

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

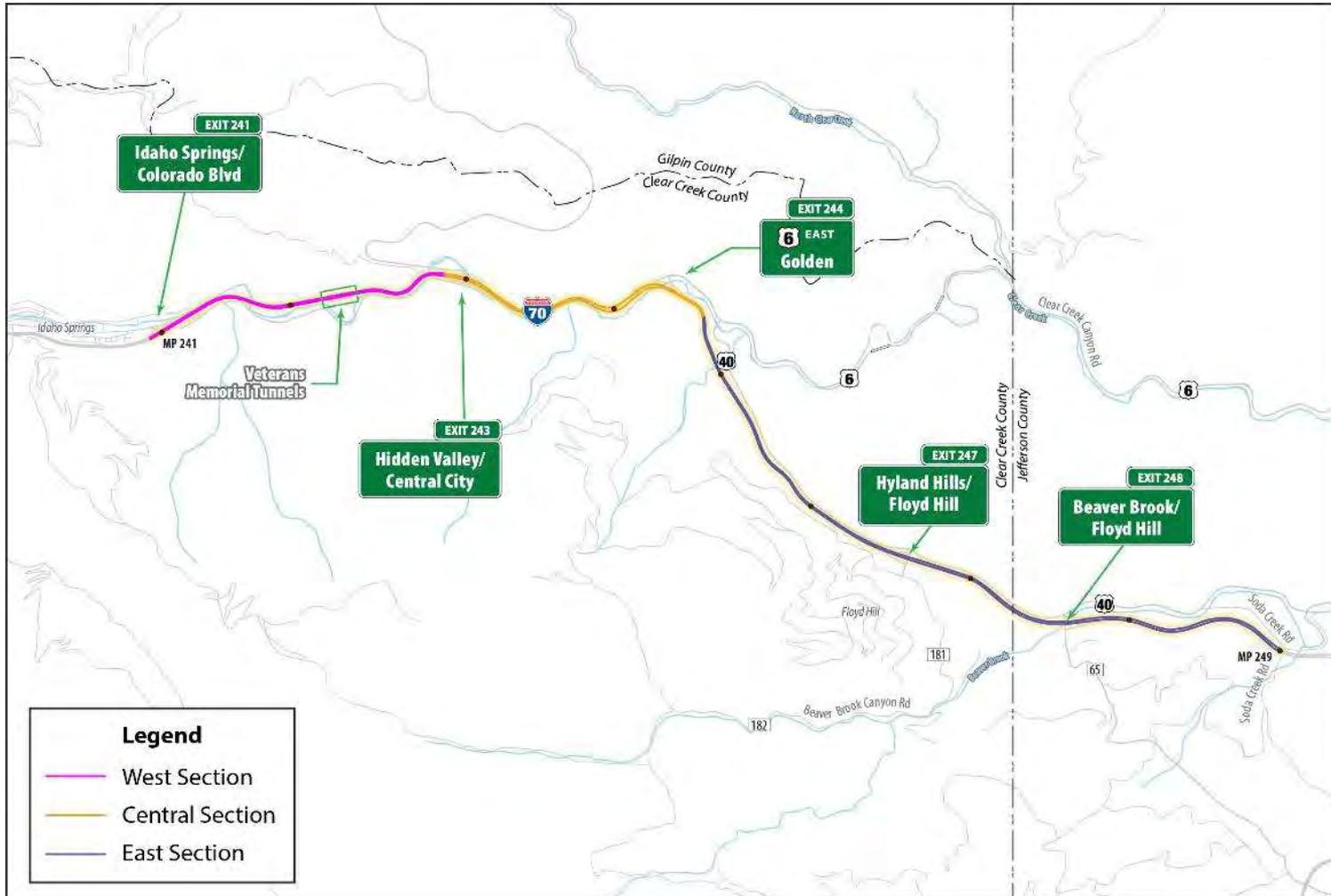
SECTION 106 ISSUE TASK FORCE MEETING
September 29, 2020

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





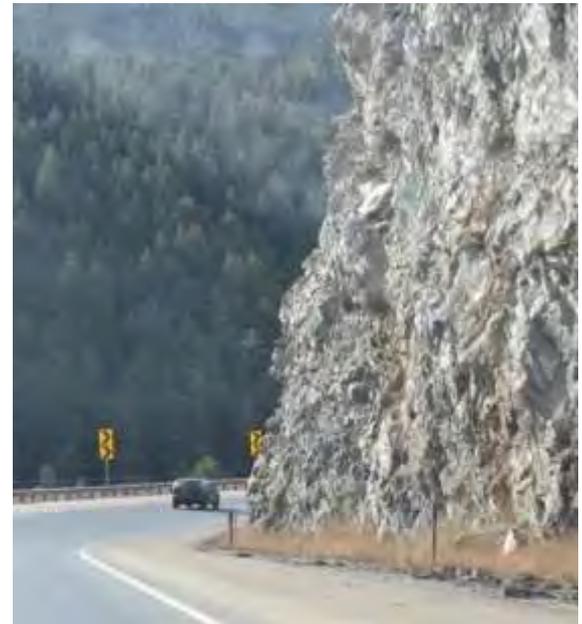
Proposed Action and Alternatives

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)

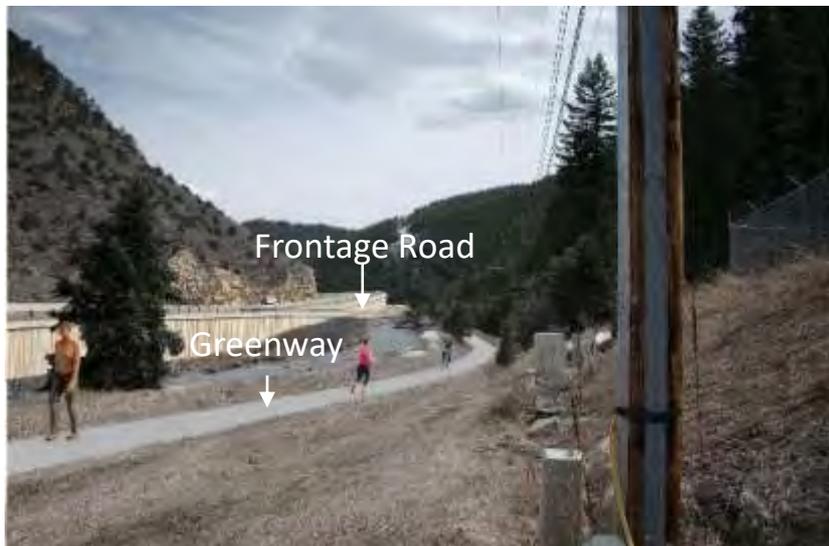




TUNNEL ALTERNATIVE Frontage Road Options

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

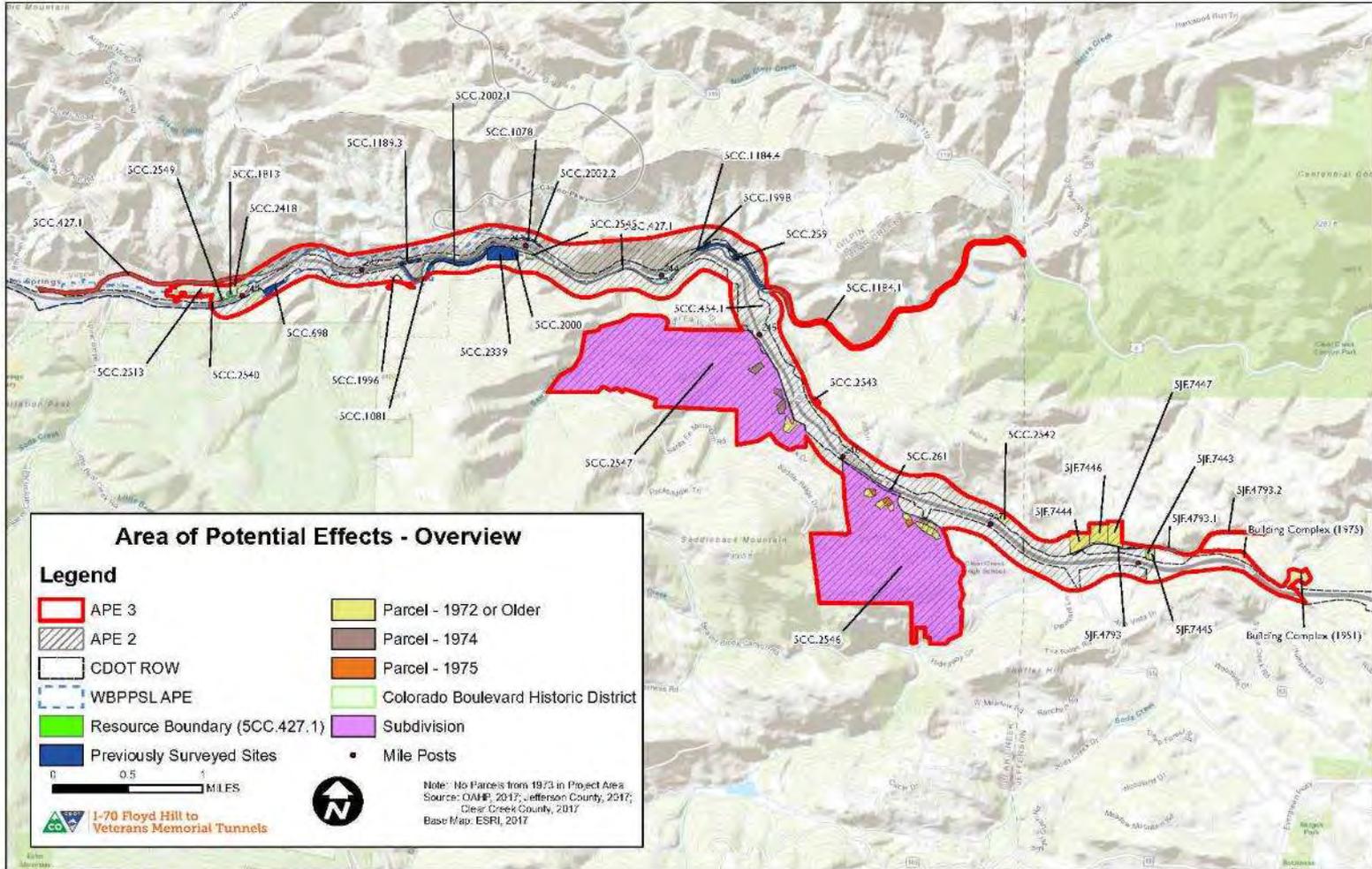


West Section: Hidden Valley to Veterans Memorial Tunnels



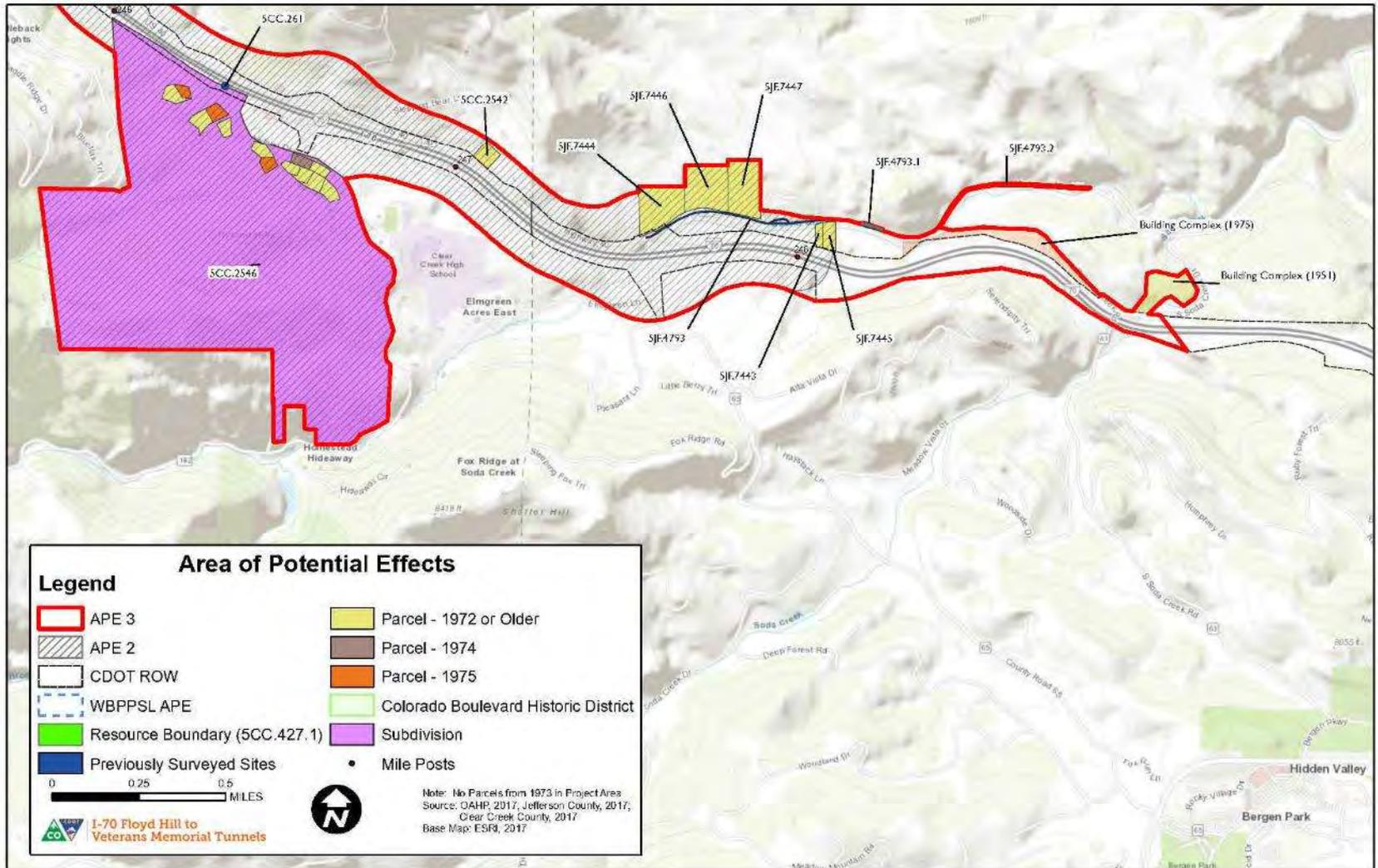


APE Review





APE Modifications





Archaeology Results

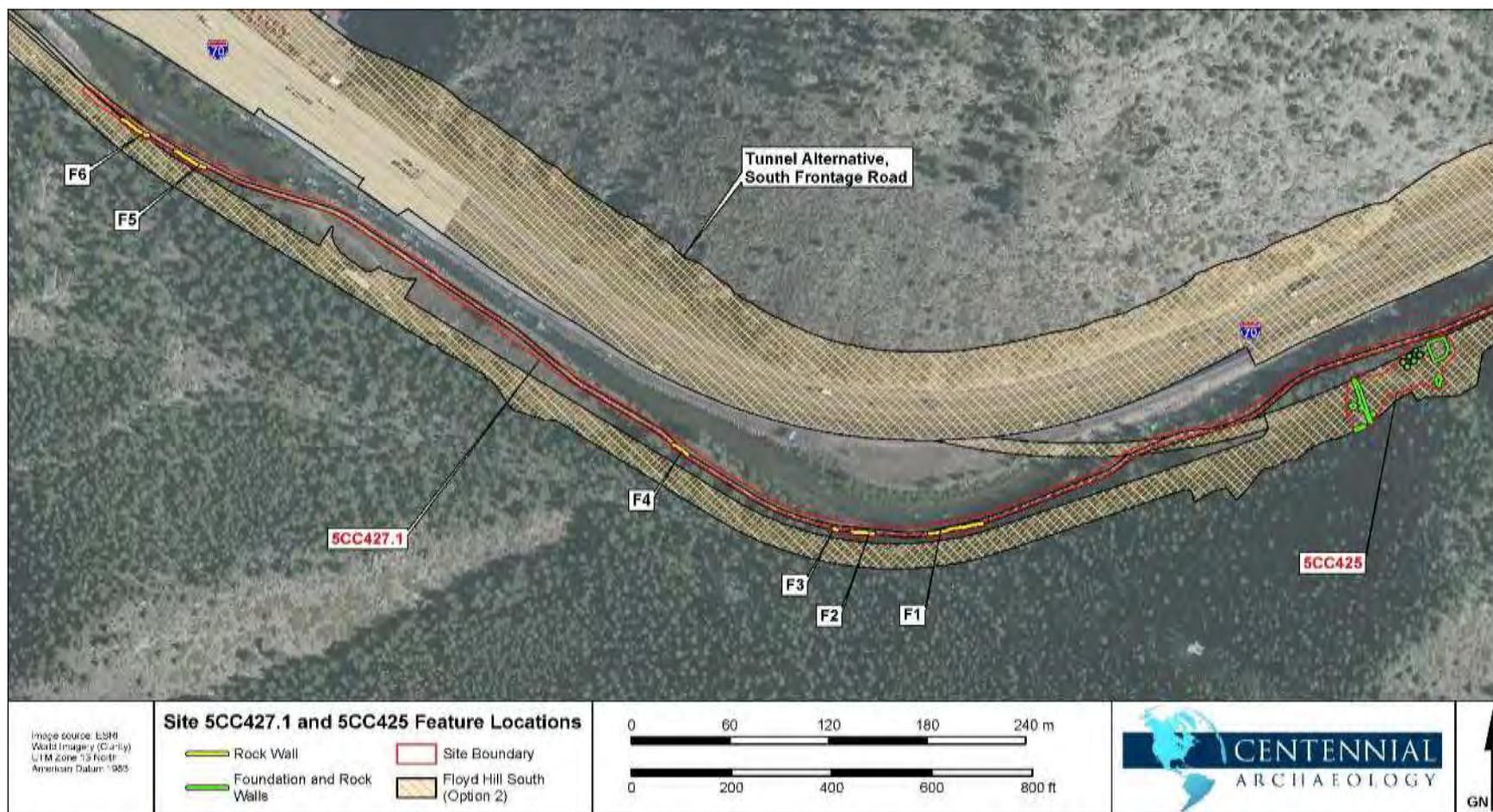
Archaeological Inventory: 9 Resources Recorded

- 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)

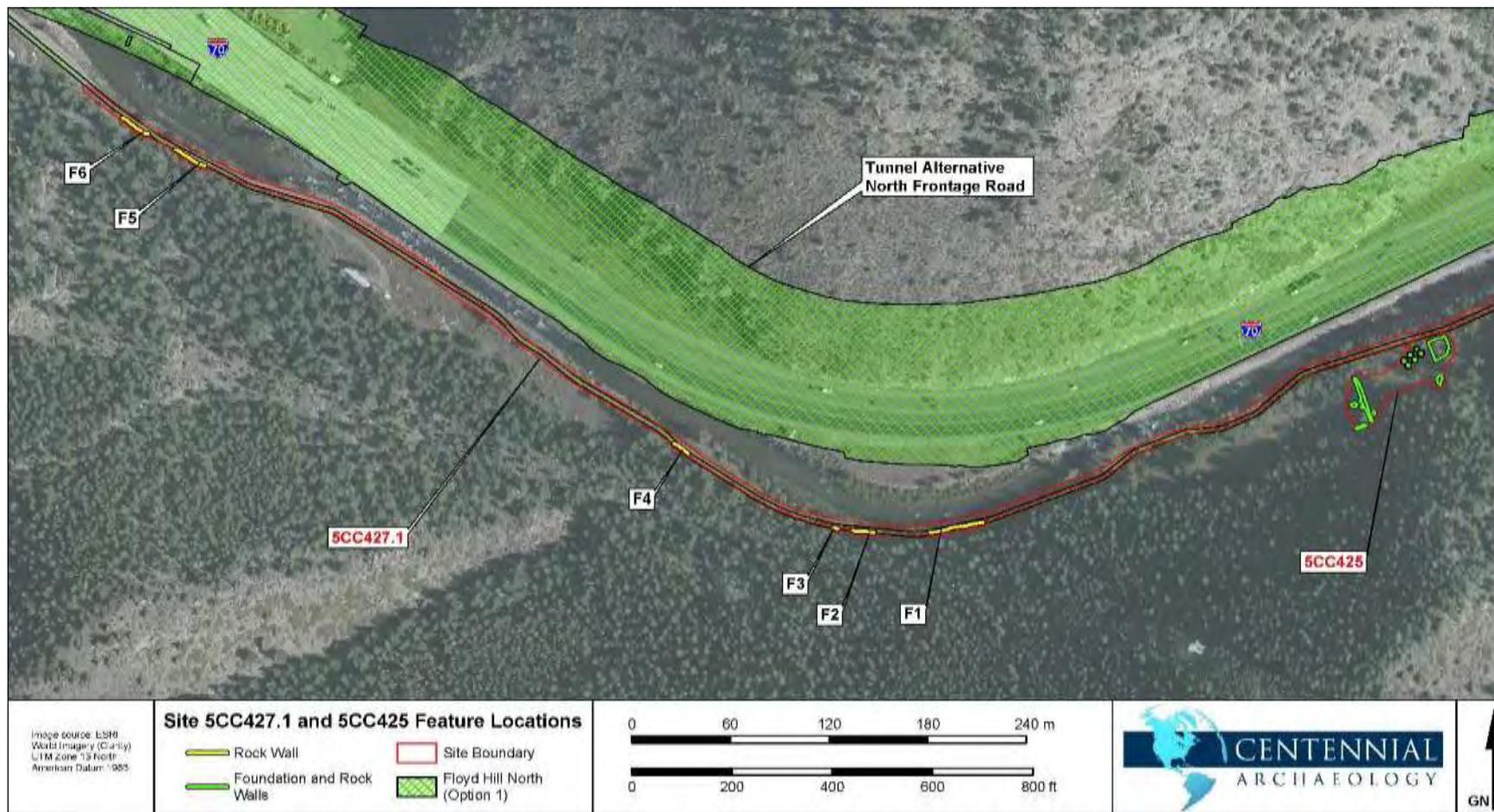


5CC.425 Feature 2: Rubble Wall

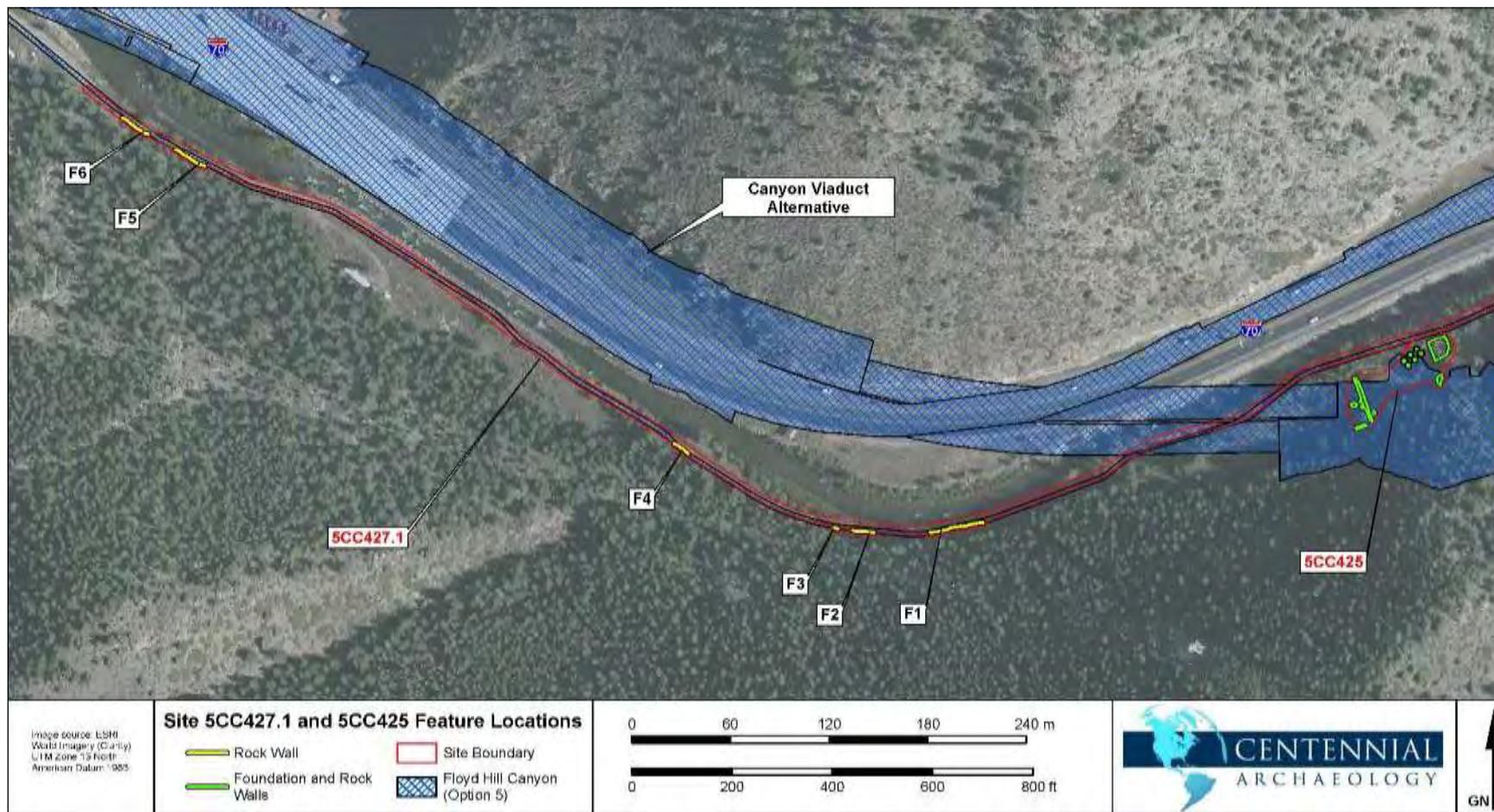
Tunnel Alternative: South Frontage Road Option



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.

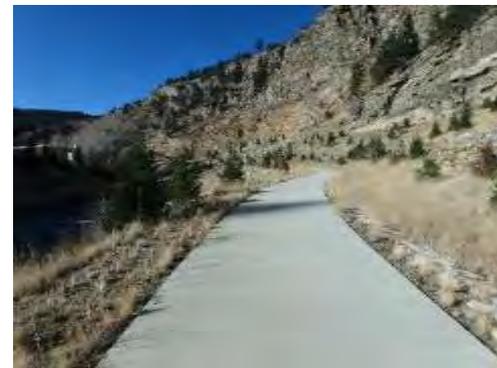
No Adverse Effect - Linear Resources

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)

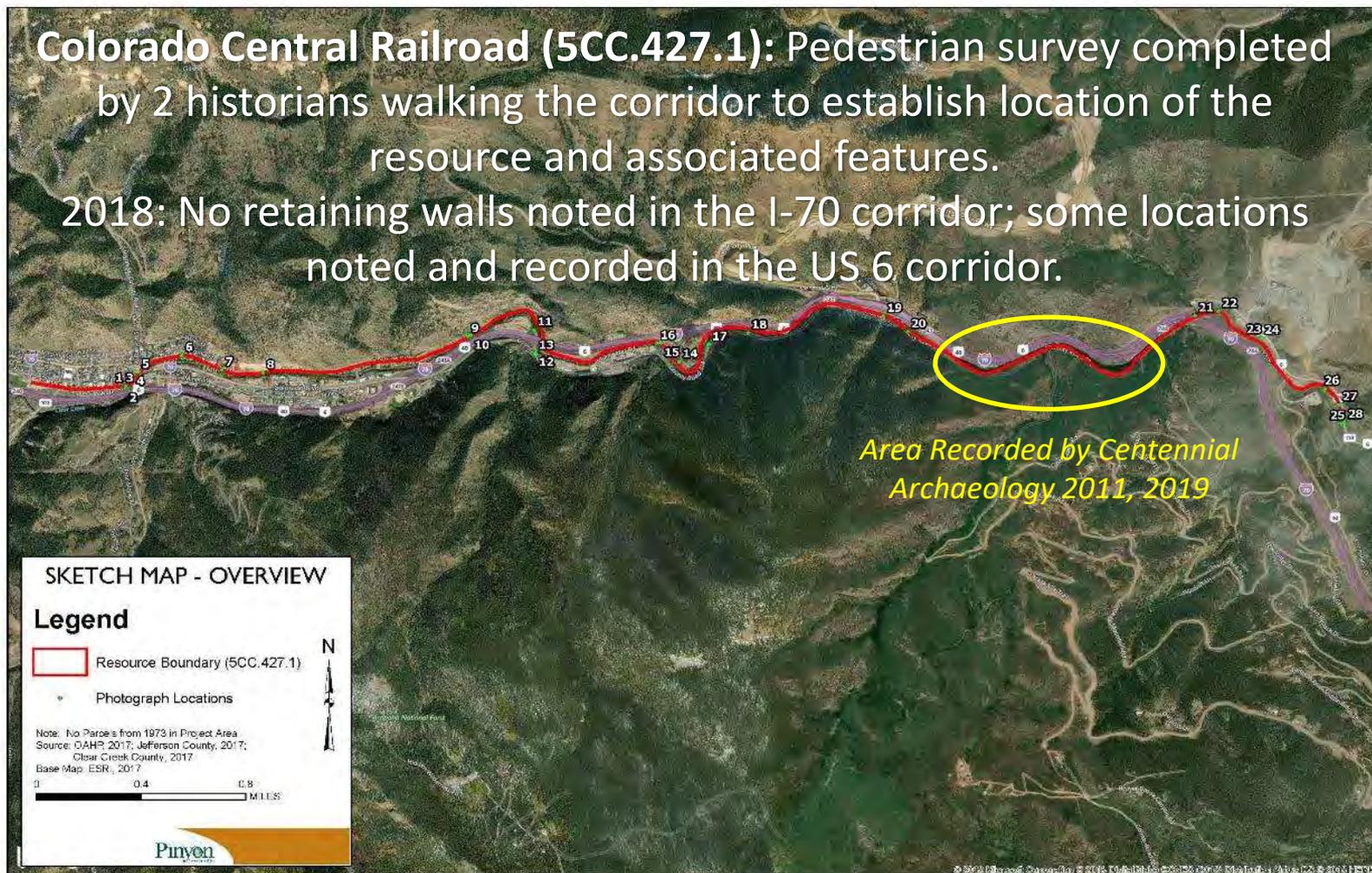
All recorded segments are considered ***non-supporting*** of the overall eligibility of the linear resource. Because these segments demonstrate diminished historic integrity, the Project results in a Section 106 determination of ***no adverse effect***.



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

