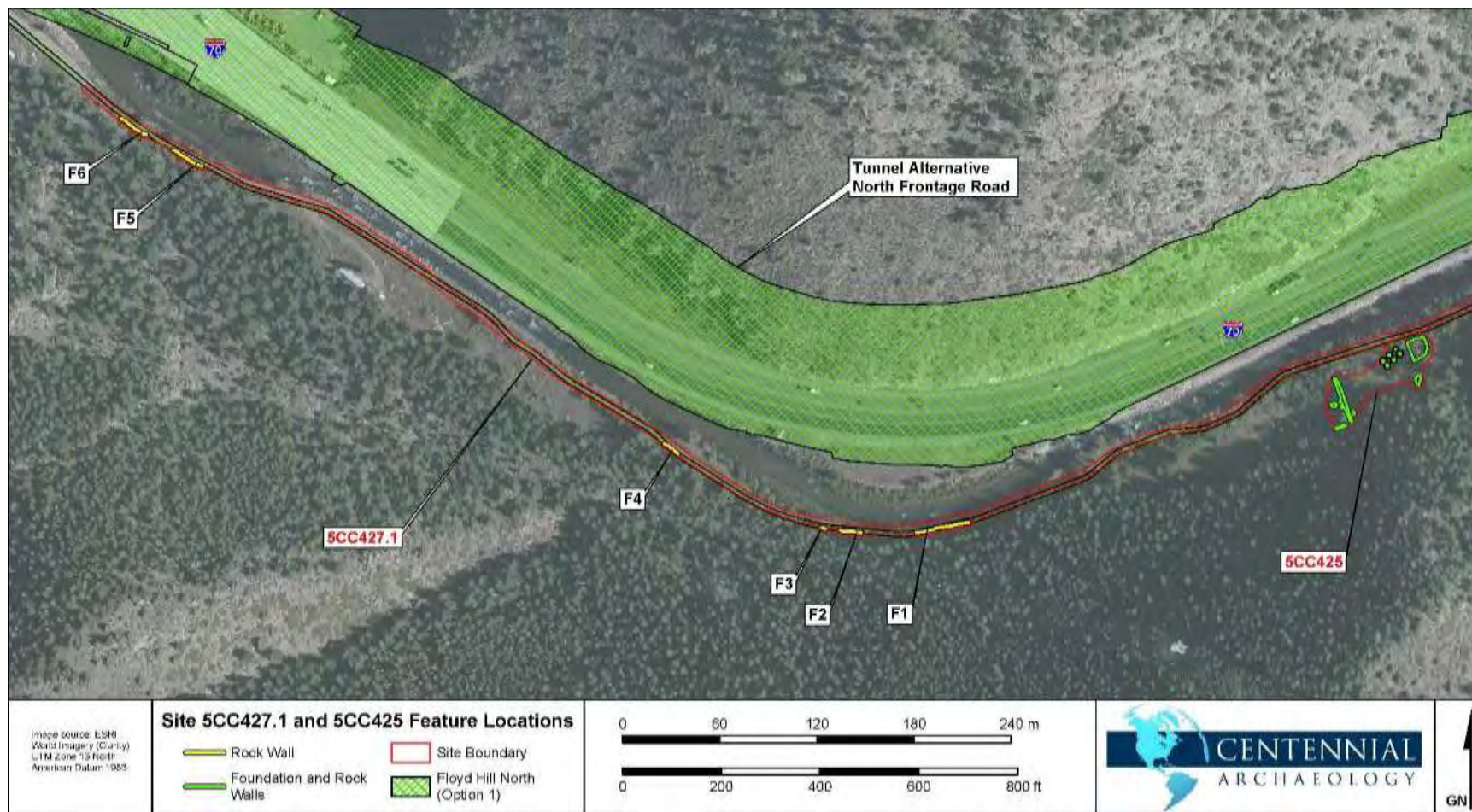


5CC.425 Feature 2: Rubble Wall

Tunnel Alternative: South Frontage Road Option

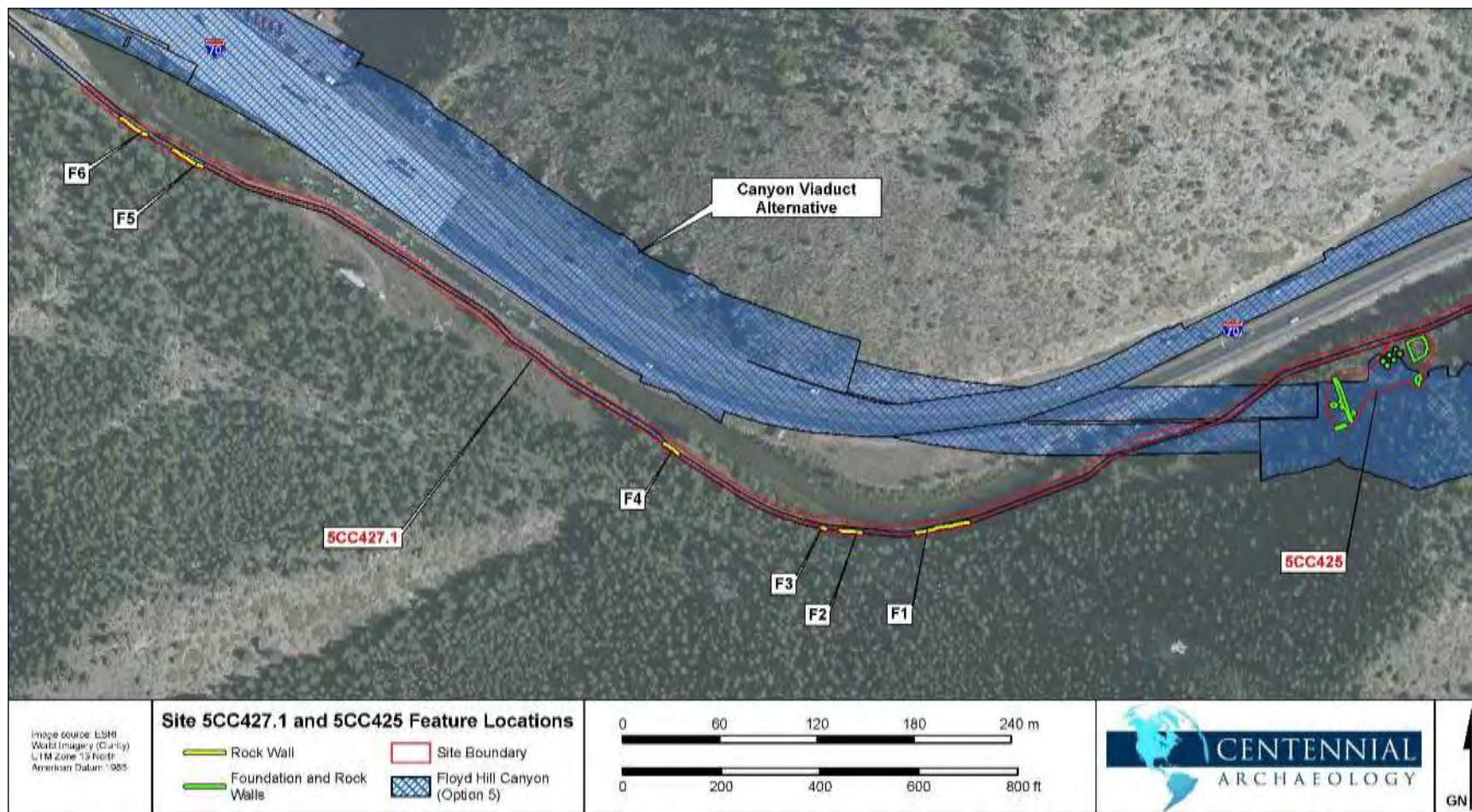


Tunnel Alternative: North Frontage Road Option





Canyon Viaduct Alternative



Section 106 Effects Results

No Adverse Effect to National Register of
Historic Places – Eligible properties.

Summary of Eligible Properties

Resource Number	Name/Address	Determination of Eligibility
5JF.7445	Mesa LLC Property, 33160 US Highway 40	Eligible (2019)
5CC.2546	Hyland Hills Subdivision	Treat as Eligible (2019)
5CC.2547	Saddleback Ridge Estates Subdivision	Treat as Eligible (2019)
5CC.1184	US Highway 6	Linear –Eligible (2016)
5CC.427	Colorado Central Railroad	Linear – Eligible (2012)
5CC.2002	US Highway 6 and US Highway 40	Linear –Eligible (2016)



No Historic Properties Affected

Resources ***Not Eligible***
for inclusion on the
National Register of
Historic Places (NRHP)

- 5CC.259 Floyd Hill Railroad Depot
- 5CC.261 Floyd Hill Stage Station (Not Extant)
- 5CC.454.1 Wagon Road
- 5CC.698 Idaho Springs Work Center
- 5CC.1078 Clear Creek Bridge F-15-D
- 5CC.1081 Clear Creek Bridge CLR314-W0.7
- 5CC.1189.3 Twin Tunnels
- 5CC.1813 Peoriana Motel (Not Extant)
- 5CC.1996 Seaton Mountain Electric Company Hydroelectric Plant and Flume
- 5CC.1998 The Tunnel Inn Service Station and Lunch Room/Kermitts Roadhouse
- 5CC.2000 Bell Property
- 5CC.2339 1998 East Idaho Springs Road
- 5CC.2418 6 & 40 Fireplace Lounge
- 5CC.2513 Colorado Boulevard Commercial Historic District
- 5CC.2540 Kjeldgaard Residence
- 5CC.2542 Brandt Residence, 23 Brandt Lane
- 5CC.2543 Francis Residence, 283 Tonn Valley Drive
- 5CC.2545 Anderson Residence
- 5CC.2549 Thurlow Residence
- 5JF.4793/5JF.4793.1/5JF.4793.2 Road
- 5JF.7443 Hakes Residence, 33180 US Highway 40
- 5JF.7445 Mesa LLC Property, 33160 Highway 40
- 5JF.7447 Stauffer Residence, 403 Quarter Circle Lane
- 5JF.7446 Elmgreen Residence, 344 Crooked Pine Trail
- 5JF.7444 Elmgreen Ranch, 355 Crooked Pine Trail



No Historic Properties Affected

Mesa LLC Property (5JF.7445)

– 1915 Folk Victorian. NRHP
Eligible under Criterion C in
the Area of Architecture.

Modifications to Property: **NO**

Easements/ROW Acquisition:
NO

Setting Alterations: **NO**



No Adverse Effect - Subdivisions

Hyland Hills (5CC.2546) & Saddleback Ridge Estates (5CC.2547)

1970s Mountain Subdivisions – Treated as eligible to the NRHP.

Modifications to Property: **NO**

Easements/ROW Acquisition: **NO**

Setting Alterations: **Minor increases in noise**





Visualization: US 40 and Homestead Road Intersection from Hyland Hills Subdivision



The simulation shows the improvements including the addition of an approximately one-mile-long eastbound auxiliary (climbing) lane between US 6 and the Floyd Hill/Homestead Road interchange; construction of a roundabout north of I-70 at the intersection of US 40 and Homestead Road; and installation of wildlife fencing on the north and south sides of I-70 within existing CDOT right of way. Improvements represent negligible change in visual character of the infrastructure when viewed from the subdivision. The highway remains the dominant visual feature as it was during the period of significance when the subdivision was developed.

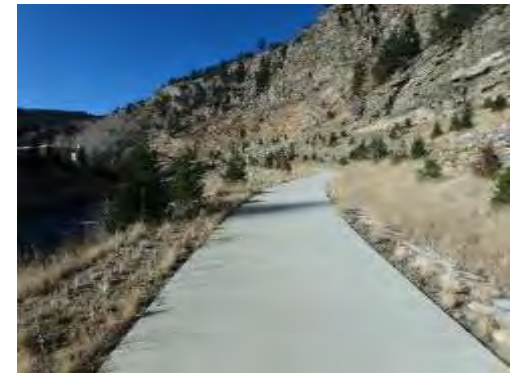
No Adverse Effect - Linear Resources

Colorado Central Railroad (5CC.427.1)

US Highway 6 (5CC.1184.1/5CC.1184.4)

US Highway 6 and US Highway 40 (5CC.2002.1/5CC.2002.2)

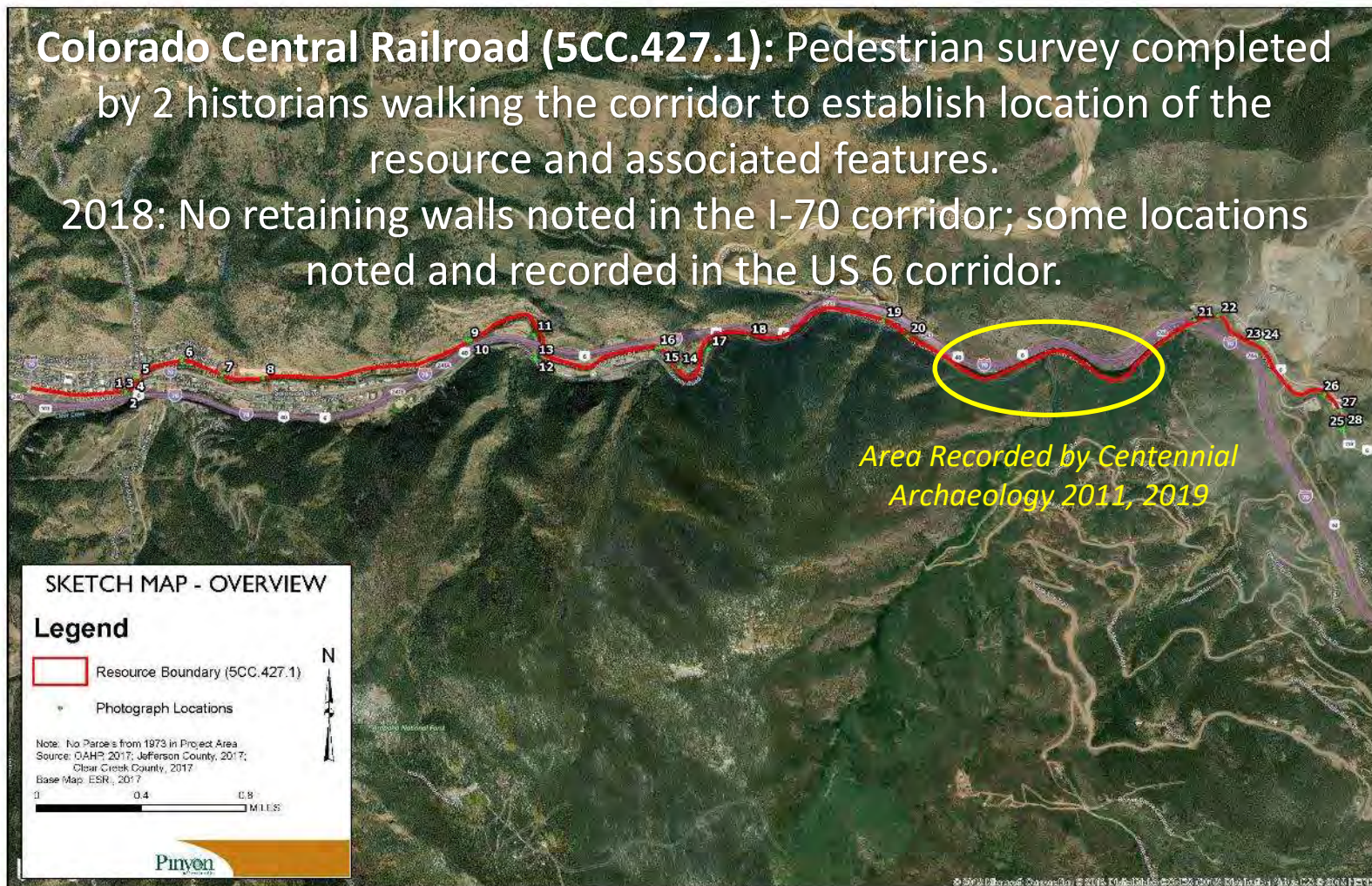
All recorded segments are considered ***non-supporting*** of the overall eligibility of the linear resource. Because these segments demonstrate diminished historic integrity, the Project results in a Section 106 determination of ***no adverse effect***.



Colorado Central Railroad - Retaining Walls

Colorado Central Railroad (5CC.427.1): Pedestrian survey completed by 2 historians walking the corridor to establish location of the resource and associated features.

2018: No retaining walls noted in the I-70 corridor; some locations noted and recorded in the US 6 corridor.



Colorado Central Railroad - Retaining Walls

- Retaining wall noted (2011, 2019) with some areas of collapse
- Vandalism (removal of rocks) to the wall noted in 1989/1990 – original CDOT recording
- 2011 recording recommended the segment as non-supporting; SHPO marked as supporting
- Resource re-recorded (2018) due to age of recordation, limited area recorded, and conflicting recommendations and determinations



Site 5CC427.1. View of Feature 2, facing southeast. N. Long, 6/5/2019.

Colorado Central Railroad - Retaining Walls

- Discussion from ITF Meeting February 2019:
- High degree of historic significance
- Low degree of historic integrity
- Requires archival support to locate and identify
- Sections have been eroded by Clear Creek, removed entirely by the construction of I-70, or graded, widened, and paved as a road, trail, or parking area
- 5CC.427.1 does not support (official) June 2019; including all associated features contained in this segment.

Mitigation

- No Resource-Specific Mitigation
- I-70 Mountain Corridor Section 106 Programmatic Agreement (2008)
- The Project will incorporate mitigation measures and best management practices that apply generally to the historic environment within the I-70 Mountain Corridor





I-70 Mountain Corridor Context Documents

- I-70 Mountain Corridor Guidance was addressed in the Historic Resources Eligibility Report (May 2019).
 - I-70 Mountain Corridor Design Criteria and Aesthetic Guidance
 - I-70 Mountain Corridor Interpretive Plan
 - I-70 Mountain Corridor Historic Context
- Documents were used in 2017 – 2019 to evaluate eligibility of historic resources.
- The project results in No Adverse Effects to historic resources, and therefore, these documents were not utilized to identify resource-specific mitigation.
- Documents are used in corridor mitigation (previous slide).



Next Steps/Schedule

Section 106:

Consulting Party Comments Due
Monday October 5, 2020



EA Next Steps:

- EA Release Late November 2020 with Preferred Alternative
- Online Public Engagement and Comment Period
- Engage Construction Manager General Contractor (CMGC); refine construction pricing and methods
- NEPA decision summer/fall 2021 pending construction funding