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**APPENDIX G:  
SECTION 106 PROGRAMMATIC AGREEMENT**

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**North I-25 Project Programmatic Agreement**  
**Among the Federal Highway Administration, the Colorado State Historic Preservation Officer, and the Colorado Department of Transportation**

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**WHEREAS**, Federal Highway Administration (FHWA) in cooperation with the Colorado Department of Transportation (CDOT), has determined that improvements on the North I-25 Highway corridor between Denver and Wellington; on the rail corridor from Denver, through Longmont and on to Fort Collins; and a commuter bus improvement on the US 85 corridor are necessary to meet the purpose and need of the project as described in the Final Environmental Impact Statement (FEIS); and

**WHEREAS**, the Advisory Council on Historic Preservation (Council), which issues regulations to implement Section 106 of the National Historic Preservation Act and provides comments to agency officials on undertakings and programs that affect historic properties, has been invited to participate in the Section 106 consultations and has declined to participate; and

**WHEREAS**, FHWA has determined that the Preferred Alternative improvements as analyzed in the FEIS (see Appendix A) of which a portion are selected in the Record of Decision (ROD) may affect properties included on or eligible for inclusion on the National Register of Historic Places (NRHP) and have consulted with the Council, the Colorado State Historic Preservation Officer (SHPO), and other consulting parties to develop this Programmatic Agreement (Agreement) pursuant to Section 800.14(b)(3) of the regulation (36 CFR Part 800) implementing Section 106 of the National Historic Preservation Act (16 U.S.C. 470f); and

**WHEREAS**, the effect determinations in the FEIS were commented upon by SHPO and consulting parties per 36 CFR 800.5 and in accordance with 36 CFR 800.8 as substituted in the NEPA in lieu of separate correspondence per FHWA notification to SHPO and the Council in December 2003 in accordance with 36 CFR 800.8(c);

**WHEREAS**, FHWA has agreed to be the lead federal agency for complying with Section 106 of the National Historic Preservation Act and responsible for consultations under 36 CFR 800; and

**WHEREAS**, CDOT is authorized under a separate Programmatic Agreement with the Colorado Division of FHWA to carry out 36 CFR 800 responsibilities on behalf of FHWA, including consultation under Section 106 of the National Historic Preservation Act and the Council regulations, National Environmental Policy Act (NEPA) analysis, and construction contract administration per FHWA and CDOT Stewardship Agreement; and

**WHEREAS**, CDOT has agreed to perform consultations under 36 CFR 800 for the North I-25 Project Preferred Alternative; and

**WHEREAS**, FHWA has requested CDOT to sign this Agreement as an invited signatory;

**WHEREAS**, FHWA approved the North I-25 FEIS and Revised Section 4(f) Evaluation (dated October 2011) to identify alternatives that meet the purpose and need for the project and examine the effects of the alternatives to historic properties; and

**WHEREAS**, FHWA approves actions to be taken for Phase I of the Preferred Alternative as identified in the Record of Decision (ROD) and future ROD(s) for future phase(s) of work to construct the Preferred Alternative consistent with the fiscally constrained plans (North Front Range Metropolitan Planning Organization plan and the Denver Regional Council of Governments plan) as required by 23 CFR Part 450; and

**North I-25 Project Programmatic Agreement**  
**Among the Federal Highway Administration, the Colorado State Historic Preservation**  
**Officer, and the Colorado Department of Transportation**

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**WHEREAS**, any projects carried out by CDOT within the North I-25 Project Area during the term of this Agreement that were not analyzed within the FEIS shall be subject to separate consultation and compliance actions as specified in 36 CFR Part 800; and

**WHEREAS**, FHWA and CDOT have determined that modifications to the Area of Potential Effects (APE) (Appendix B), completion of the identification of historic properties, determinations of specific effects to historic properties, and consultation concerning measures to avoid, minimize, or mitigate any adverse effects shall be re-evaluated as part of the planning for and prior to the approval of any construction project that is part of the Preferred Alternative; and

**WHEREAS**, FHWA and CDOT have consulted with the City of Greeley Historic Preservation Office<sup>1</sup>, the City of Fort Lupton Historic Preservation Board, the Northglenn Historic Preservation Commission and the City of Longmont Historic Preservation Commission and these parties have been invited to concur in this Agreement; and

**WHEREAS**, execution of this Agreement as a concurring party indicates participation as a Section 106 consulting party and acknowledgment that the party's views were taken into consideration; and

**WHEREAS**, the consulting Native American Tribes listed in Appendix C were provided the opportunity to comment on the FEIS, but none of the tribes submitted comments or otherwise elected to participate; and

**WHEREAS, NOW, THEREFORE**, FHWA, SHPO and CDOT agree that the phases of the undertaking shall be administered in accordance with the following principals and stipulations to satisfy FHWA's Section 106 responsibilities for these undertakings.

**PRINCIPLES**

FHWA and CDOT shall adhere to the following principles in complying with Section 106 of the National Historic Preservation Act for the undertaking:

1. Consistent with CDOT's Environmental Stewardship Guide and with 36 CFR 800.5(a)(1), FHWA and CDOT shall take into account direct, indirect, and cumulative effects on historic properties and shall consider measures to improve existing conditions affecting historic properties.
2. FHWA and CDOT shall seek, discuss, and consider the views of the consulting parties, and where feasible, shall seek agreement with them (800.16[f]) when making decisions under the stipulations of this Agreement.
3. The North I-25 Preferred Alternative will have unavoidable adverse effects to historic properties within the APE. These adverse effects must be resolved under the Section 106 regulations 36 CFR 800.6. This Agreement seeks to develop resolution of adverse effects and have high demonstrable public benefits to the citizens of Colorado. These adverse effects will be resolved through the comprehensive creative mitigation as described in this Agreement and in accordance with the Secretary of the Interior Standards. The mitigation

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<sup>1</sup> On September 7, 2011, the City of Greeley Historic Preservation Office notified CDOT-Region 4 of its intention to end its participation in the consultation process for the I-25 North EIS.

**North I-25 Project Programmatic Agreement  
Among the Federal Highway Administration, the Colorado State Historic Preservation  
Officer, and the Colorado Department of Transportation**

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will resolve adverse effects for all historic resource types, including but not limited to linear resources, residential properties, and commercial properties for the whole study area.

**STIPULATIONS**

FHWA, in consultation with CDOT where appropriate, shall ensure that the following measures are carried out:

**1. Consultation Process**

**a. Delegation of consultation authority**

- i. FHWA authorizes CDOT, per a separate statewide Programmatic Agreement, to conduct consultation with the SHPO and other consulting parties on their behalf, including identification of consulting parties, determining the level of identification, NRHP eligibility determinations, and determinations of effect.
- ii. FHWA shall remain ultimately responsible for all findings and determinations and retain responsibility for complying with all federal requirements pertaining to direct government-to-government consultation with Indian tribes and requests to the Council.

**b. Method of project delivery:** Projects will be contracted as Design/Bid/Build, Design/Build or Public/Private Partnership (see Appendix D).

- i. CDOT shall initiate consultation under the terms of this Agreement during the scoping period of construction projects. The consultation will be completed prior to the approval of construction for design/bid/build projects and prior to the Notice to Proceed for design/build or public-private partnership projects.
  - (1) Design/Bid/Build plans are prepared at Field Initial Review (FIR) Level (30 percent stage) and Final Office Review (FOR) level (90 percent stage) and Final (100 percent stage) and will be provided as a reference for re-evaluating effects to NRHP eligible or listed properties.
  - (2) Design/Build or public-private partnership submittals are typically prepared at 30 percent level of design and will include re-evaluation of effects to potential and known NRHP eligible or listed properties as well as mitigation strategies and other stipulations written into the contract instructions.
- ii. This Agreement will remain in effect unless the way CDOT delivers projects changes from the three methods described above in Stipulation 1(b)(i). An amendment will be prepared to this Agreement and agreed to among the signatories and invited signatories establishing the timing of submittals for the Section 106 consultation.

**North I-25 Project Programmatic Agreement**  
**Among the Federal Highway Administration, the Colorado State Historic Preservation**  
**Officer, and the Colorado Department of Transportation**

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**c. Re-evaluation process:**

- i. CDOT shall ensure that the work described in this section is conducted by personnel that meet the Secretary of the Interior's Professional Standards, as required in 36 CFR 800.2(a)(1).
  - ii. Re-evaluation shall be required at the initiation of each construction project. Re-evaluation consists of revisiting the project area to determine whether new or existing historic properties require new determinations of eligibility and shall also consist of re-evaluating determinations of effect to NRHP-eligible or listed properties if eligibility or impacts are different from what was described in the FEIS and concurred upon by the SHPO.
- (1) APE modifications:
- (a) The APE in the FEIS has been attached to this document as Appendix B.
  - (b) Should modifications to the APE be necessary, CDOT shall notify FHWA, SHPO and consulting parties. The notification can be in an electronic format and can include a meeting request for consultation to review the modifications to the APE.
- (2) Re-evaluations of eligibility
- (a) Re-evaluations of eligibility for previously recorded historic properties shall be done ten years after the initial recording.
  - (b) The passage of time, changing perceptions of significance, changes in the design of the Preferred Alternative or incomplete prior evaluations may require the agencies to re-evaluate properties that were previously determined not eligible; presumed eligible due to inadequate documentation, or newly discovered properties in the APE.
  - (c) Consultation shall include newly discovered historic properties eligible for nomination to the NRHP and a re-evaluation of existing properties to determine their status and whether they retain eligibility. The identification for both new and existing properties shall occur concurrently through correspondence to SHPO from CDOT.
  - (d) Properties shall be documented using the suite of Colorado Cultural Resource Survey forms and following the standards in the Colorado Cultural Resource Survey Manual.
  - (e) If an unusual discovery or a large number of historic properties are identified during consultation, CDOT shall consult with SHPO to determine if an extended review period is necessary.

**North I-25 Project Programmatic Agreement**  
**Among the Federal Highway Administration, the Colorado State Historic Preservation**  
**Officer, and the Colorado Department of Transportation**

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- (f) If CDOT and SHPO are unable to reach a consensus about the eligibility of a property, FHWA shall seek a determination of eligibility from the Keeper of the National Register of Historic Places, as provided in 36 CFR 800.4(c)(2).
- (3) Re-evaluations of effects: CDOT shall re-evaluate effects to known and newly evaluated historic properties within the project APE that are eligible to the NRHP once more detailed project plans have been developed or in light of new information.
- (4) Resolutions of adverse effects: CDOT shall apply the criteria of adverse effect (per 800.5) to any new or additional impacts that were not addressed in the FEIS. Should adverse effects occur to these properties, FHWA and CDOT shall consult with SHPO and consulting parties to resolve adverse effects per 800.6, including notifying the Council and determining Council participation. All resolutions of adverse effects discovered after the ROD shall be amended to this Agreement.

**2. Standard Mitigation:**

- a. CDOT shall prepare Level II Recordation for all historic properties that have an adverse effect determination resulting from action of this undertaking.
- b. CDOT shall submit OAHP Cultural Resource Re-evaluation Forms (Form#1405) for any properties that will be changed or modified in order to document changes in the conditions of the properties for OAHP's site files.
- c. CDOT shall submit the mitigation produced for the project to SHPO and the consulting parties for review and comment.
- d. CDOT and FHWA will review and consider suggested mitigation measures from the Consulting Parties. CDOT and FHWA will leave open the period for the Consulting Parties to submit alternative mitigation strategies.

**3. Creative Mitigation:**

- a. CDOT shall coordinate with Jillson family members and if the Jillsons would like to pursue designation as a Centennial Farm, CDOT will assist in the preparation of all application material and documentation necessary for pursuing such designation for their farm.
- b. CDOT-Region 4 is preparing a historic context of the development and lasting significance of irrigation in Northern Colorado. The Colorado SHPO originally requested the context as a component of the Northern Colorado Historic Ditch Inventory. The historic ditch context will be accessible through the North I-25 web page. The historic ditch context will inform the public to Northern Colorado's role and importance in the development of irrigated agriculture in the western United States. This mitigation will satisfy adverse effects to all irrigation conveyance features (ditches, laterals, and related components and structures) that become eligible after the Agreement is executed.

**North I-25 Project Programmatic Agreement  
Among the Federal Highway Administration, the Colorado State Historic Preservation  
Officer, and the Colorado Department of Transportation**

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4. **Resolving issues or objections:** Should any party to this Agreement object in writing to FHWA regarding any action carried out or proposed with respect to the implementation of this Agreement, FHWA shall consult with the objecting party. If, after initiating such consultation, FHWA determines that the objection cannot be resolved through consultation, they shall forward all documentation relevant to the objection to the Council, including FHWA's proposed response to the objection. Within forty-five (45) calendar days after receipt of all pertinent documentation, the Council shall exercise one of the following options:
  - a. Advise FHWA that the Council concurs with FHWA's proposed response to the objection, whereupon FHWA shall respond to the objection accordingly; or
  - b. Provide FHWA with recommendations, which FHWA shall take into account in reaching a final decision regarding their response to the objection; or
  - c. Should the Council not exercise one of the above options within forty-five (45) calendar days after receipt of the pertinent documentation, FHWA may assume the Council concurrence in their proposed response to the objection.
  - d. At any time during implementation of any stipulation in this Agreement, should an objection to any such stipulation or its manner of implementation be raised by a member of the public, FHWA shall take the objection into account and consult as needed with the objecting party, the Council, and SHPO to address the objection.
5. **Reporting Requirements:** By no later than June 30 of each year the Agreement is in effect, CDOT shall provide a report to SHPO on the status of the Agreement, including the stipulations that have been implemented. The annual report will also include any recommendations to amend this Agreement or improve communication among the parties. The Council shall be provided a copy of the annual report but shall not be required to comment on the report. The SHPO shall have thirty (30) calendar days to review the annual report.
6. **Amendments:** The SHPO, FHWA, or CDOT may request that this Agreement be amended, whereupon they shall consult in accordance with 36 CFR 800 to consider such amendment. No amendment shall take effect until it has been executed by all signatories. In the event of an amendment, the Council shall be notified and FHWA shall file the resulting amendment with this Agreement.
7. **Termination:** The SHPO, FHWA, or CDOT may propose to terminate this Agreement by providing thirty (30) calendar days notice to the other parties explaining the reason(s) for the proposed termination pursuant to 36 CFR 800.6(c)(8). The Council, SHPO, FHWA, and CDOT shall consult during this period to seek agreement on amendments or other actions that would avoid termination. If the annual report is not received within ninety (90) days of the due date, the Agreement may be terminated at the request of the SHPO. In that case any outstanding mitigation must be completed within six (6) months of the termination request.
8. **Failure to Carry Out the Agreement:** In the event FHWA determines they cannot or will not carry out the terms of this Agreement, they will immediately consult with the other parties

**North I-25 Project Programmatic Agreement  
Among the Federal Highway Administration, the Colorado State Historic Preservation  
Officer, and the Colorado Department of Transportation**

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to develop an amendment to this Agreement pursuant to 36 CFR 800.6(c)(7) and Stipulation 5 of this Agreement. If the signatories cannot agree to appropriate terms to amend the Agreement, any signatory may terminate the Agreement in accordance with Stipulation 6, above.

9. **Duration of Agreement:** This Agreement shall remain in effect for a period of ten (10) years after the date it takes effect, unless it is terminated prior to that time. Ninety (90) days prior to the conclusion of the ten year period, CDOT shall notify all parties in writing. If there are no objections from the signatory parties, the term of the Agreement will automatically be extended for an additional five (5) years. If any party objects to extending the Agreement, or proposes amendments, CDOT shall consult with the parties to consider amendments or other actions to avoid termination.
10. **Meeting Requests:** Whenever necessary, SHPO, FHWA, or CDOT shall request a meeting of the other parties to discuss the terms of the Agreement.
11. **FHWA Coordination:** Prior to submitting mitigation to SHPO and consulting parties under the terms of this Agreement, CDOT shall coordinate with FHWA, who has the responsibility of oversight of the implementation of this Agreement.
12. **Coordination with National Environmental Policy Act (NEPA):** FHWA shall use this Agreement as part of their responsibility to meet the requirements of NEPA.

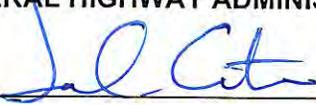
**North I-25 Project Programmatic Agreement  
Among the Federal Highway Administration, the Colorado State Historic Preservation  
Officer, and the Colorado Department of Transportation**

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Execution of this Programmatic Agreement by FHWA and SHPO and the submission of documentation and filing of this document with the Council pursuant to 36 CFR 800.6(b)(1) (iv) prior to FHWA's approval of this undertaking and implementation of its terms, is evidence that FHWA has taken into account the effects of this undertaking on historic properties and afforded the Council an opportunity to comment.

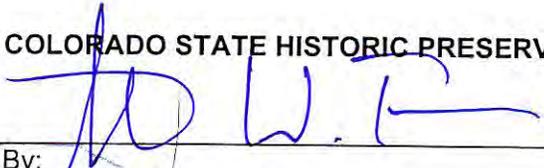
**SIGNATORIES:**

**FEDERAL HIGHWAY ADMINISTRATION**

  
\_\_\_\_\_  
By:  
John Cater, P.E., Colorado Division Administrator

12/15/11  
Date

**COLORADO STATE HISTORIC PRESERVATION OFFICER**

  
\_\_\_\_\_  
By:  
Edward Nichols, SHPO

12/9/11  
Date

**INVITED SIGNATORIES:**

**COLORADO DEPARTMENT OF TRANSPORTATION**

  
\_\_\_\_\_  
By:  
Johnny Olson, P.E.  
CDOT Region 4 Transportation Director

12-8-11  
Date

**North I-25 Project Programmatic Agreement  
Among the Federal Highway Administration, the Colorado State Historic Preservation  
Officer, and the Colorado Department of Transportation**

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**APPENDICES:**

Appendix A: Description of the Preferred Alternative

Appendix B: Area of Potential Effects

Appendix C: Consulting Native American Tribes

Appendix D: Project Definitions

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**North I-25 Project Programmatic Agreement  
Among the Federal Highway Administration, the Colorado State Historic Preservation  
Officer, and the Colorado Department of Transportation**

**APPENDIX A:  
Description of the Preferred Alternative**

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**North I-25 Project Programmatic Agreement  
Among the Federal Highway Administration, the Colorado State Historic Preservation  
Officer, and the Colorado Department of Transportation**

**Appendix A: Description of the Preferred Alternative**

The Preferred Alternative is a combination of components presented in Packages A and B including multimodal improvements on multiple corridors. These involve the addition of general-purpose (GP) lanes, auxiliary lanes, and tolled express lane (TEL) along I-25; commuter rail from Fort Collins to the proposed FasTracks North Metro end-of-line station, commuter bus along US 85 with alternating service to Denver International Airport (DIA), and express bus operating in the TEL along I-25 between Fort Collins and Denver. The Preferred Alternative also includes interchange improvements, feeder bus, stations, maintenance facilities, and carpool lots. See Figure 1 for an overview of the Preferred Alternative.

Components associated with the Preferred Alternative are as follows:

- ▶ I-25 Improvements: SH 1 to US 36
- ▶ Commuter Rail: Fort Collins to FasTracks North Metro
- ▶ I-25 Express Bus: Fort Collins/Greeley to Denver Union Station (DUS)/DIA
- ▶ US 85 Commuter Bus: Greeley to DUS

One additional GP lane would be added to I-25 in each direction from SH 14 south to SH 66. One additional TEL would be added to I-25 in each direction from SH14 south to US 36. Interchanges would be upgraded or modified if necessary to accommodate future traffic volumes at level of service D. Interchanges considered to be aging would be completely replaced.

Single-tracked commuter rail service would be in place from downtown Fort Collins at University Avenue and Maple Street along the BNSF right-of-way to the FasTracks Northwest Rail corridor end-of-line station at 1st Street and Terry Street in Longmont connecting to the FasTracks Northwest Rail corridor. New commuter rail passing tracks would be added adjacent to the existing freight rail tracks in four separate locations (totaling approximately 28 percent of the corridor) and both sets of tracks would be used by commuter rail and freight rail. A maintenance road would also be constructed adjacent to the rail tracks as necessary. This maintenance road is required throughout the BNSF corridor between Fort Collins and Longmont where there is currently no access such as a public road. A new single track line would be built from the 3rd Street in Longmont to the FasTracks North Metro end-of-line station in Thornton.

The commuter rail service would run hourly to/from the Fort Collins Downtown Transit Center early morning through late evening, and every 30 minutes to/from the South Transit Center during the AM and PM peak periods when demand is highest. Service to Denver would travel through Longmont to the FasTracks North Metro end-of-line station where it would continue on to DUS; a transfer would not be necessary. To reach Boulder, northern Colorado riders would transfer to the FasTracks Northwest Rail corridor line at the Sugar Mill station in Longmont, which would use the new rail segment extending from the proposed Northwest Rail Corridor end-of-line station at 1st and Terry Streets to connect to the Sugar Mill Station. A commuter rail maintenance facility is proposed at CR 46 and US 287 in Berthoud. Nine station locations are planned for commuter rail. They are detailed in Section 2.2.4.5 of the Final EIS.

The Preferred Alternative also includes a commuter bus service along US 85 connecting Greeley to DUS. This service would operate hourly, early morning through late evening.

**North I-25 Project Programmatic Agreement  
Among the Federal Highway Administration, the Colorado State Historic Preservation  
Officer, and the Colorado Department of Transportation**

**Appendix A: Description of the Preferred Alternative**

Queue jumps, allowing buses to bypass queued traffic at signalized intersections, would be included to help achieve reliable speeds for bus service.

A maintenance facility is proposed in conjunction with the commuter bus service to be located at 31st Street and 1st Avenue in Greeley. In addition, five commuter bus stations are proposed. Four feeder bus routes are proposed to enable riders to access the commuter rail and the commuter bus via local bus service.

Express bus services would operate from Fort Collins and Greeley to DUS, utilizing the TELs along I-25. The hourly service from Fort Collins would begin at the Fort Collins South Transit Center, and operate along Harmony Road in mixed traffic until accessing I-25 at its interchange with Harmony Road, early morning through late evening. An express limited-stop route would operate every 30 minutes during the AM and PM peak periods from the I-25 and Harmony Road park-and-ride.

Express bus service from Greeley would begin at the 8th Street and 8th Avenue Transit Center in downtown Greeley, and include stops along US 34, in mixed traffic. The express bus would operate every 20 minutes during the AM and PM peak periods in shared general-purpose lanes along with mixed traffic along US 34 until accessing I-25 at its interchange with US 34. Queue jumps, allowing buses to bypass queued traffic at signalized intersections, would be included to help achieve reliable speeds for bus services.

In addition, hourly express bus service would operate from I-25 and CR 8 to DIA, early morning through late evening.

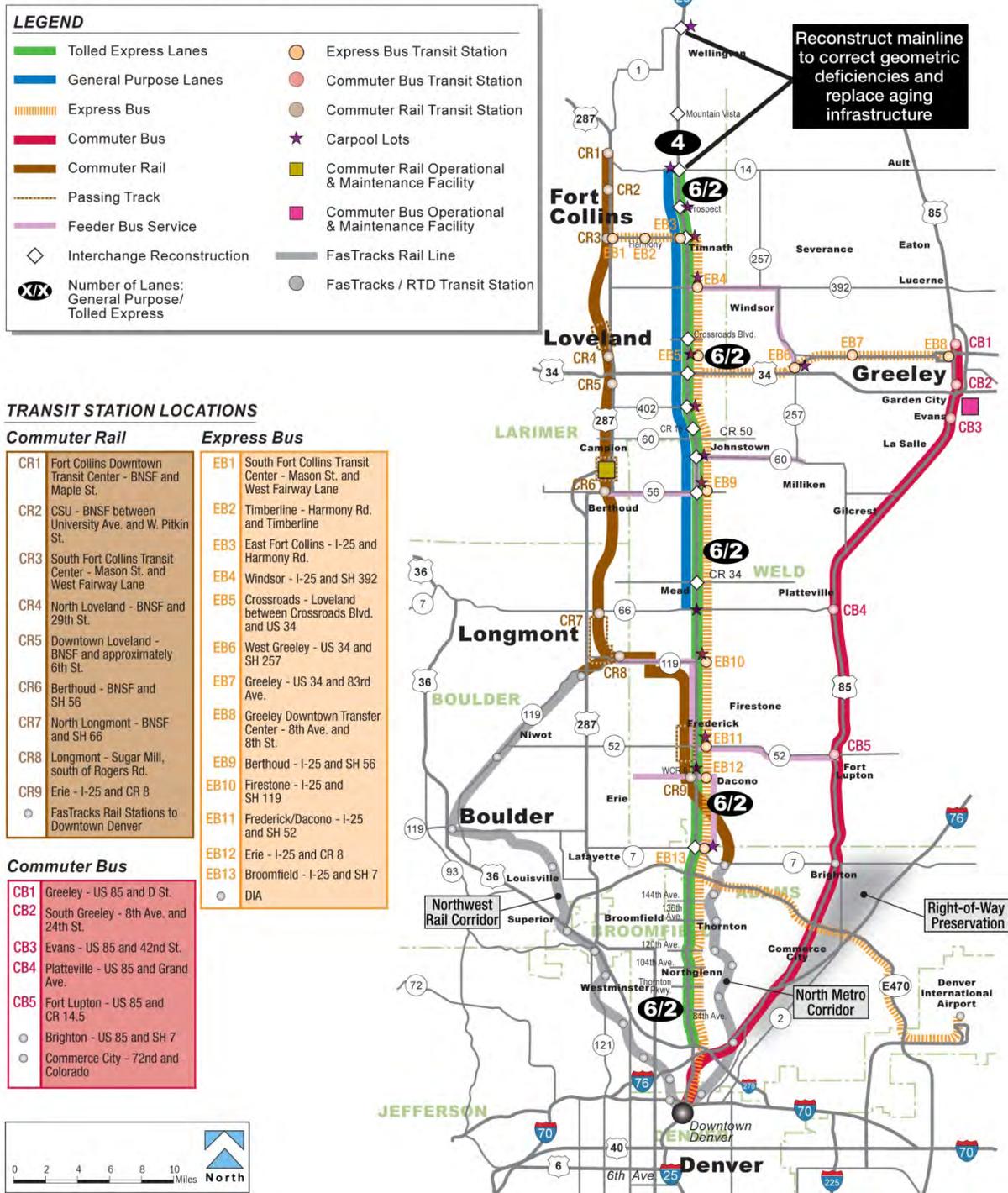
Thirteen stations on I-25, Harmony Road, and US 34 are included that are served by the express bus routes.

Many potential congestion management measures are included as enhancements to the packages, including carpool and vanpools, supportive land use policies, signal coordination, incident management, and increased use of bicycle and pedestrian facilities.

# North I-25 Project Programmatic Agreement Among the Federal Highway Administration, the Colorado State Historic Preservation Officer, and the Colorado Department of Transportation

## Appendix A: Description of the Preferred Alternative

Figure 1



# North I-25 Project Programmatic Agreement Among the Federal Highway Administration, the Colorado State Historic Preservation Officer, and the Colorado Department of Transportation

## Appendix A: Description of the Preferred Alternative

### Phase 1

**LEGEND**

-  Commuter Bus & Stations
-  Initial I-25 Express Bus & Stations
-  Commuter Rail ROW Preservation
-  ROW owned by RTD
-  Continuous Accel/Decel Lanes
-  Tolted Express Lanes
-  Interchange Reconstruction
-  NFR Separate Action Interchange Upgrade(No-Action Alternative)
-  FasTracks Rail Line
-  FasTracks / RTD Transit Station
-  Existing Interchange

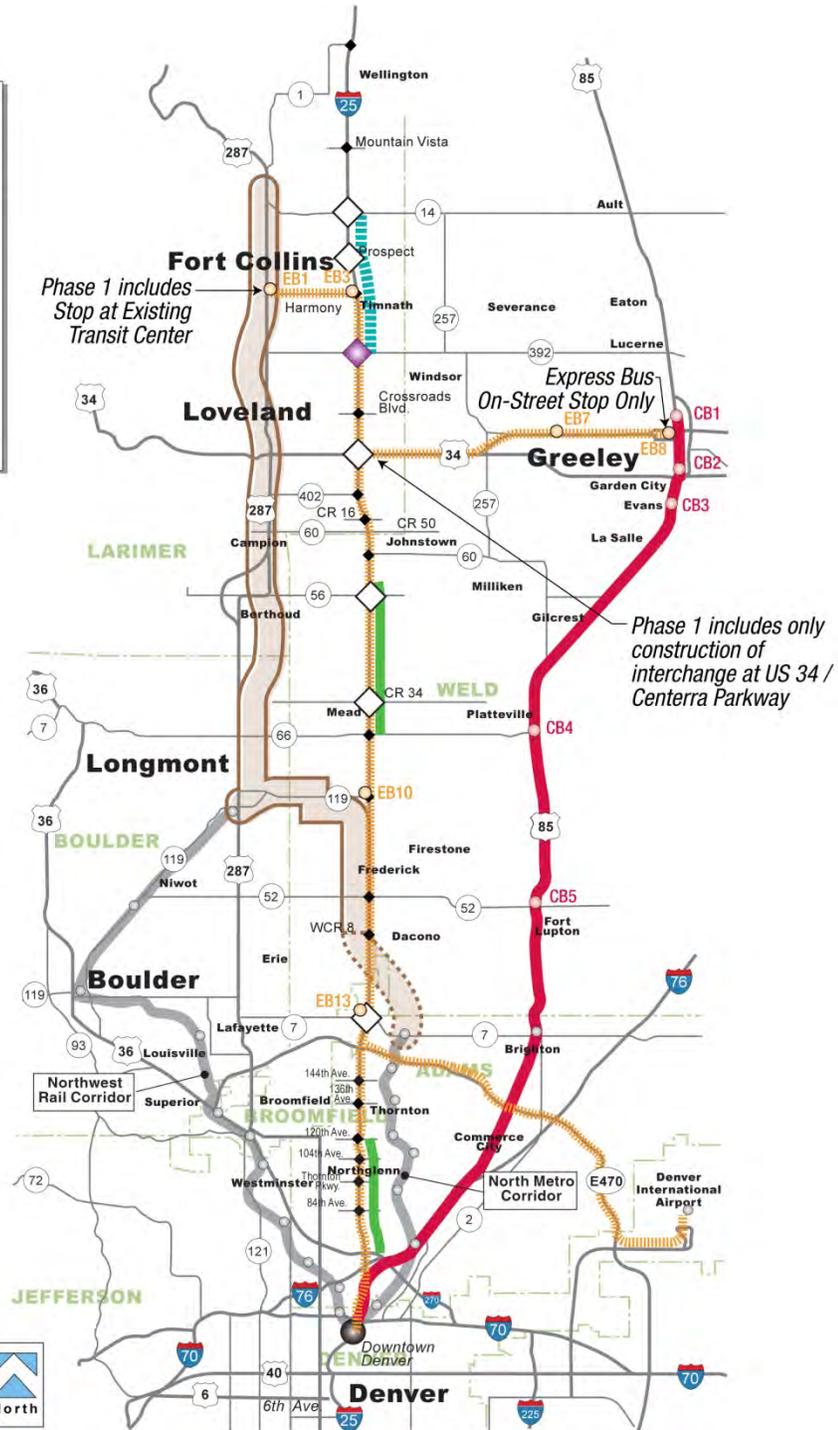
**TRANSIT STATION LOCATIONS - PHASE 1**

**Express Bus**

- EB1** South Fort Collins Transit Center - Mason St. and West Fairway Lane (stop at existing Transit Center)
- EB3** East Fort Collins - I-25 and Harmony Rd.
- EB7** Greeley - US 34 and 83rd Ave.
- EB8** Greeley Downtown Transfer Center - 8th Ave. and 8th St. (on-street)
- EB10** Firestone - I-25 and SH 119
- EB13** Broomfield - I-25 and SH 7
-  DIA

**Commuter Bus**

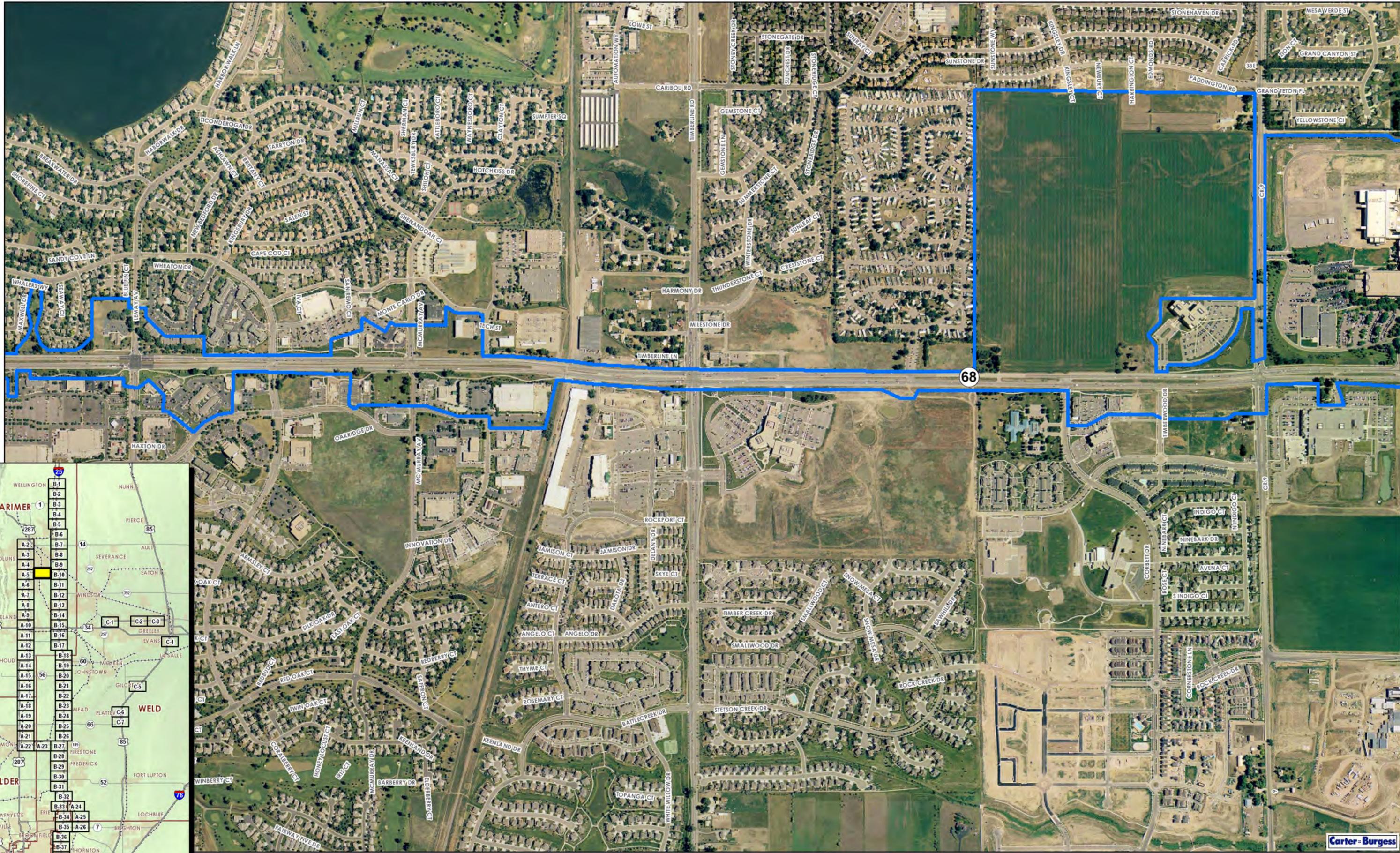
- CB1** Greeley - US 85 and D St.
- CB2** South Greeley - 8th Ave. and 24th St.
- CB3** Evans - US 85 and 42nd St.
- CB4** Platteville - US 85 and Grand Ave.
- CB5** Fort Lupton - US 85 and CR 14.5
-  Brighton - US 85 and SH 7
-  Commerce City - 72nd and Colorado



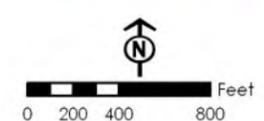
**North I-25 Project Programmatic Agreement  
Among the Federal Highway Administration, the Colorado State Historic Preservation  
Officer, and the Colorado Department of Transportation**

**APPENDIX B:  
Area of Potential Effects  
(75-page aerial maps)**

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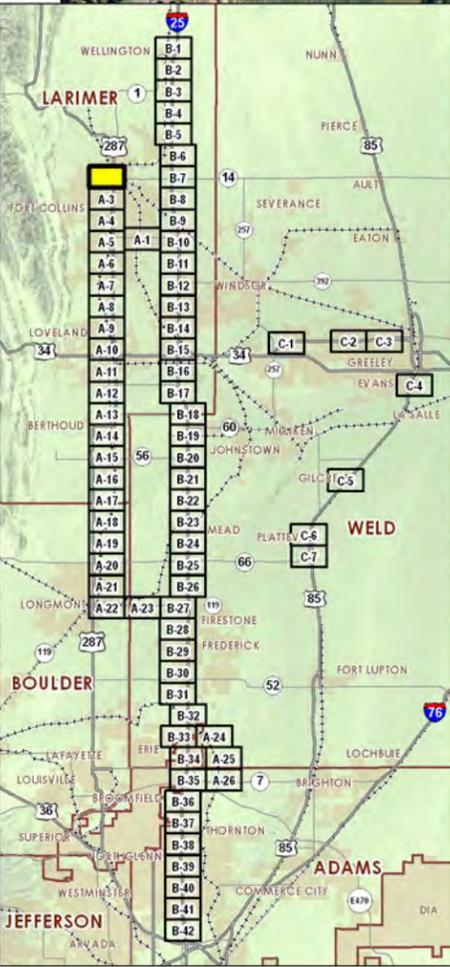


- North I-25 APE
- Harmony APE
- US 34 APE
- BNSF APE
- US 85 APE
- Longmont North Metro APE

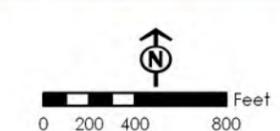


**Area of Potential Effect**  
Map Page: A-1

Carter-Burgess

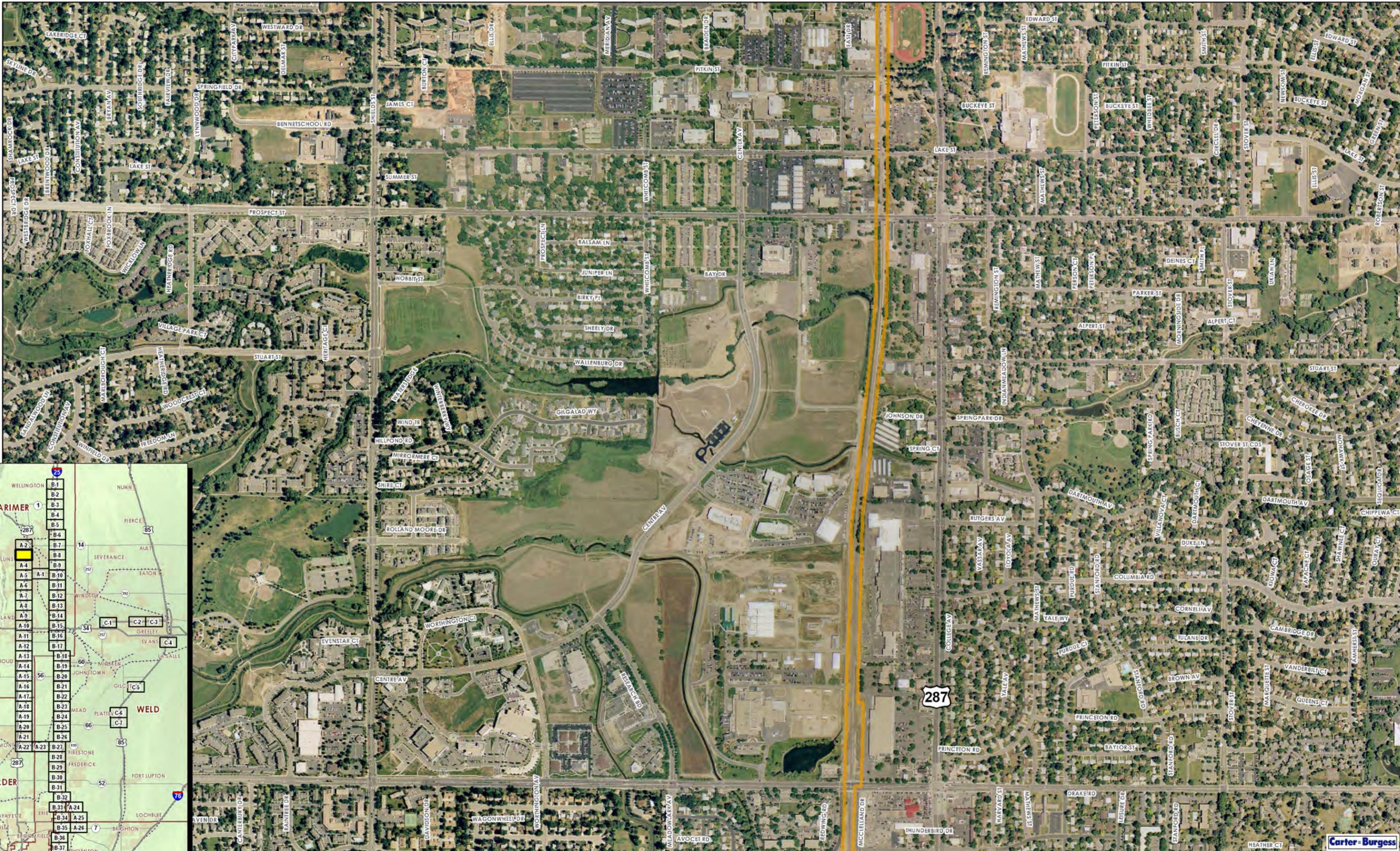


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- Harmony APE
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- BNSF APE
- US 85 APE
- Longmont North Metro APE

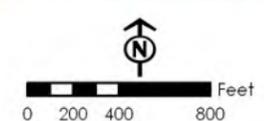


**Area of Potential Effect**  
Map Page: A-2



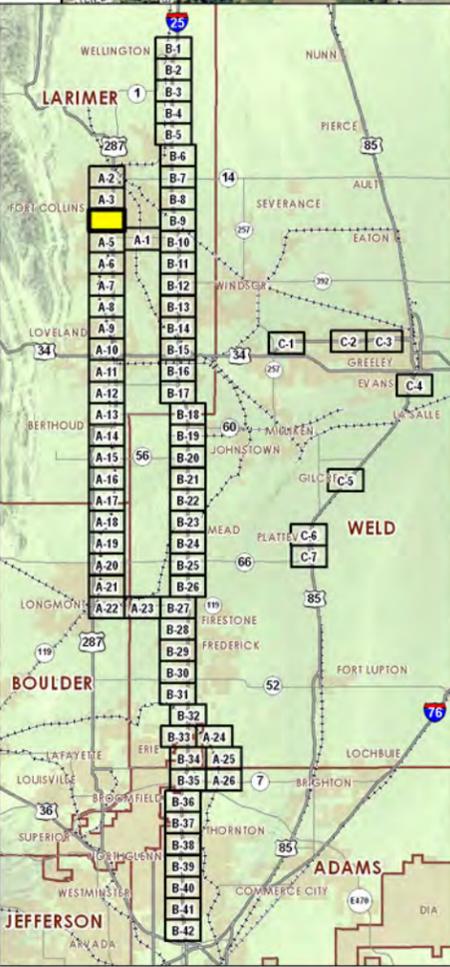
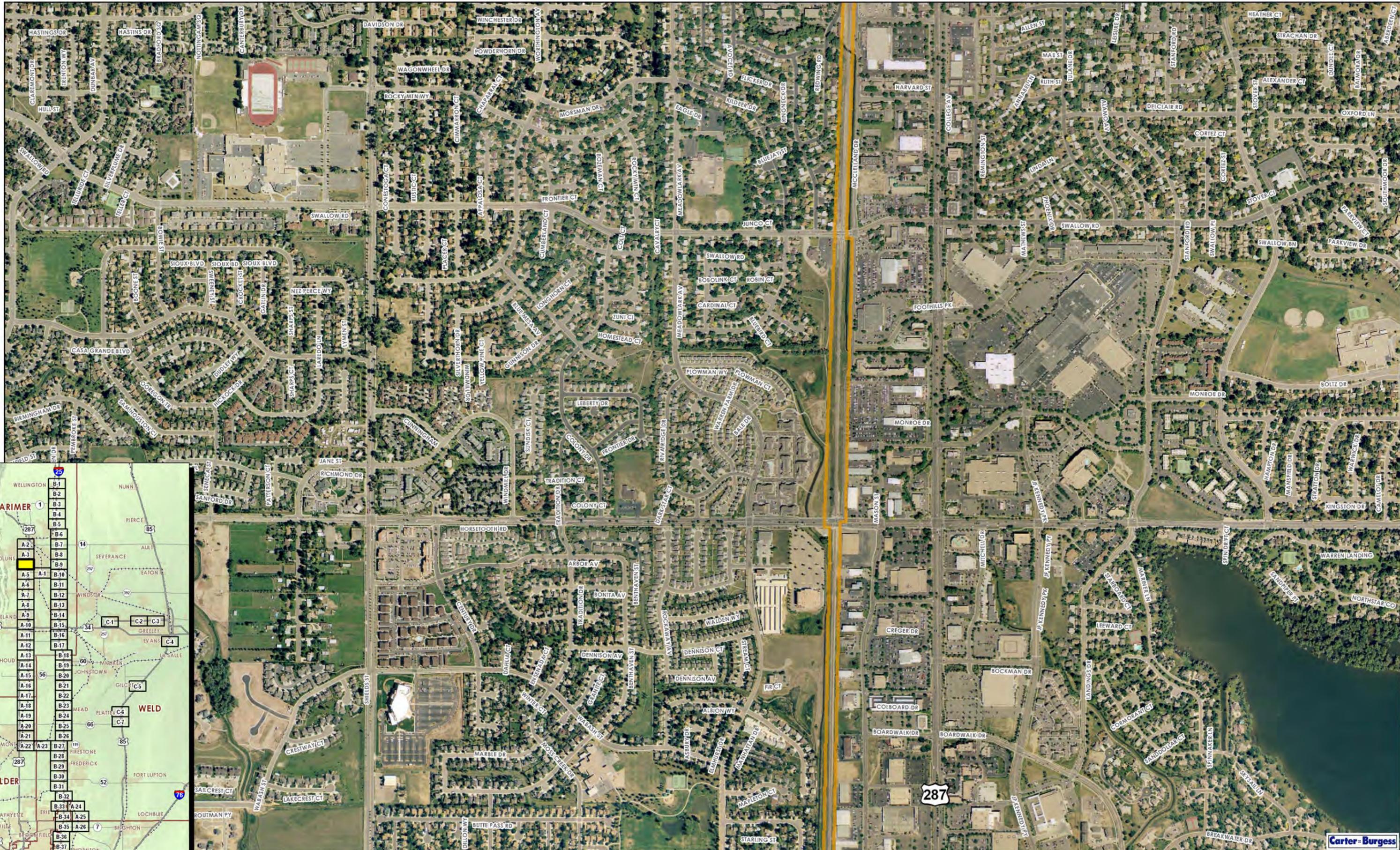


- North I-25 APE
- Harmony APE
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- Longmont North Metro APE

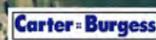
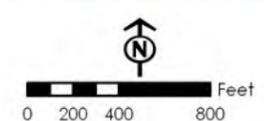


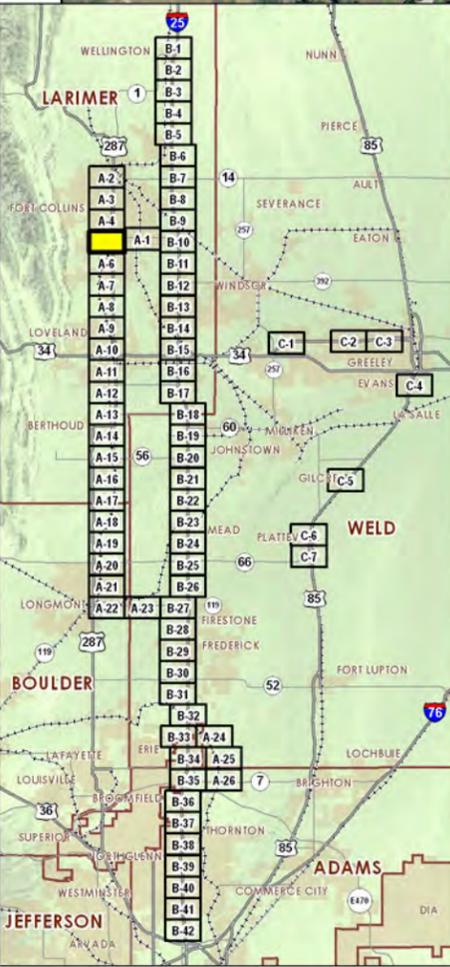
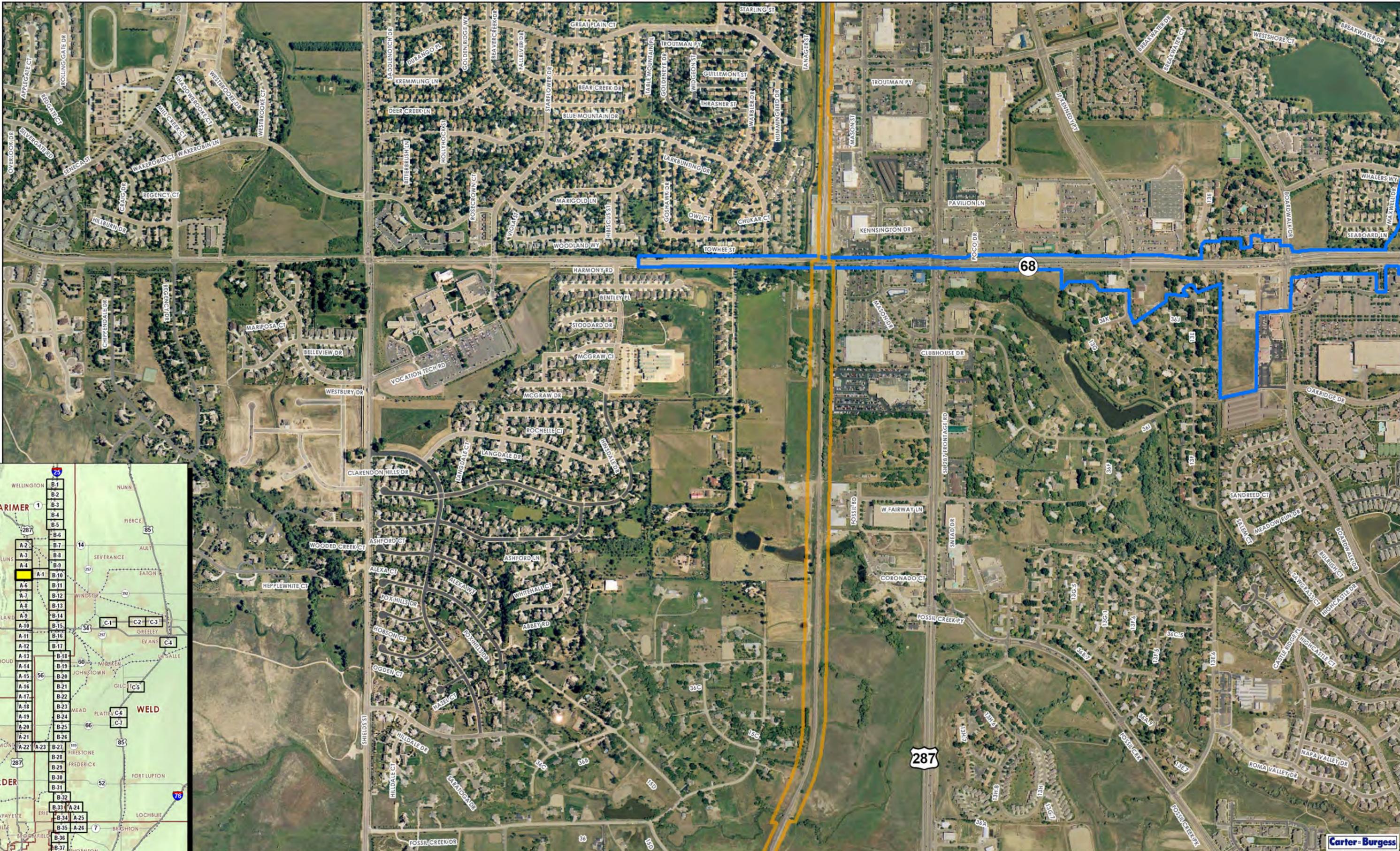
**Area of Potential Effect**  
Map Page: A-3



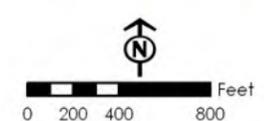


- North I-25 APE
- Harmony APE
- US 34 APE
- BNSF APE
- US 85 APE
- Longmont North Metro APE



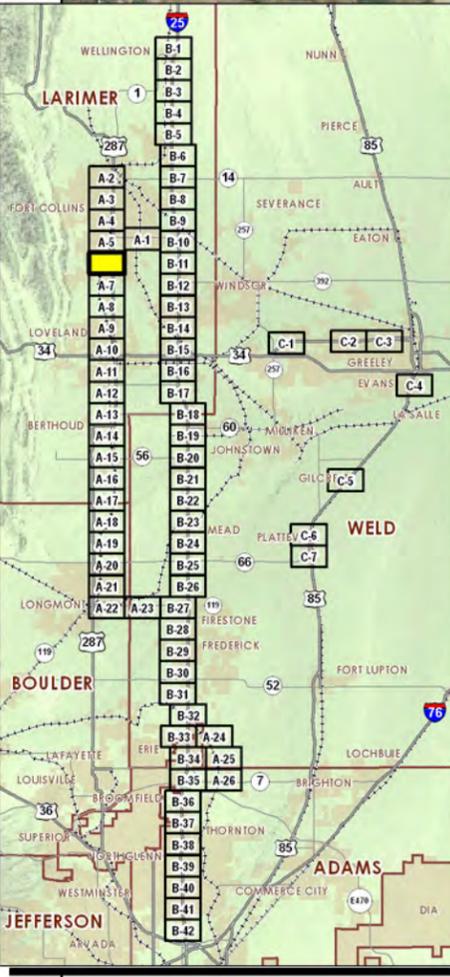


- North I-25 APE
- Harmony APE
- US 34 APE
- BNSF APE
- US 85 APE
- Longmont North Metro APE

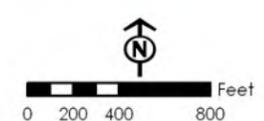


**Area of Potential Effect**  
Map Page: A-5



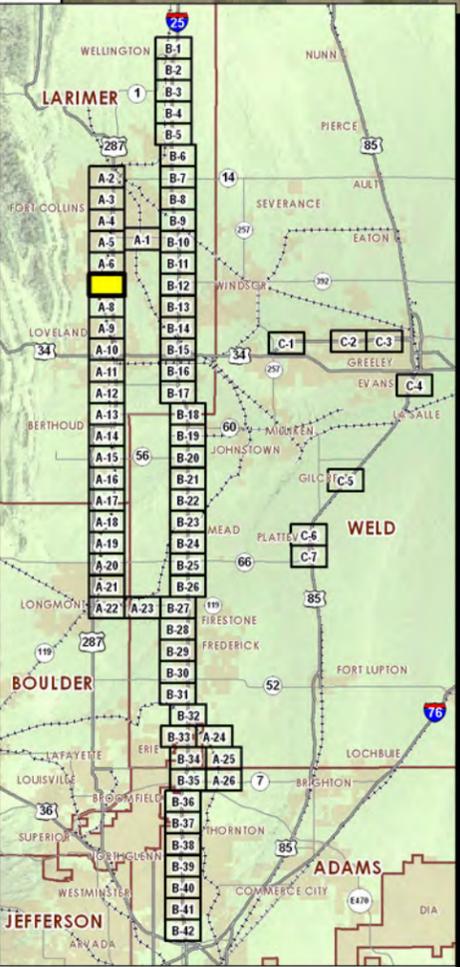


- North I-25 APE
- Harmony APE
- US 34 APE
- BNSF APE
- US 85 APE
- Longmont North Metro APE

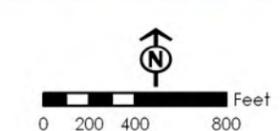


**Area of Potential Effect**  
Map Page: A-6

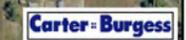


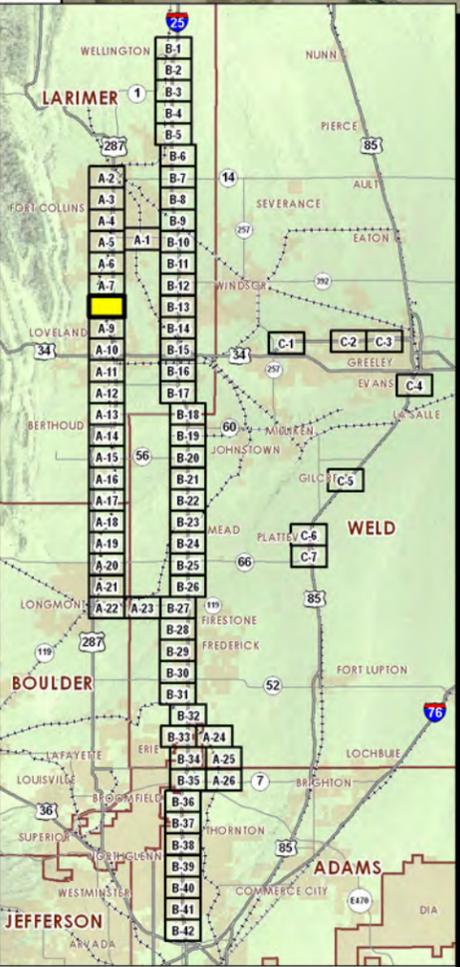


- - 
  - 
  - 
  - 
  -
- North I-25 APE
Harmony APE
US 34 APE
BNSF APE
US 85 APE
Longmont North Metro APE

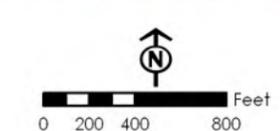


**Area of Potential Effect**  
Map Page: A-7

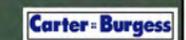


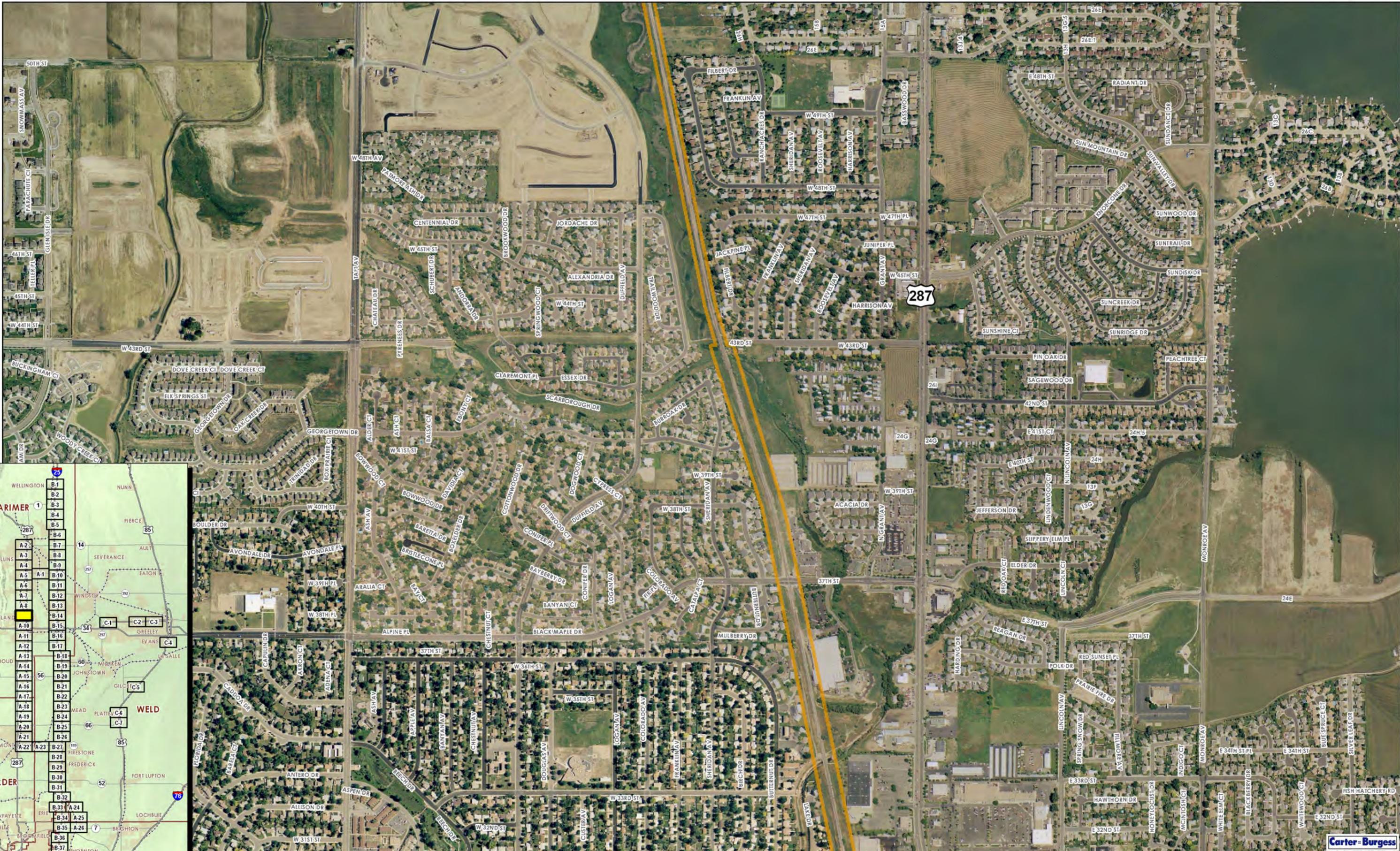


- North I-25 APE
- Harmony APE
- US 34 APE
- BNSF APE
- US 85 APE
- Longmont North Metro APE

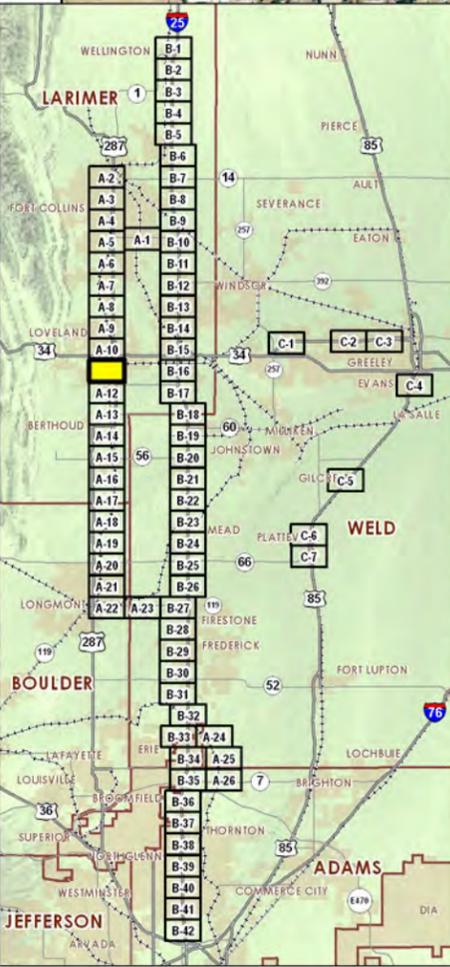


**Area of Potential Effect**  
Map Page: A-8

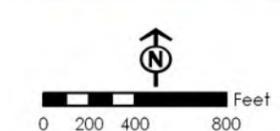






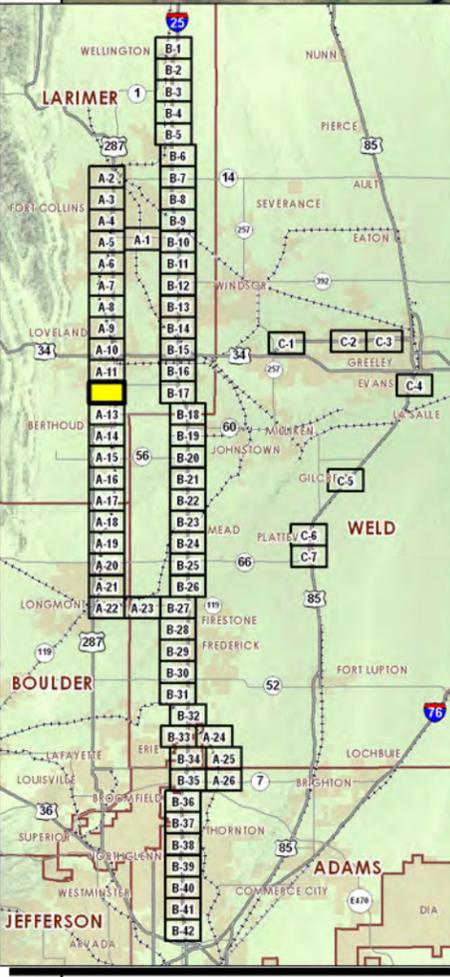


- North I-25 APE
- Harmony APE
- US 34 APE
- BNSF APE
- US 85 APE
- Longmont North Metro APE

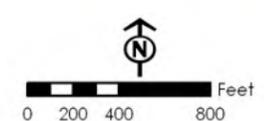


**Area of Potential Effect**  
Map Page: A-11

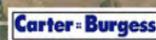
**Carter Burgess**

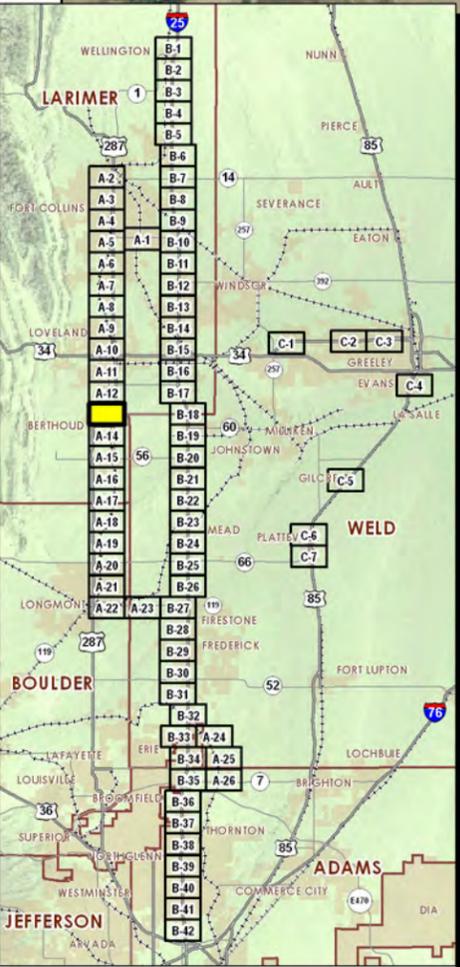


- North I-25 APE
- Harmony APE
- US 34 APE
- BNSF APE
- US 85 APE
- Longmont North Metro APE

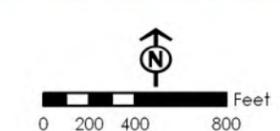


**Area of Potential Effect**  
Map Page: A-12

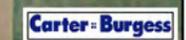


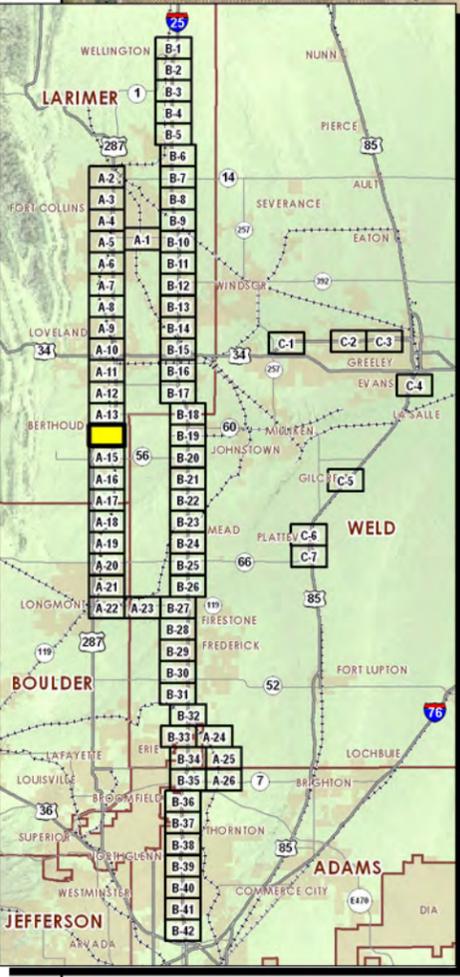


- North I-25 APE
- Harmony APE
- US 34 APE
- BNSF APE
- US 85 APE
- Longmont North Metro APE

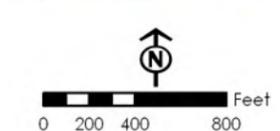


**Area of Potential Effect**  
Map Page: A-13



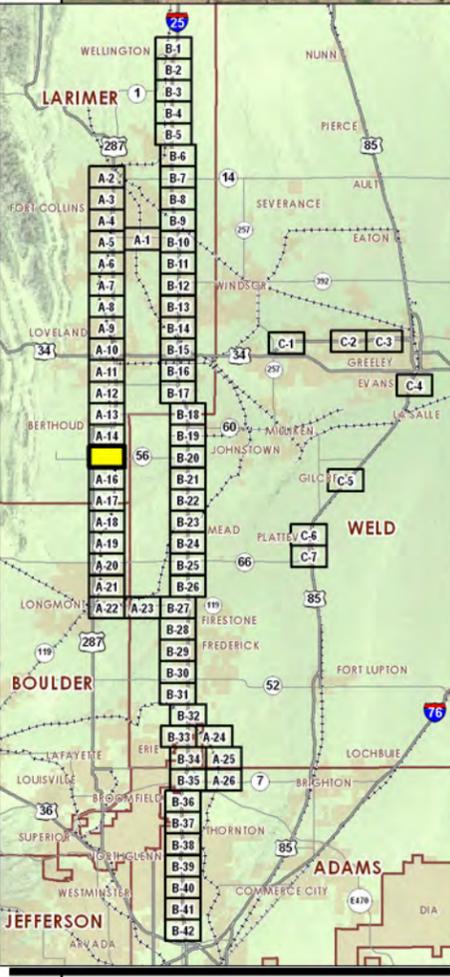


- North I-25 APE
- Harmony APE
- US 34 APE
- BNSF APE
- US 85 APE
- Longmont North Metro APE

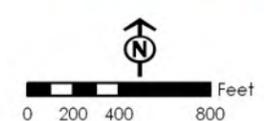


**Area of Potential Effect**  
Map Page: A-14

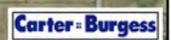


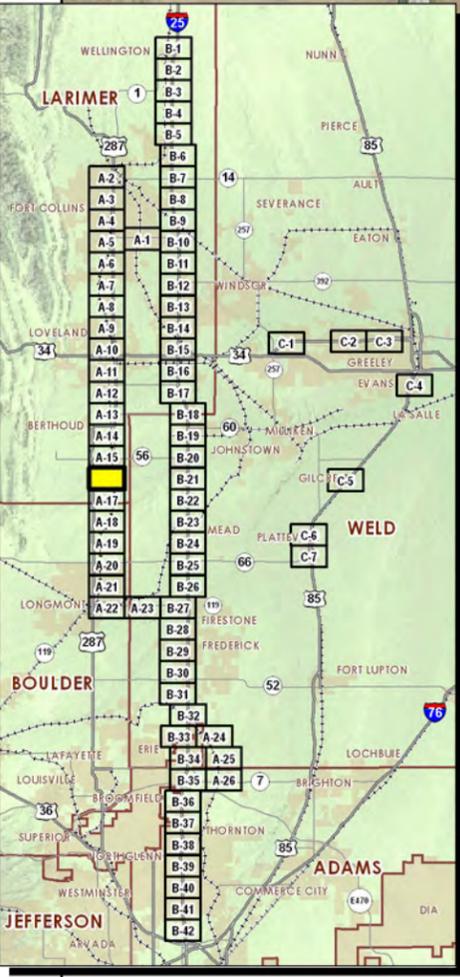


- North I-25 APE
- Harmony APE
- US 34 APE
- BNSF APE
- US 85 APE
- Longmont North Metro APE

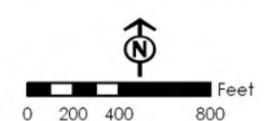


**Area of Potential Effect**  
Map Page: A-15



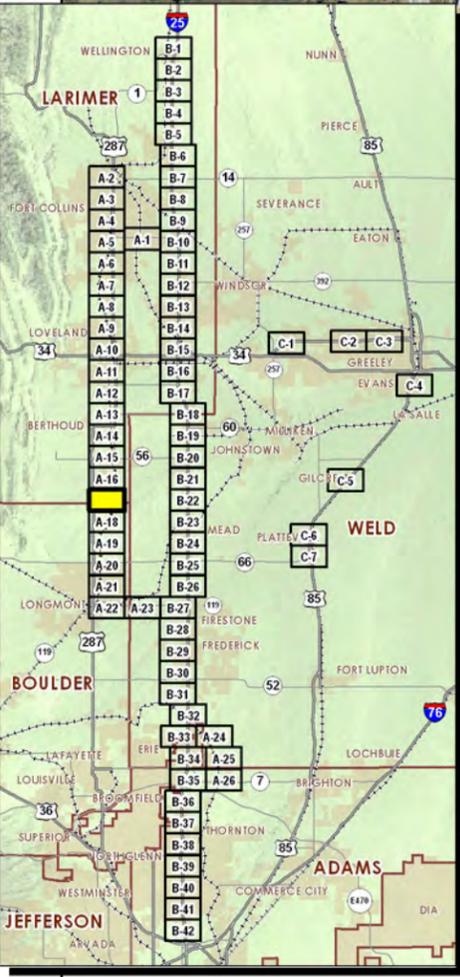


- North I-25 APE
- Harmony APE
- US 34 APE
- BNSF APE
- US 85 APE
- Longmont North Metro APE

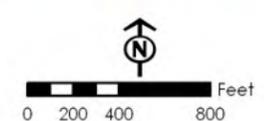


**Area of Potential Effect**  
Map Page: A-16

Carter-Burgess

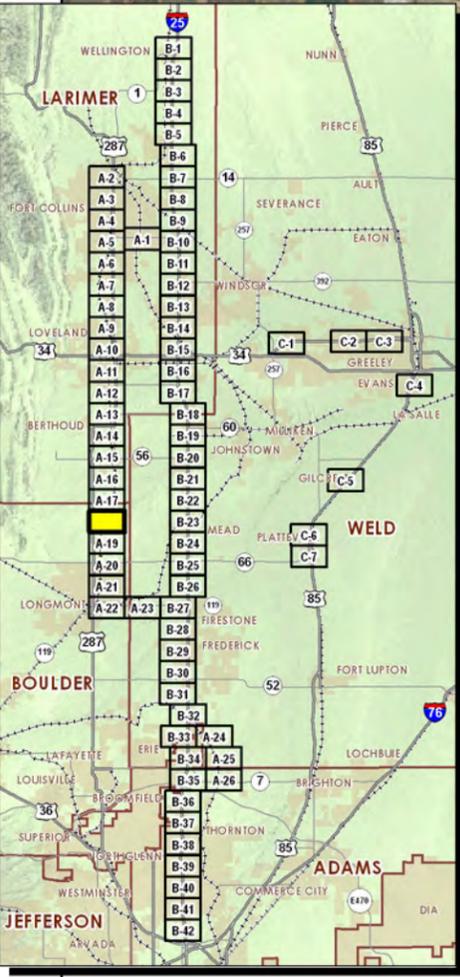
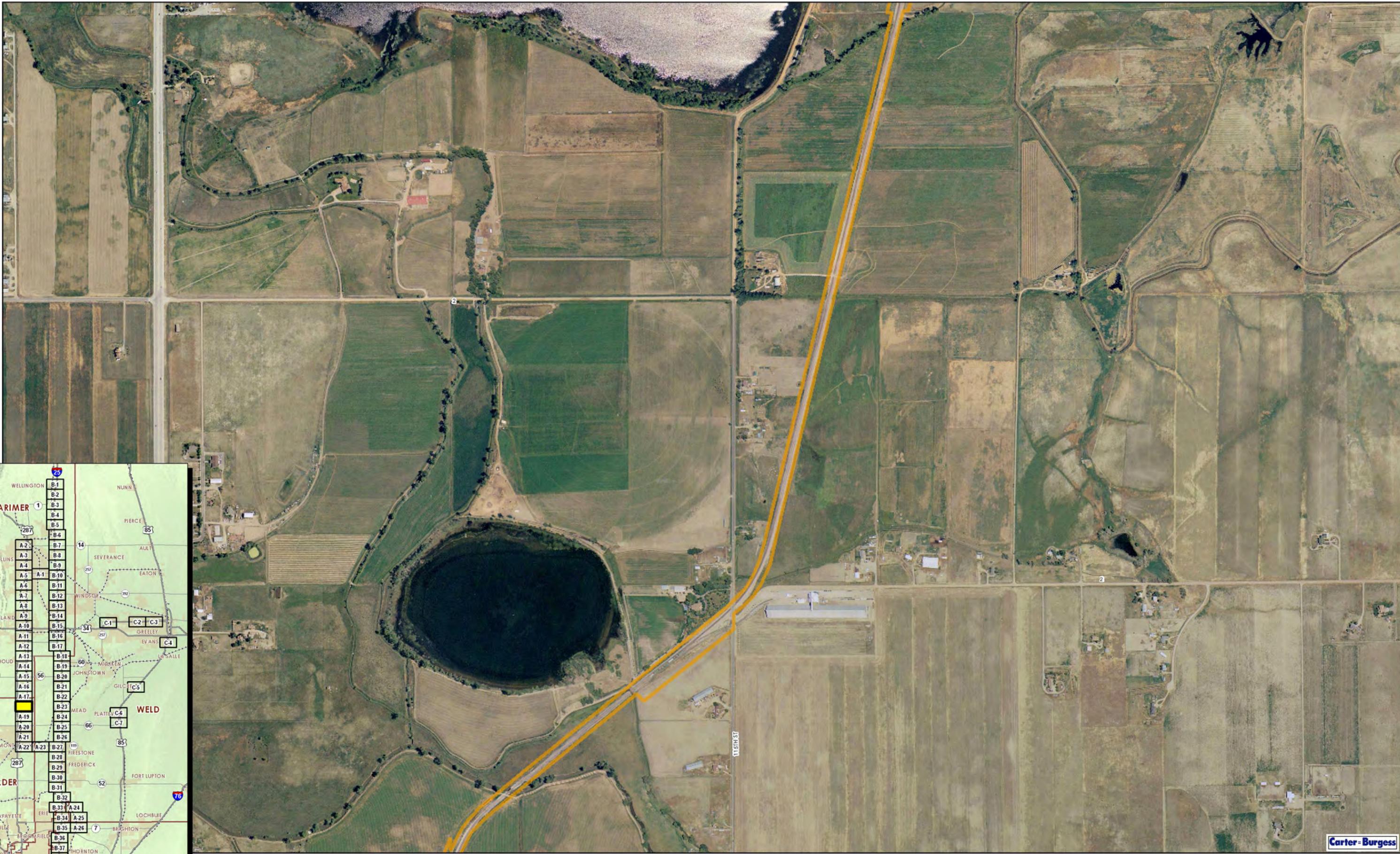


- North I-25 APE
- Harmony APE
- US 34 APE
- BNSF APE
- US 85 APE
- Longmont North Metro APE

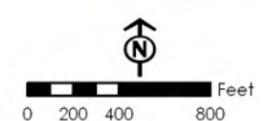


**Area of Potential Effect**  
Map Page: A-17



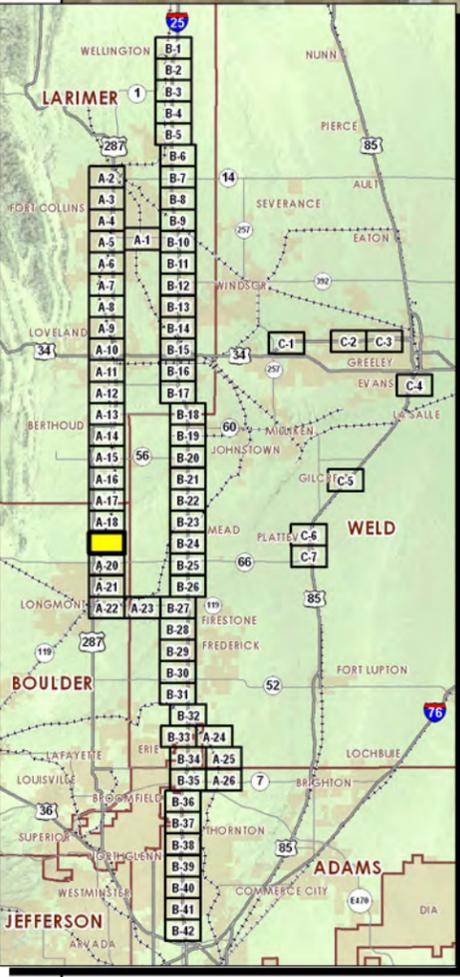


- North I-25 APE
- Harmony APE
- US 34 APE
- BNSF APE
- US 85 APE
- Longmont North Metro APE

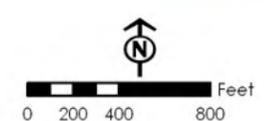


**Area of Potential Effect**  
Map Page: A-18



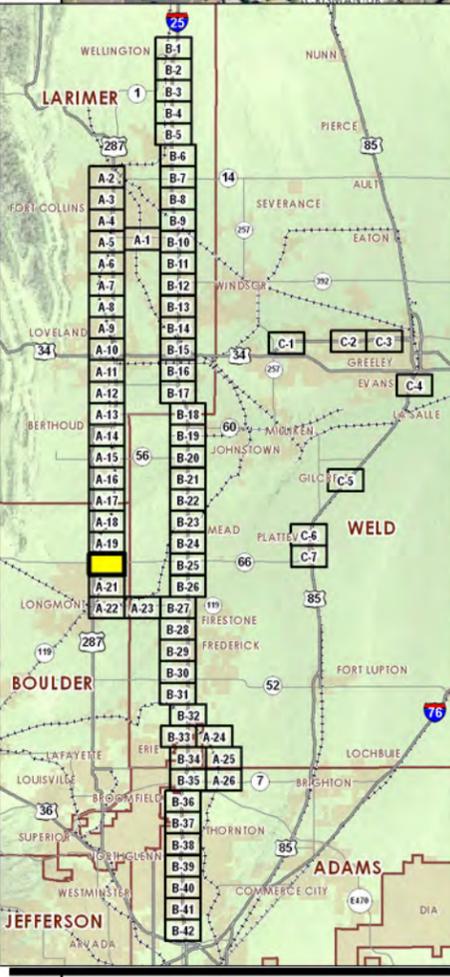


- North I-25 APE
- Harmony APE
- US 34 APE
- BNSF APE
- US 85 APE
- Longmont North Metro APE

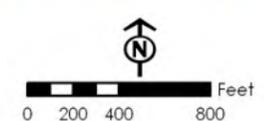


**Area of Potential Effect**  
Map Page: A-19



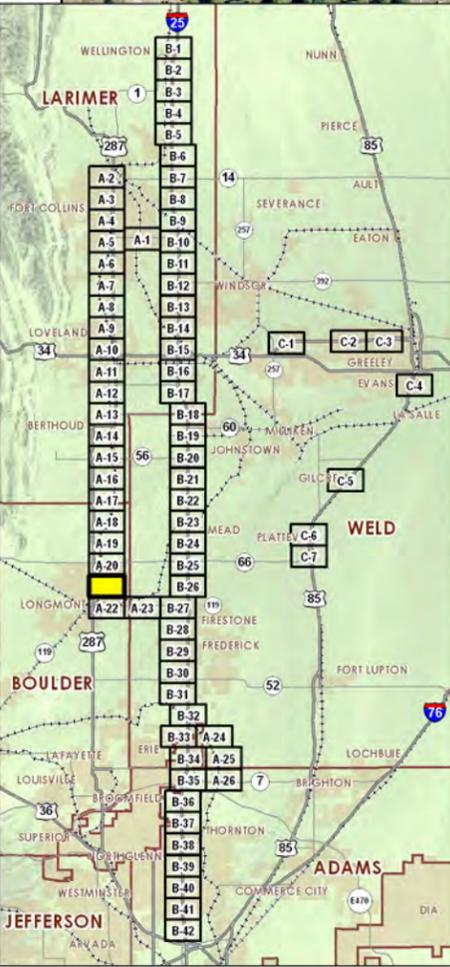
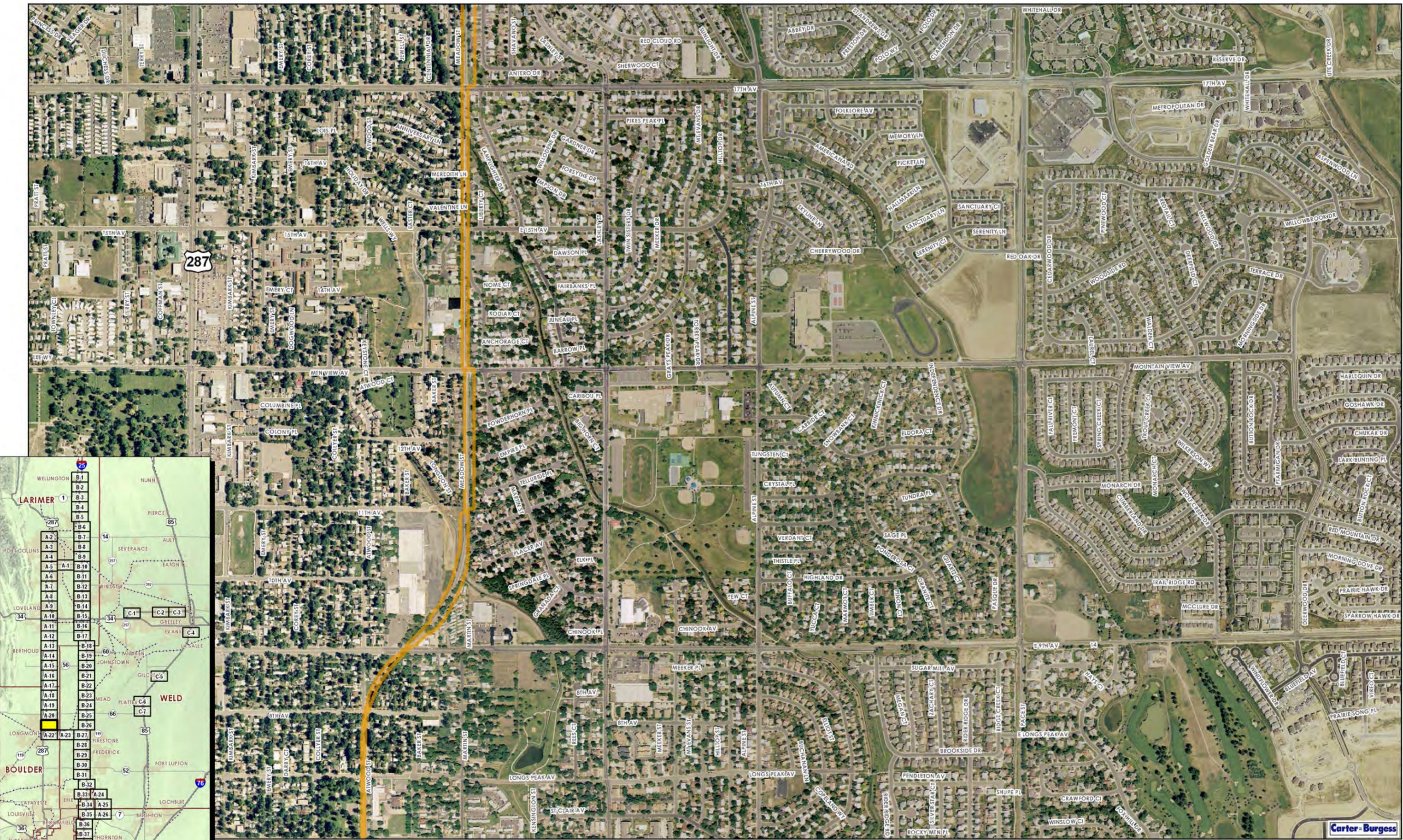


- North I-25 APE
- Harmony APE
- US 34 APE
- BNSF APE
- US 85 APE
- Longmont North Metro APE

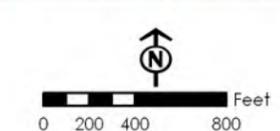


**Area of Potential Effect**  
Map Page: A-20



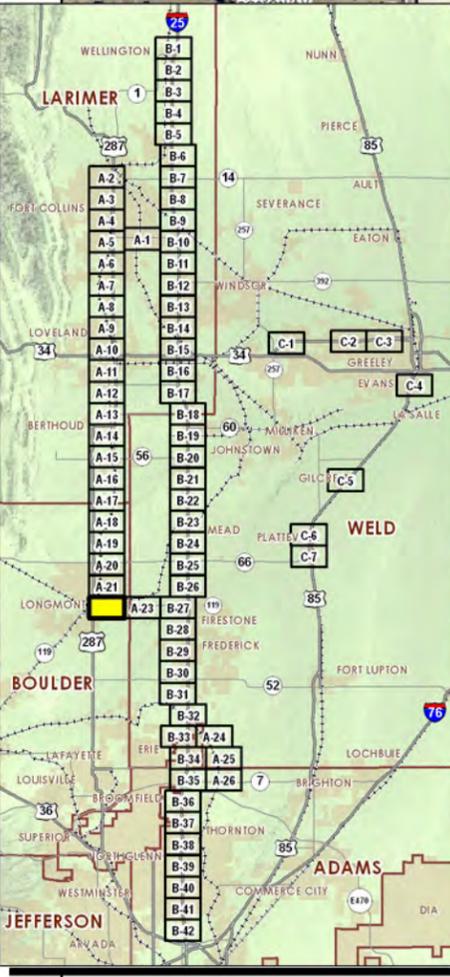
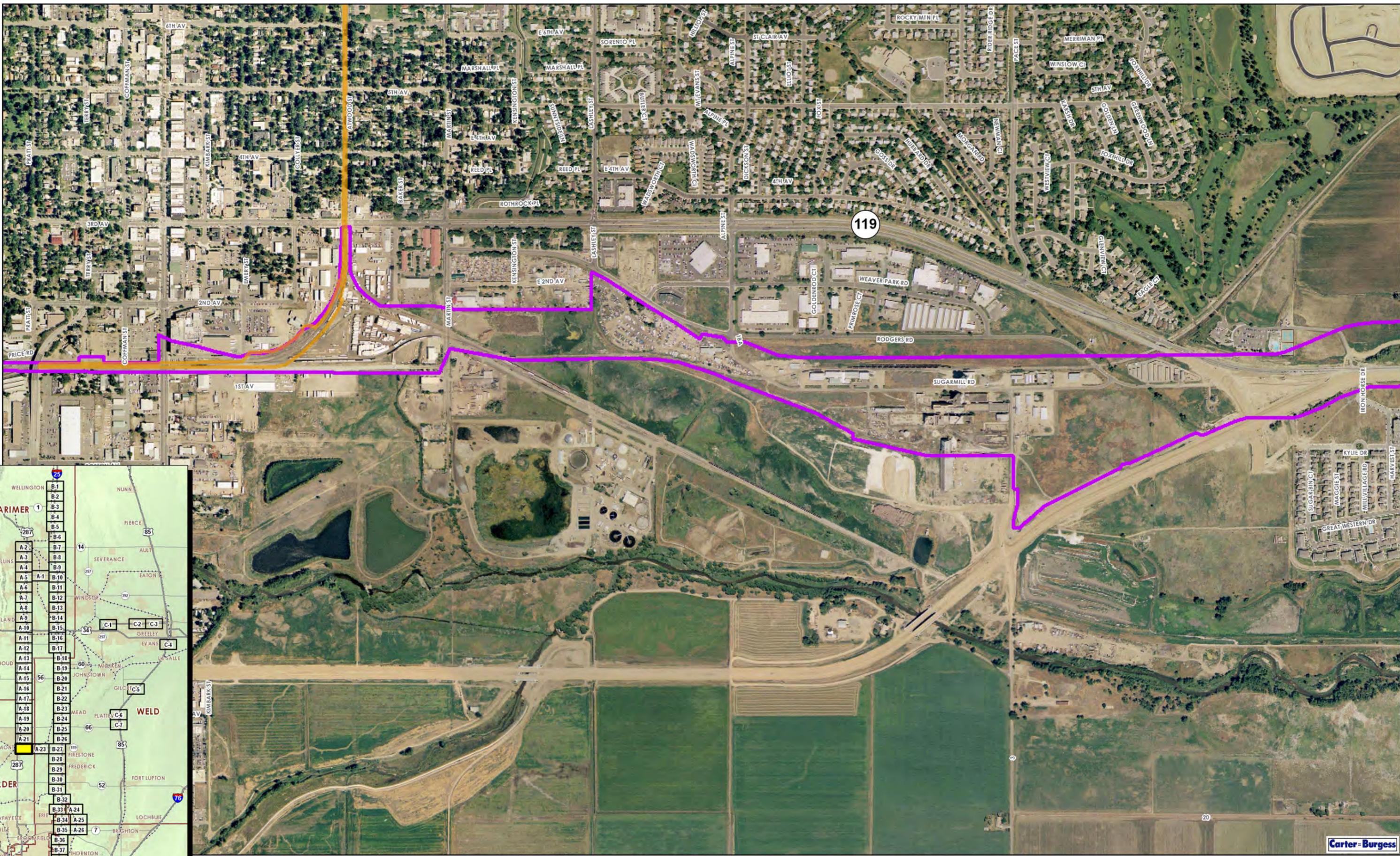


- North I-25 APE
- Harmony APE
- US 34 APE
- BNSF APE
- US 85 APE
- Longmont North Metro APE

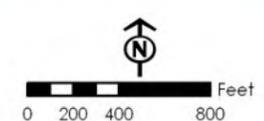


**Area of Potential Effect**  
Map Page: A-21

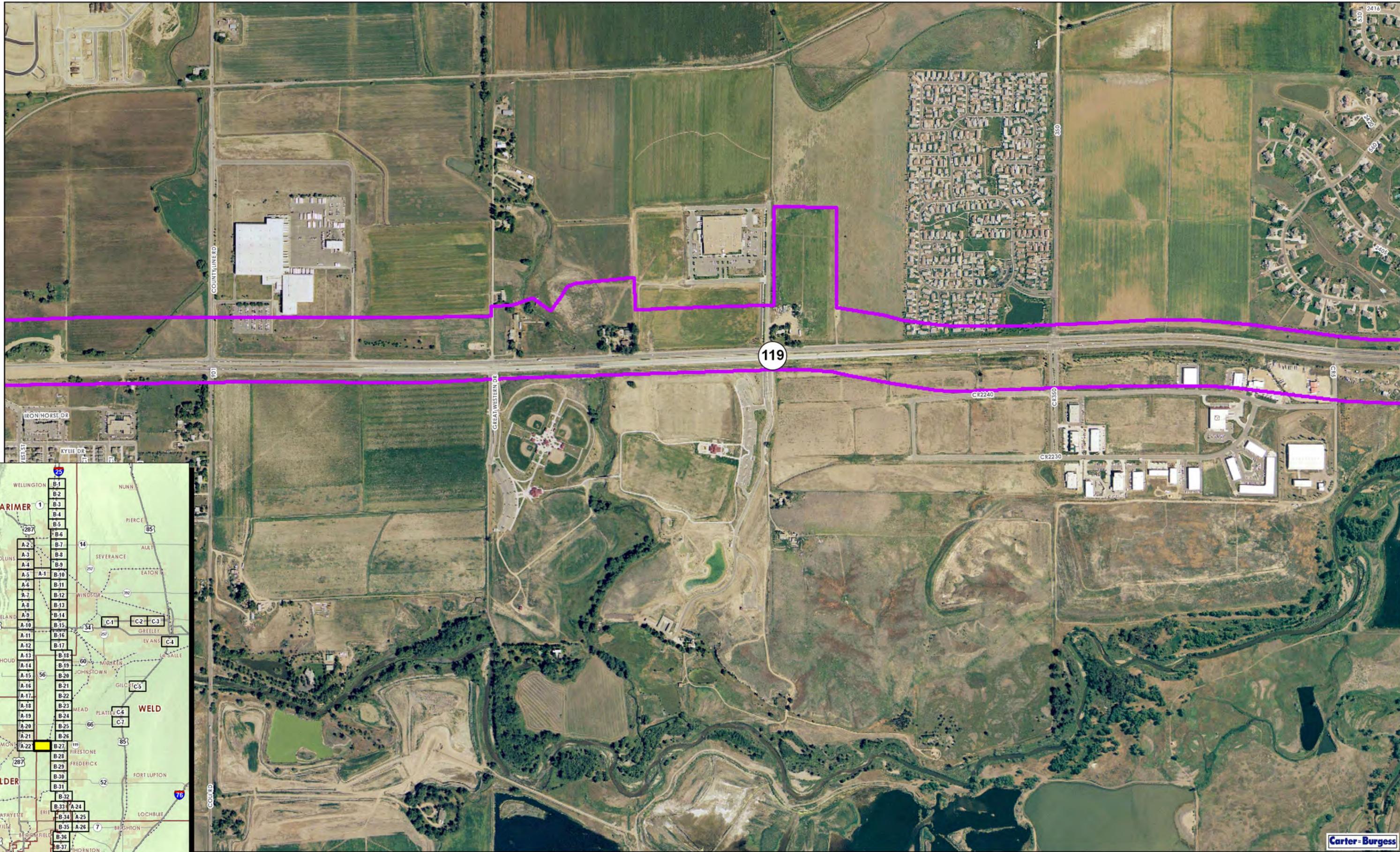
Carter Burgess



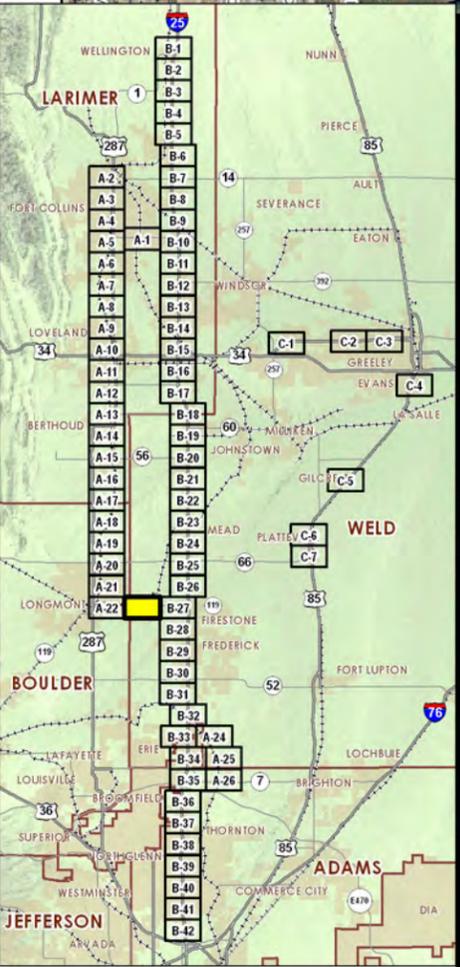
- |   |                |   |             |   |                          |
|---|----------------|---|-------------|---|--------------------------|
|  | North I-25 APE |  | Harmony APE |  | US 34 APE                |
|  | BNSF APE       |  | US 85 APE   |  | Longmont North Metro APE |



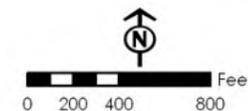
**Area of Potential Effect**  
Map Page: A-22



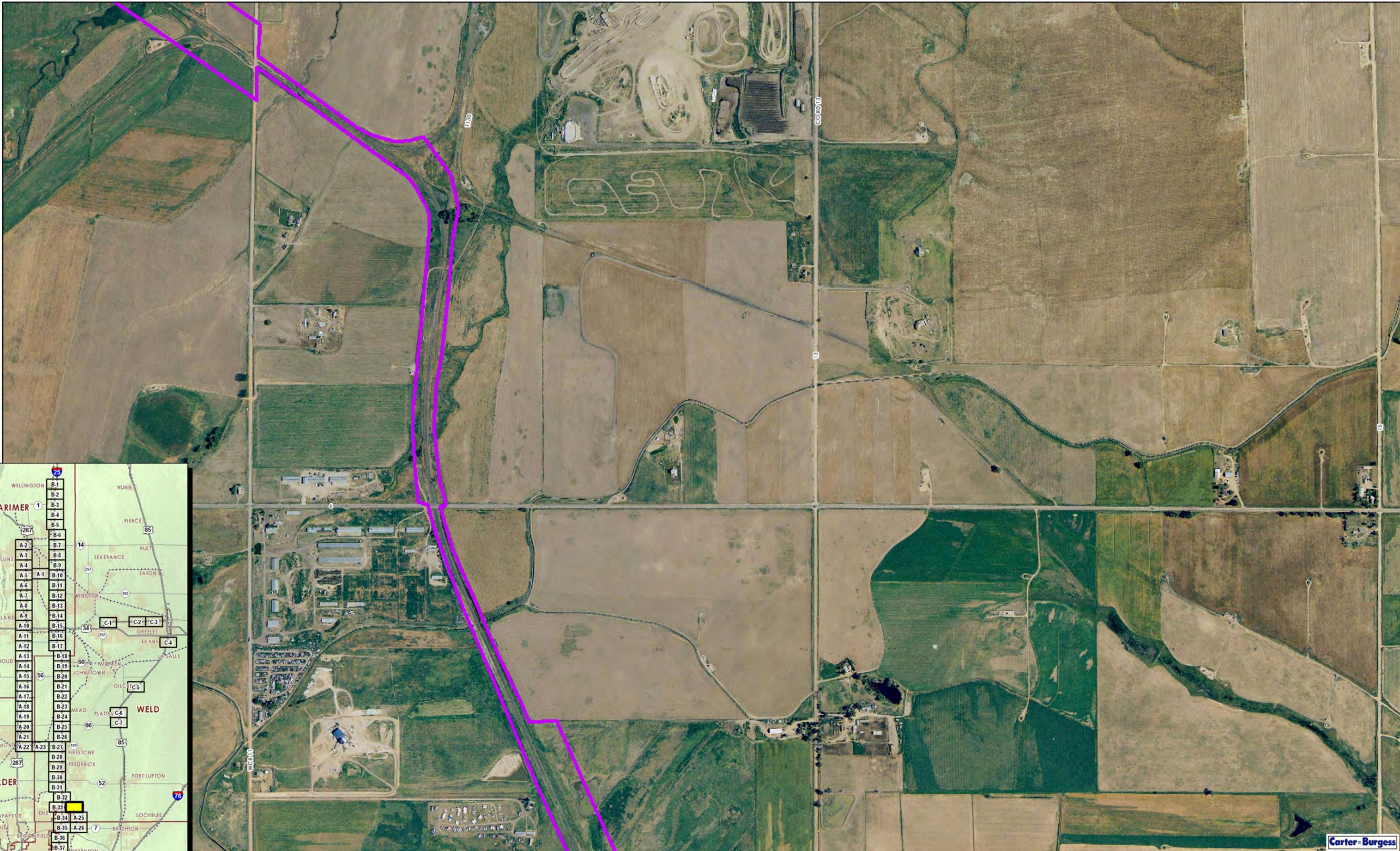
Carter-Burgess



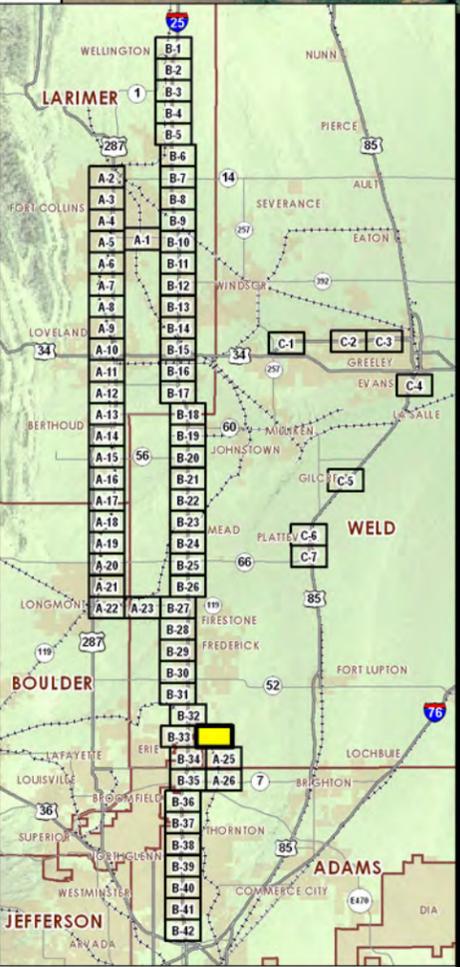
- North I-25 APE
- Harmony APE
- US 34 APE
- BNSF APE
- US 85 APE
- Longmont North Metro APE



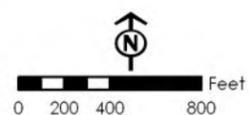
**Area of Potential Effect**  
Map Page: A-23



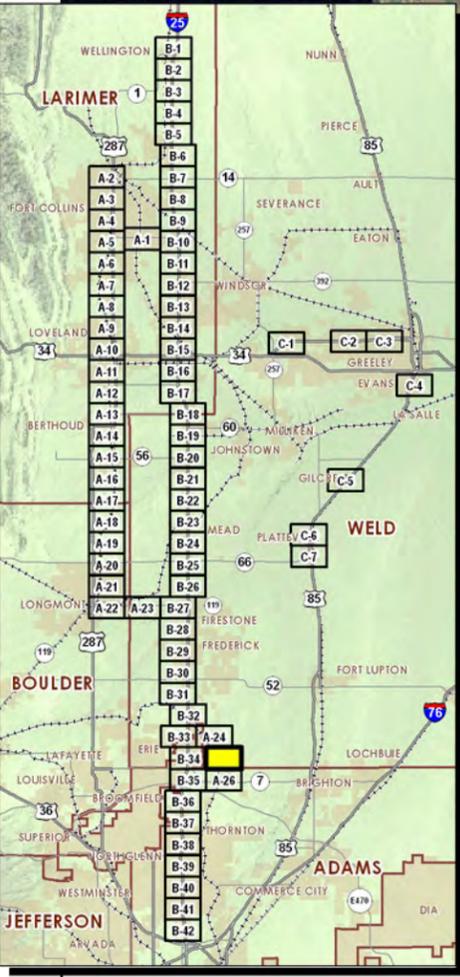
Carter-Burgess



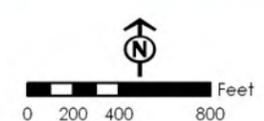
- North I-25 APE
- Harmony APE
- US 34 APE
- BNSF APE
- US 85 APE
- Longmont North Metro APE



**Area of Potential Effect**  
Map Page: A-24

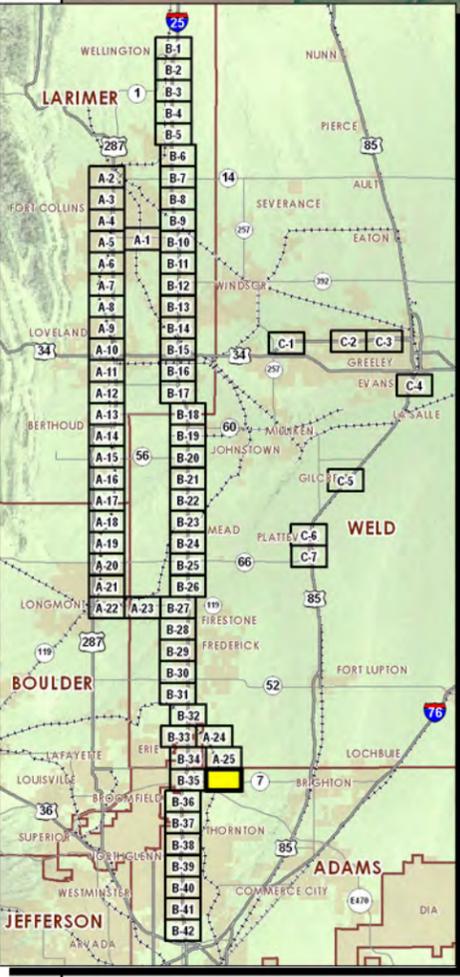
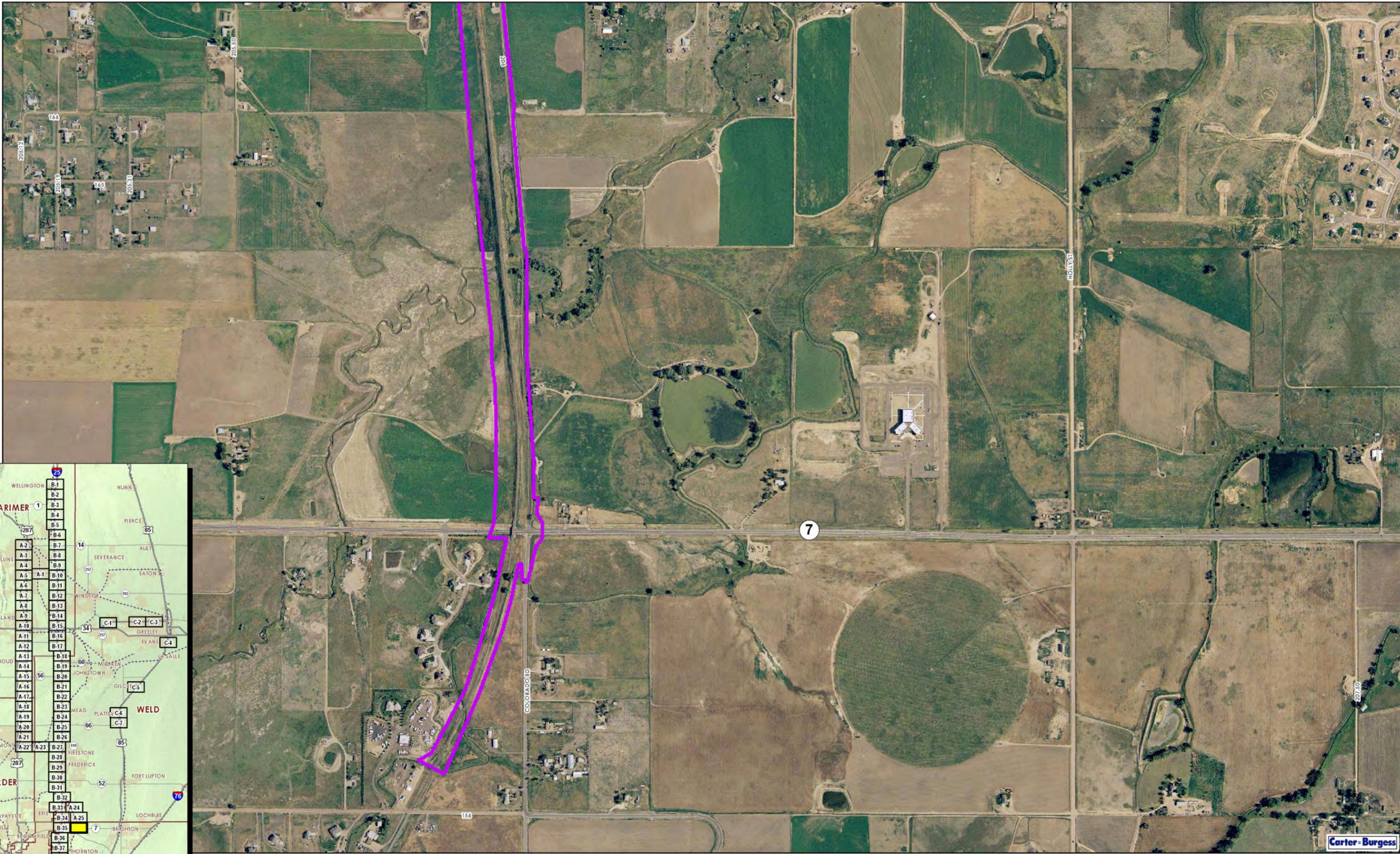


- North I-25 APE
- Harmony APE
- US 34 APE
- BNSF APE
- US 85 APE
- Longmont North Metro APE

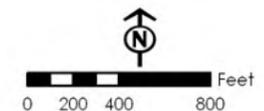


**Area of Potential Effect**  
Map Page: A-25

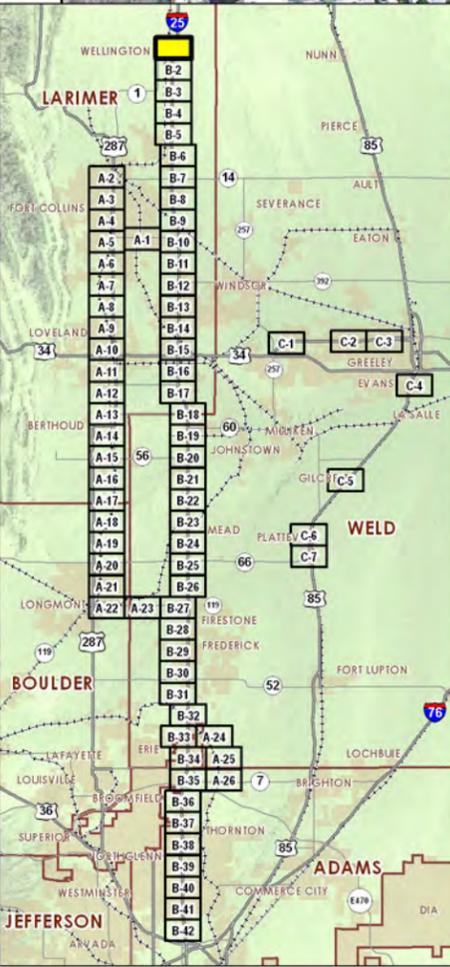




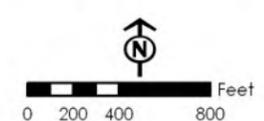
- North I-25 APE
- Harmony APE
- US 34 APE
- BNSF APE
- US 85 APE
- Longmont North Metro APE



**Area of Potential Effect**  
Map Page: A-26

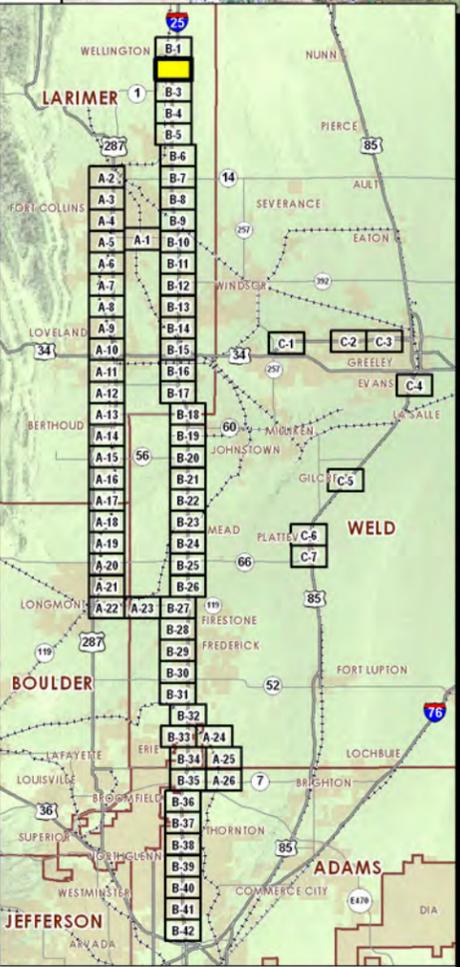
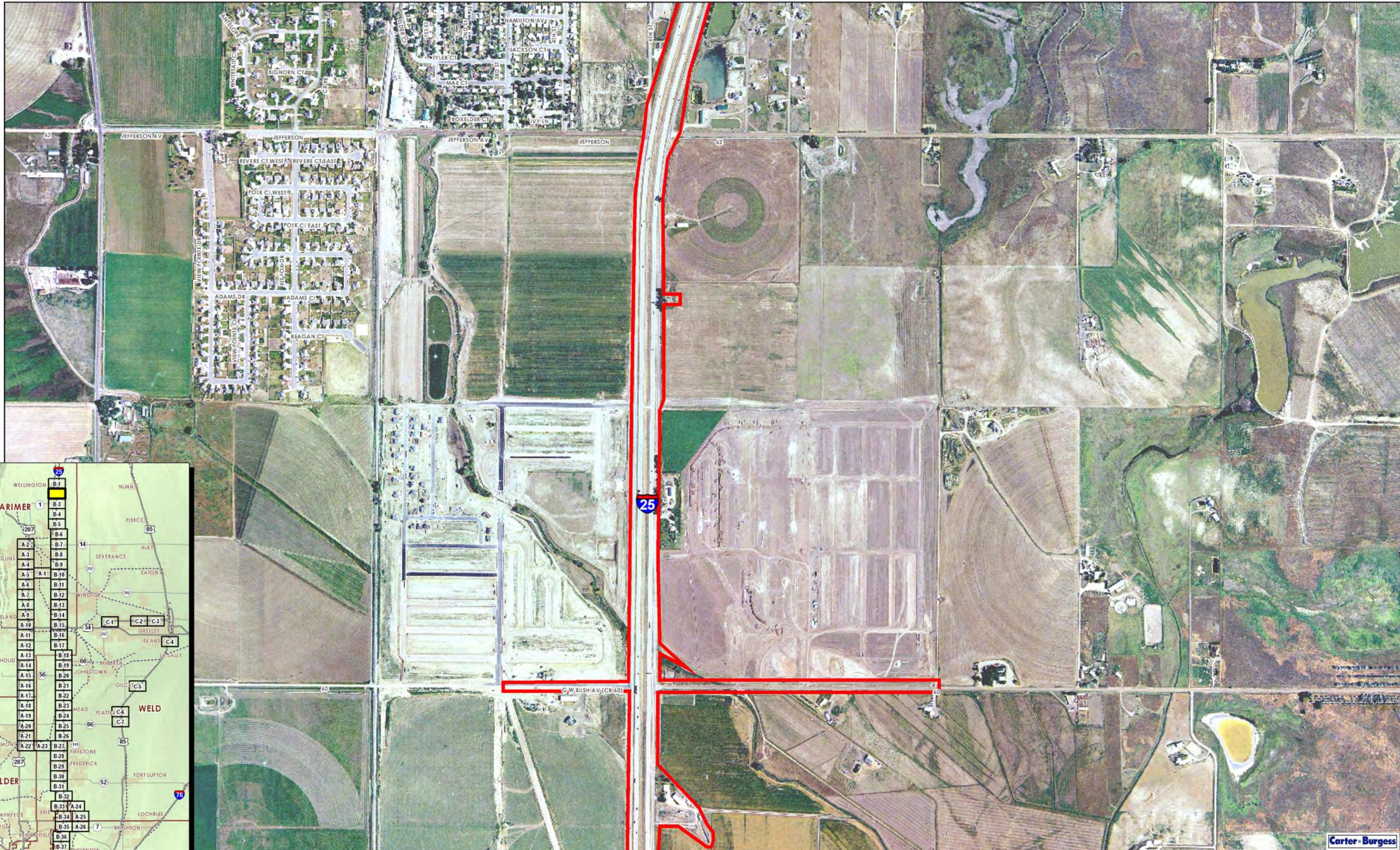


- North I-25 APE
- Harmony APE
- US 34 APE
- BNSF APE
- US 85 APE
- Longmont North Metro APE

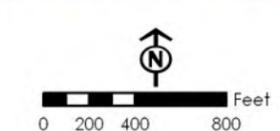


**Area of Potential Effect**  
Map Page: B-1

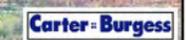
**Carter-Burgess**

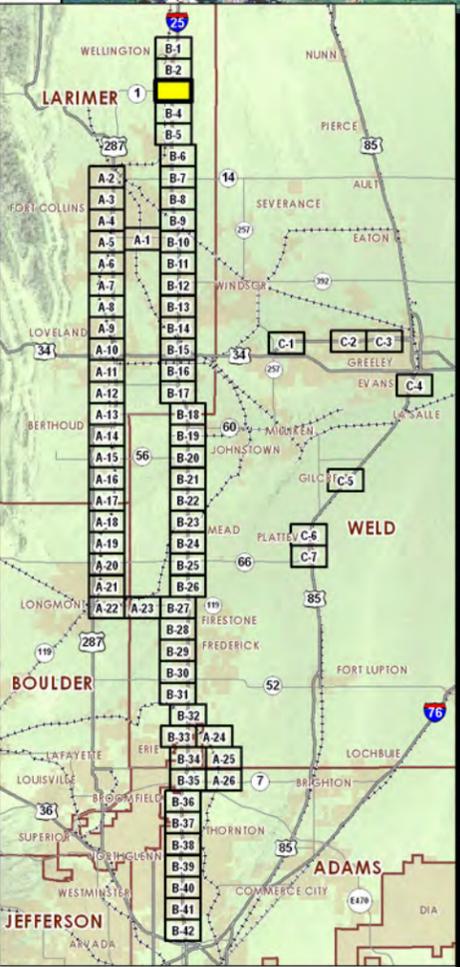
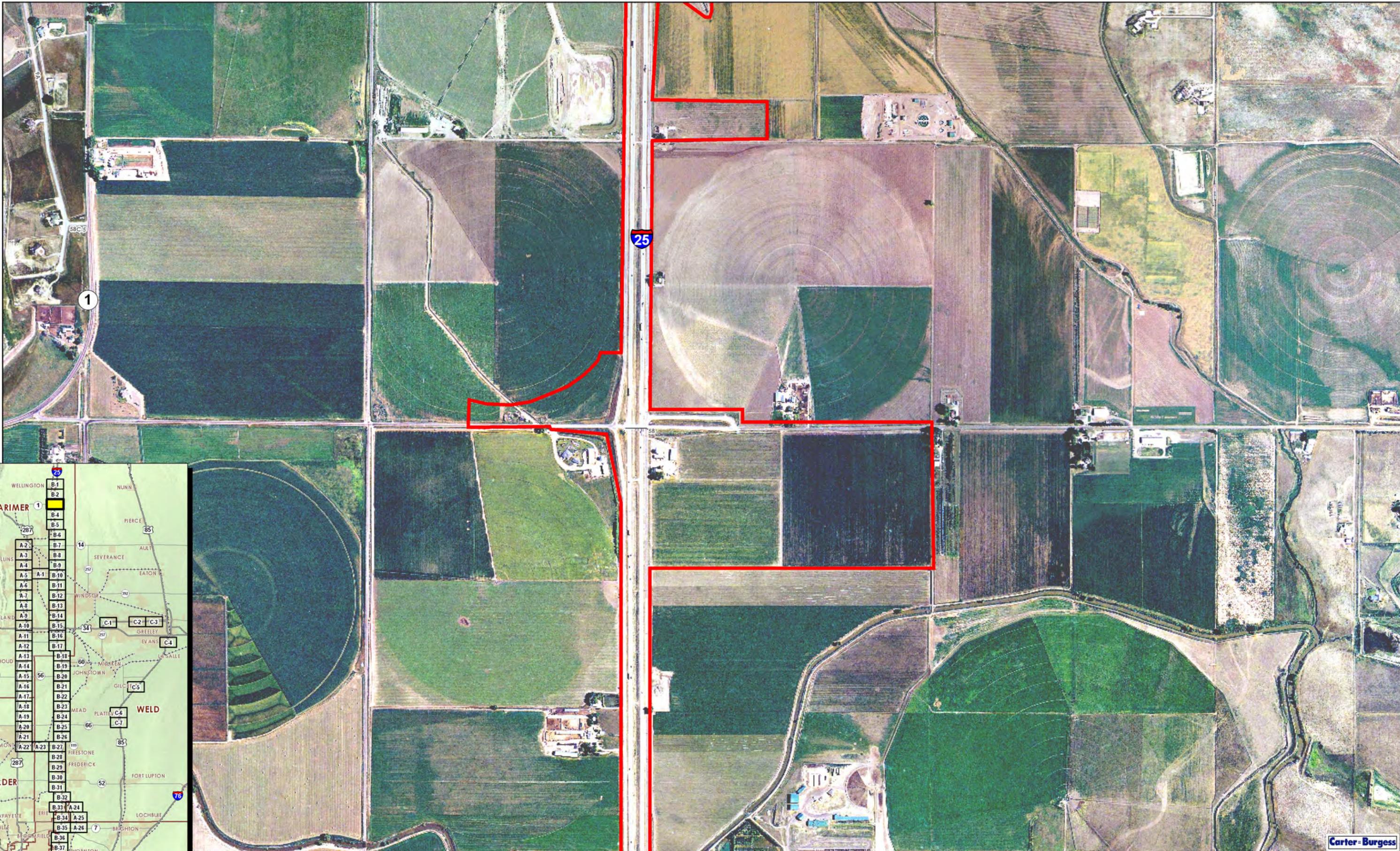


- North I-25 APE
- Harmony APE
- US 34 APE
- BNSF APE
- US 85 APE
- Longmont North Metro APE

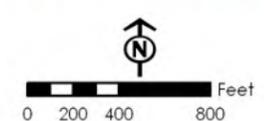


**Area of Potential Effect**  
Map Page: B-2

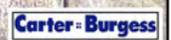




- North I-25 APE
- Harmony APE
- US 34 APE
- BNSF APE
- US 85 APE
- Longmont North Metro APE

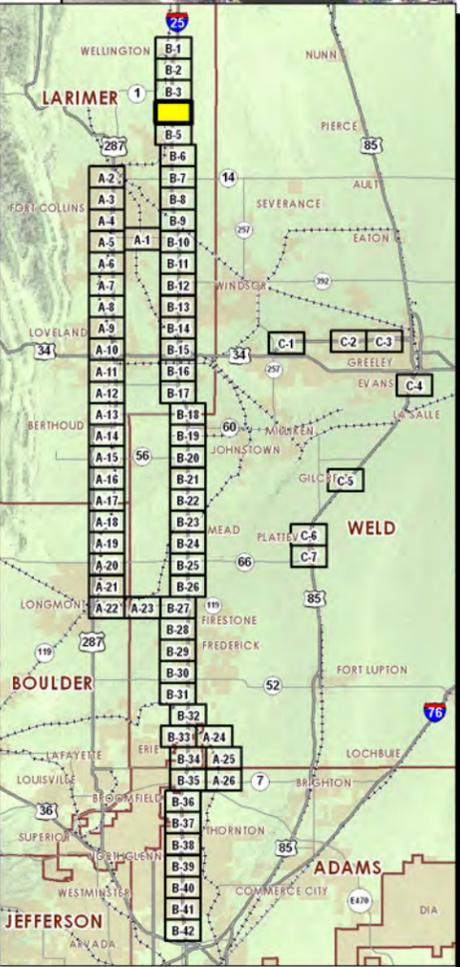


**Area of Potential Effect**  
Map Page: B-3

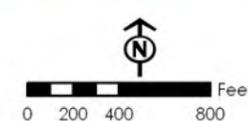




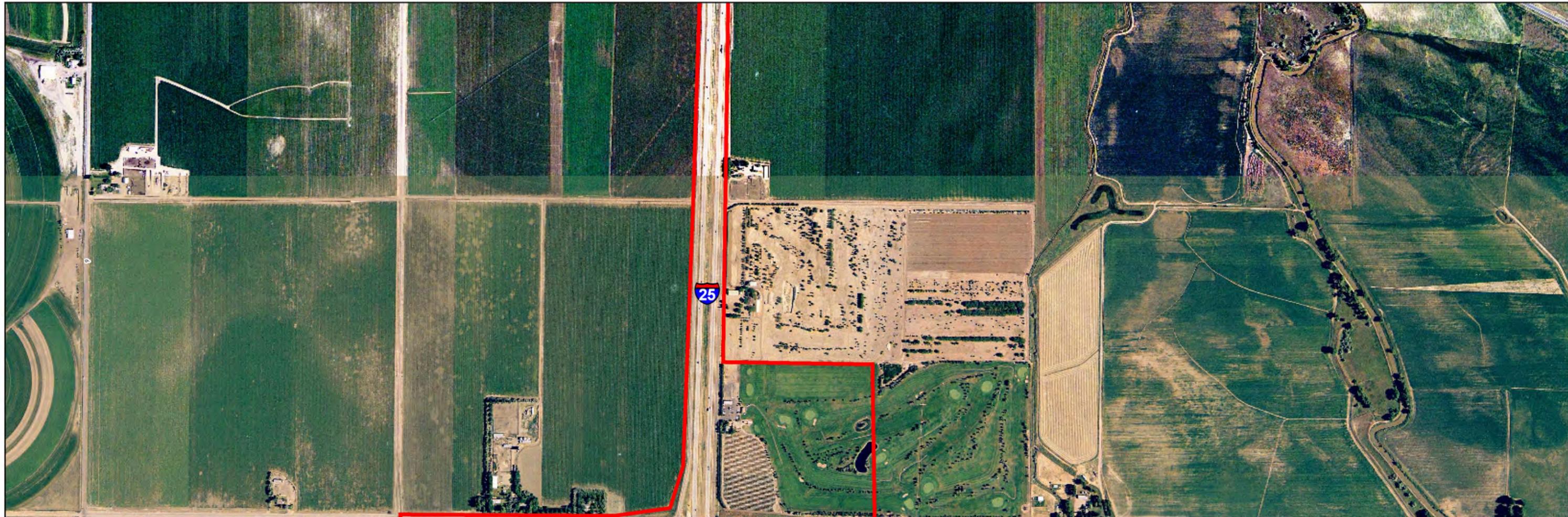
Carter-Burgess



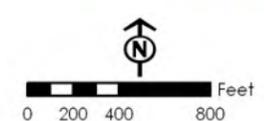
- North I-25 APE
- Harmony APE
- US 34 APE
- BNSF APE
- US 85 APE
- Longmont North Metro APE



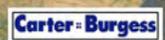
**Area of Potential Effect**  
Map Page: B-4

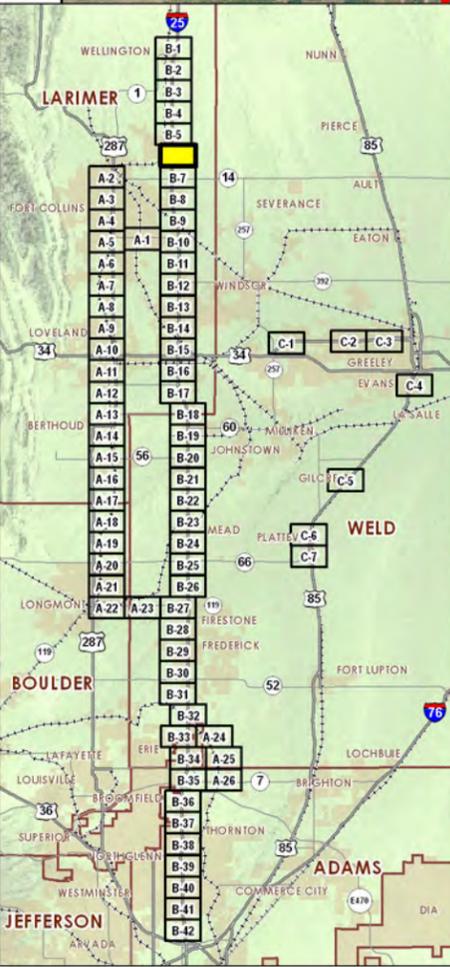
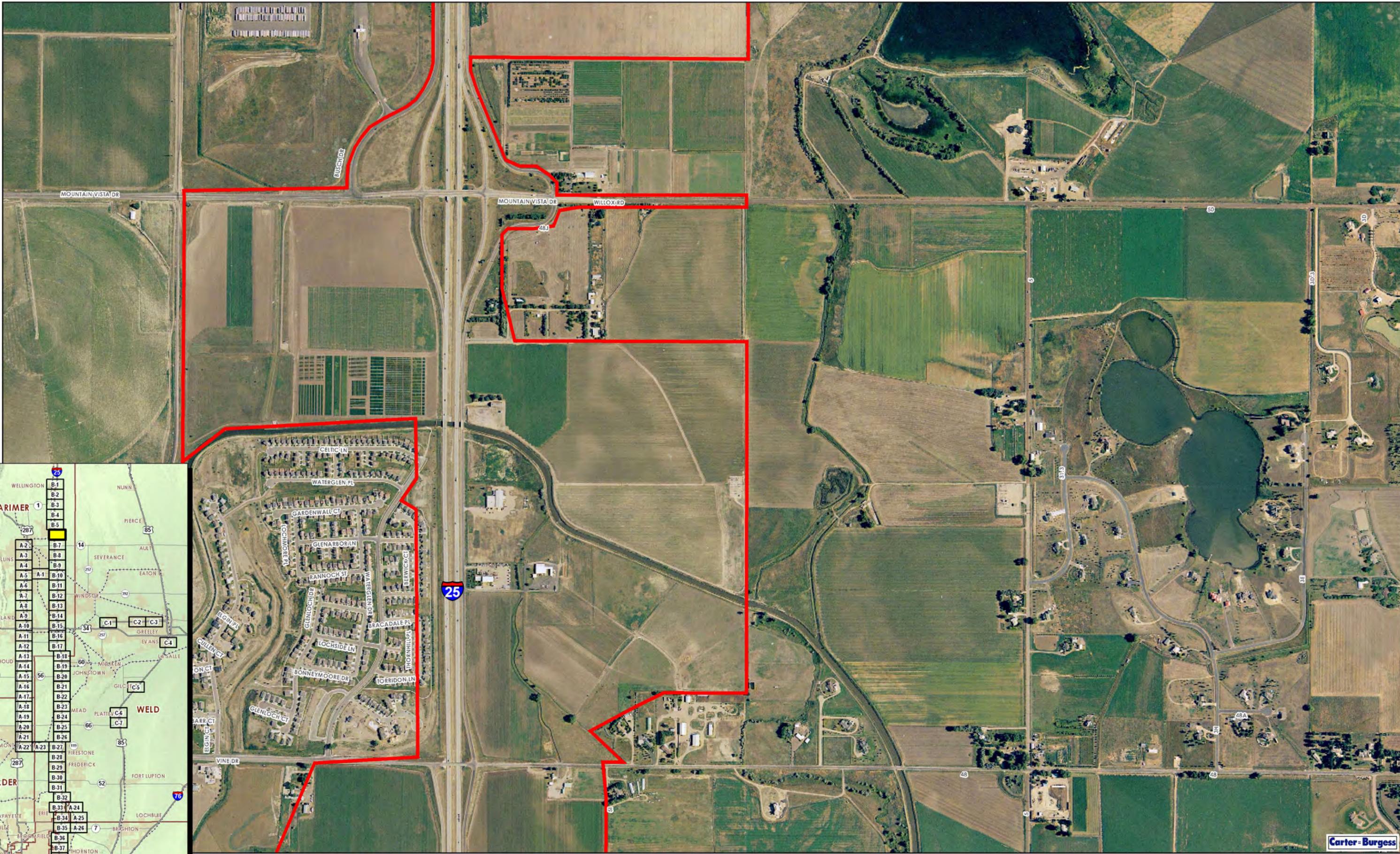


- North I-25 APE
- Harmony APE
- US 34 APE
- BNSF APE
- US 85 APE
- Longmont North Metro APE

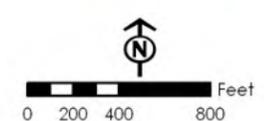


**Area of Potential Effect**  
Map Page: B-5



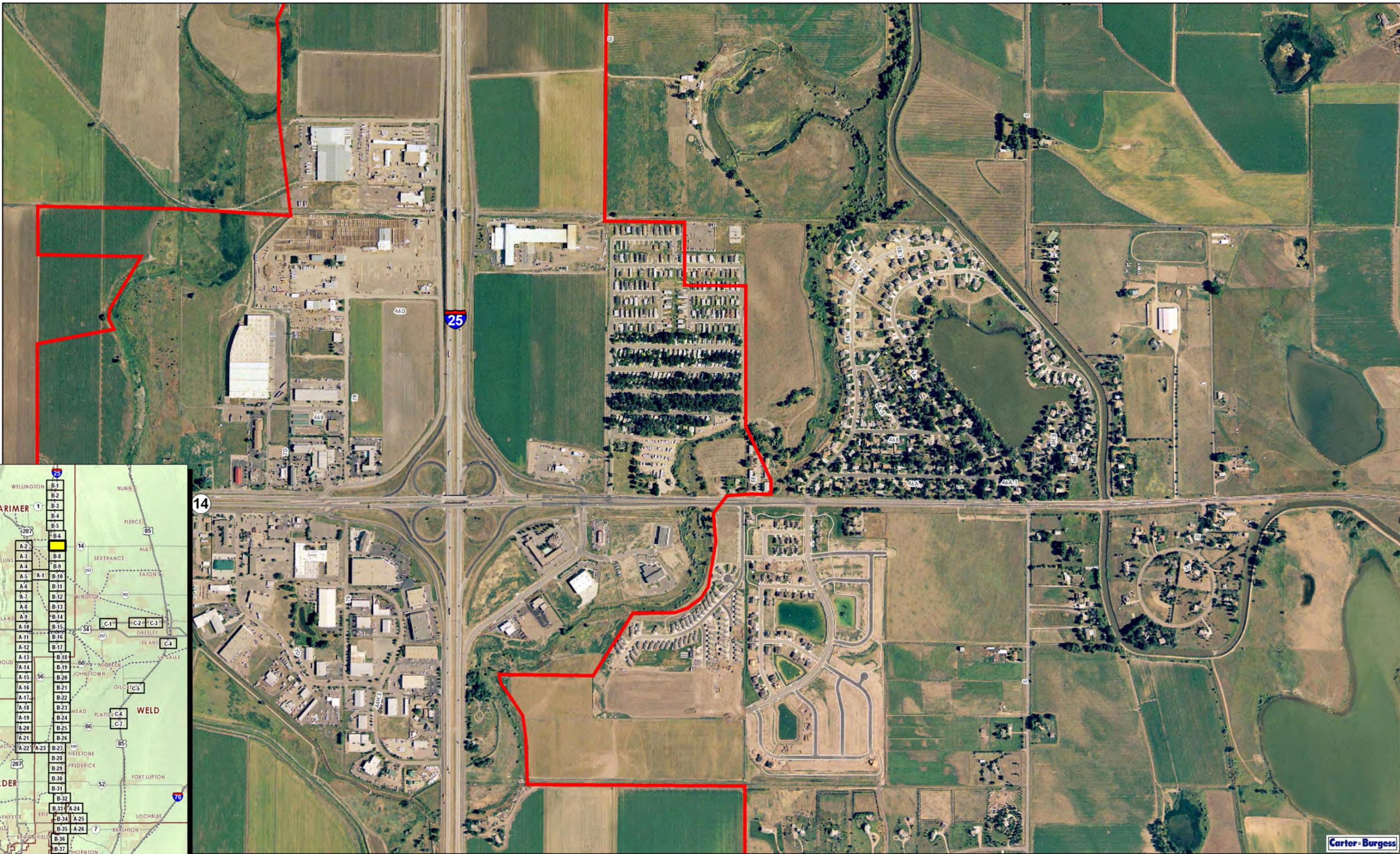


- North I-25 APE
- Harmony APE
- US 34 APE
- BNSF APE
- US 85 APE
- Longmont North Metro APE

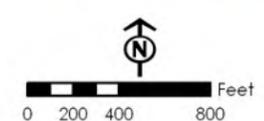


**Area of Potential Effect**  
Map Page: B-6

Carter-Burgess



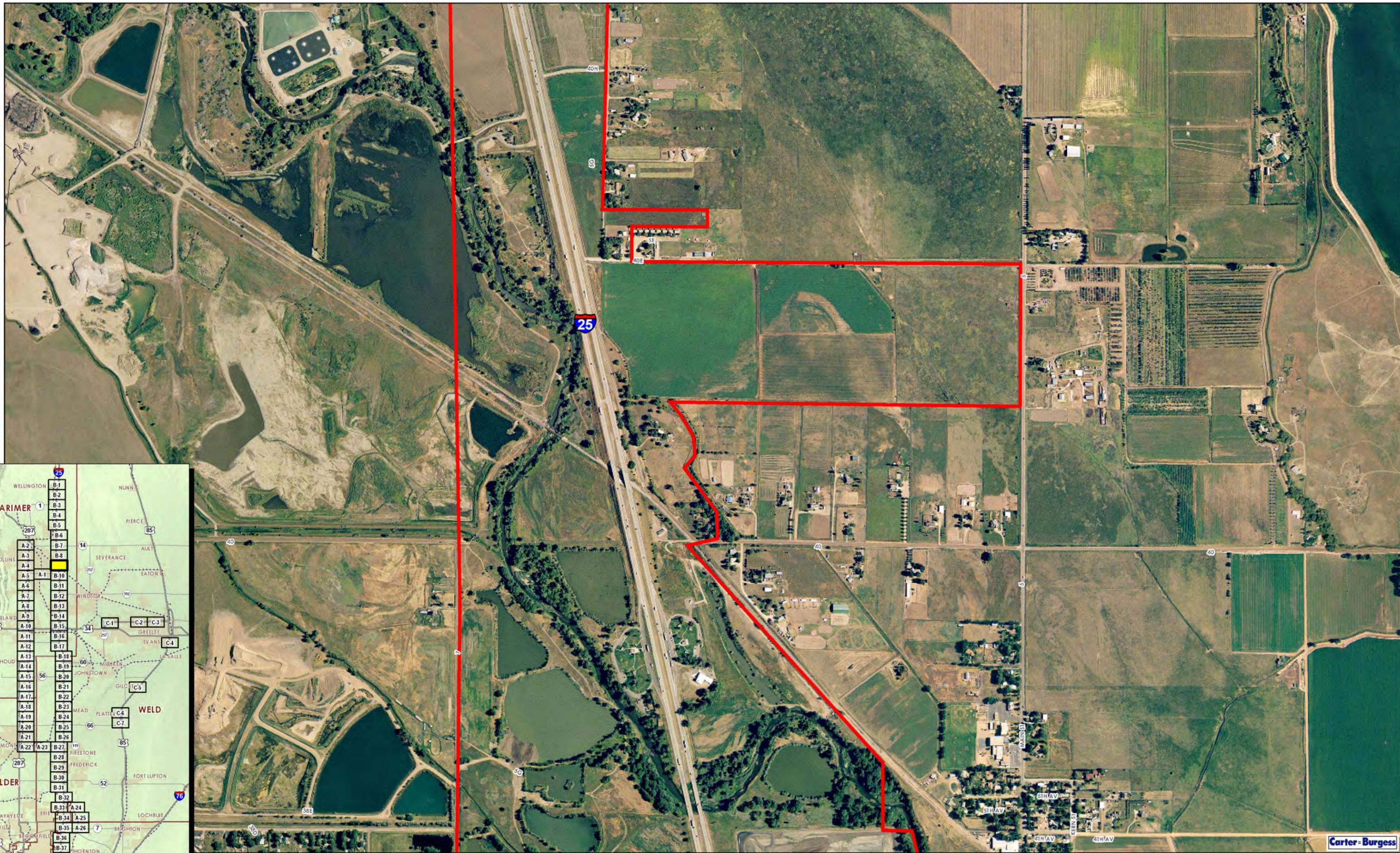
- North I-25 APE
- Harmony APE
- US 34 APE
- BNSF APE
- US 85 APE
- Longmont North Metro APE



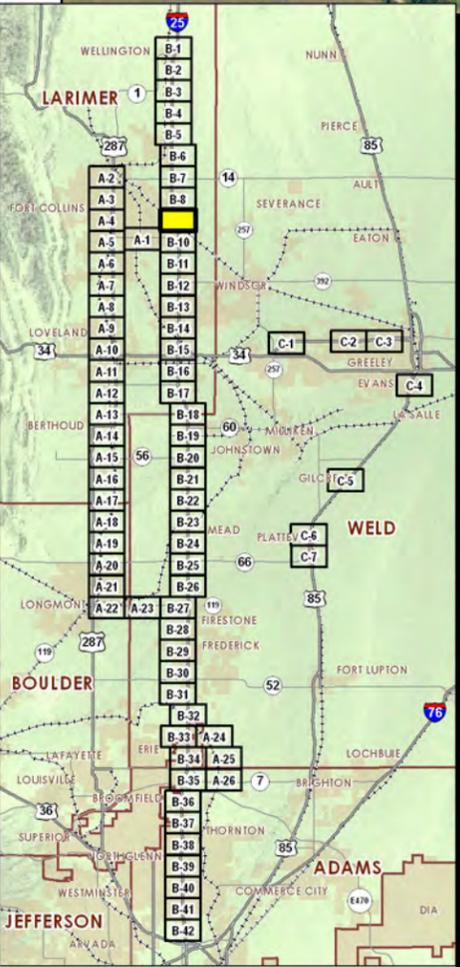
**Area of Potential Effect**  
Map Page: B-7

**Carter-Burgess**

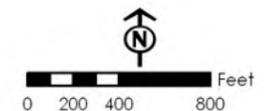




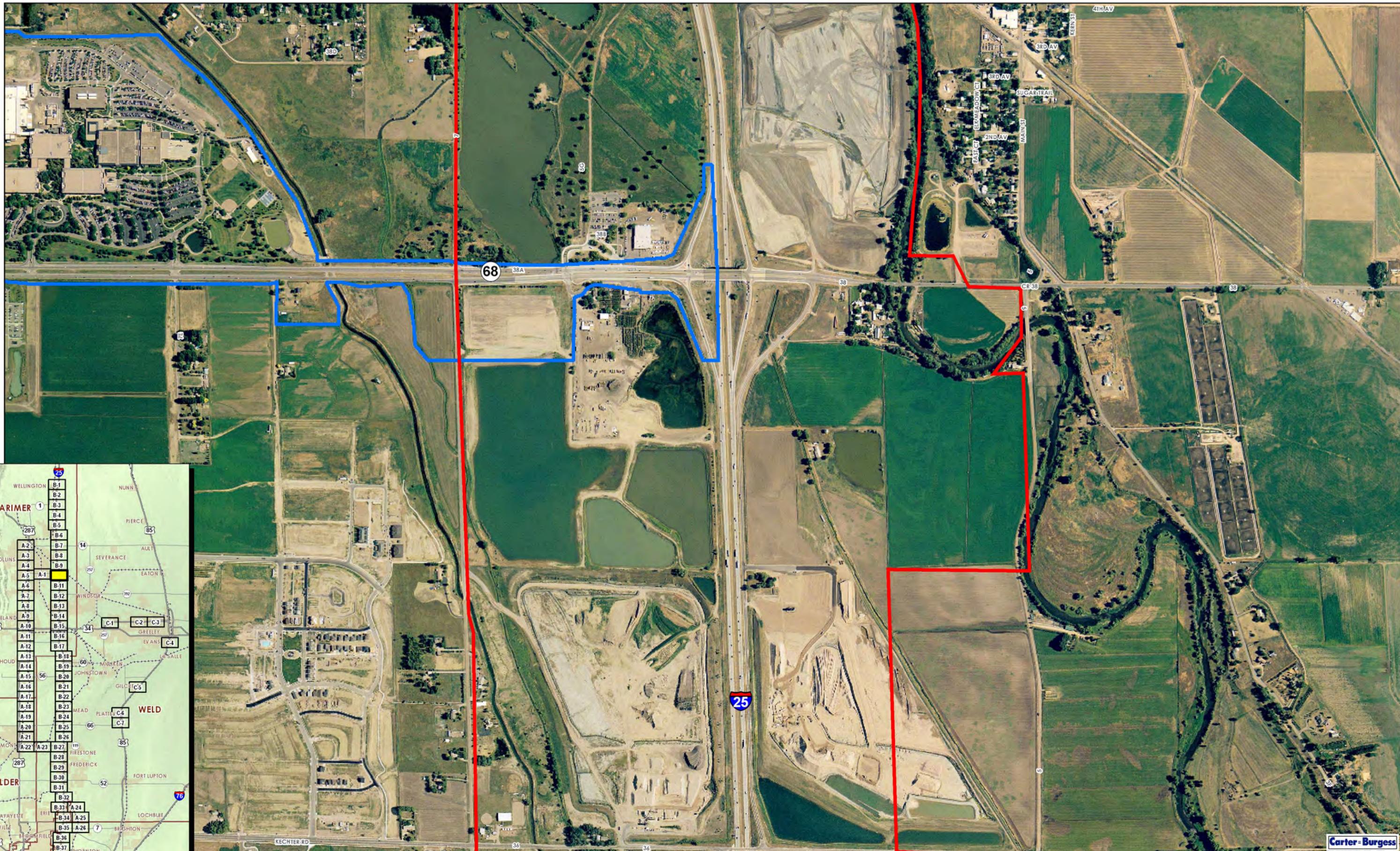
Carter-Burgess



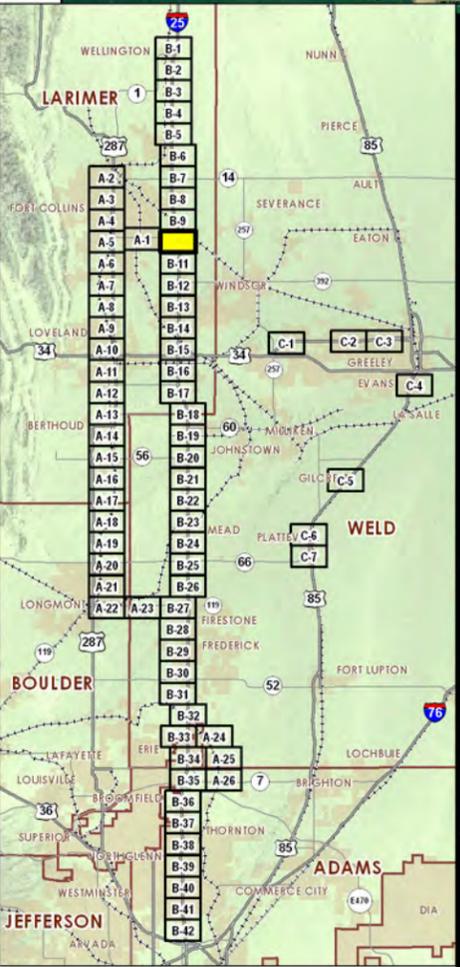
- North I-25 APE
- Harmony APE
- US 34 APE
- BNSF APE
- US 85 APE
- Longmont North Metro APE



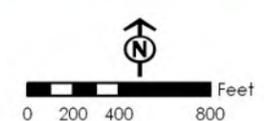
**Area of Potential Effect**  
Map Page: B-9



Carter-Burgess



- North I-25 APE
- Harmony APE
- US 34 APE
- BNSF APE
- US 85 APE
- Longmont North Metro APE

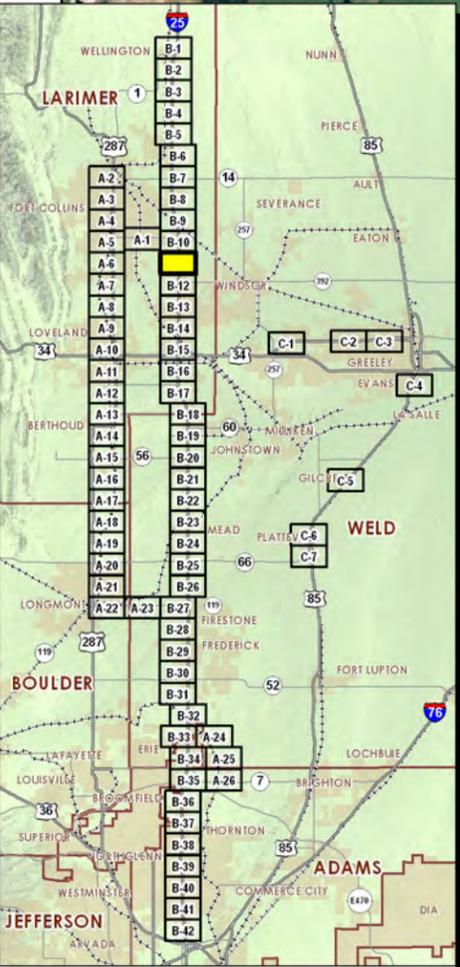


## Area of Potential Effect

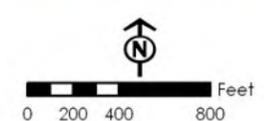
### Map Page: B-10



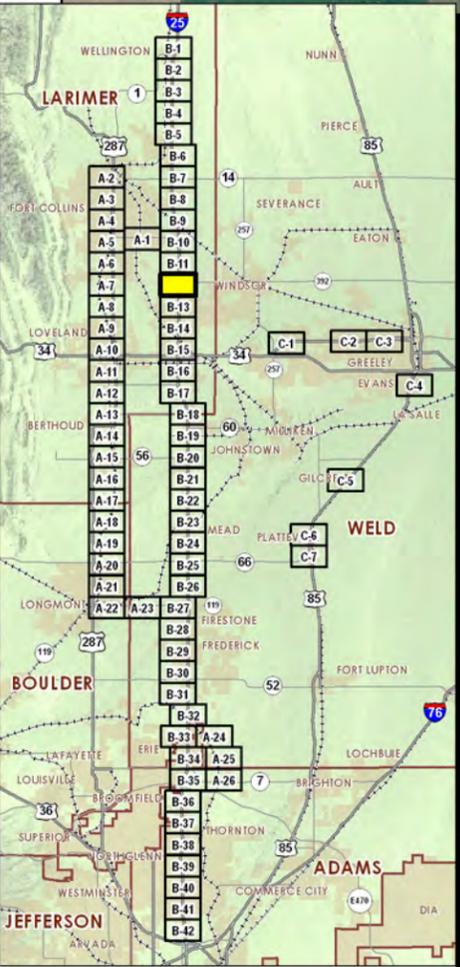
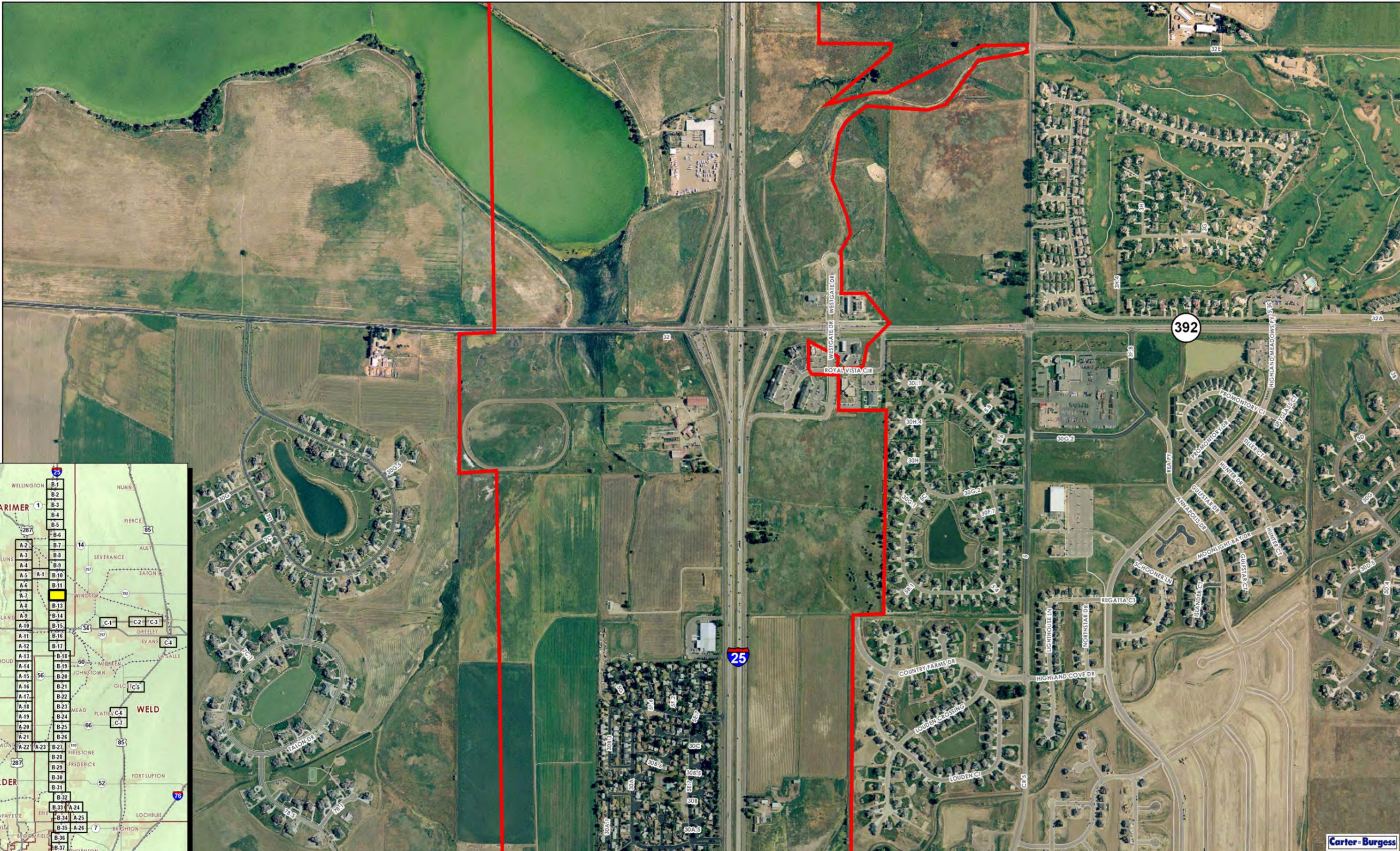
Carter-Burgess



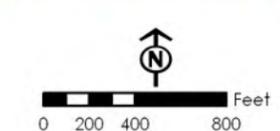
- North I-25 APE
- Harmony APE
- US 34 APE
- BNSF APE
- US 85 APE
- Longmont North Metro APE



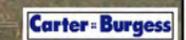
**Area of Potential Effect**  
Map Page: B-11

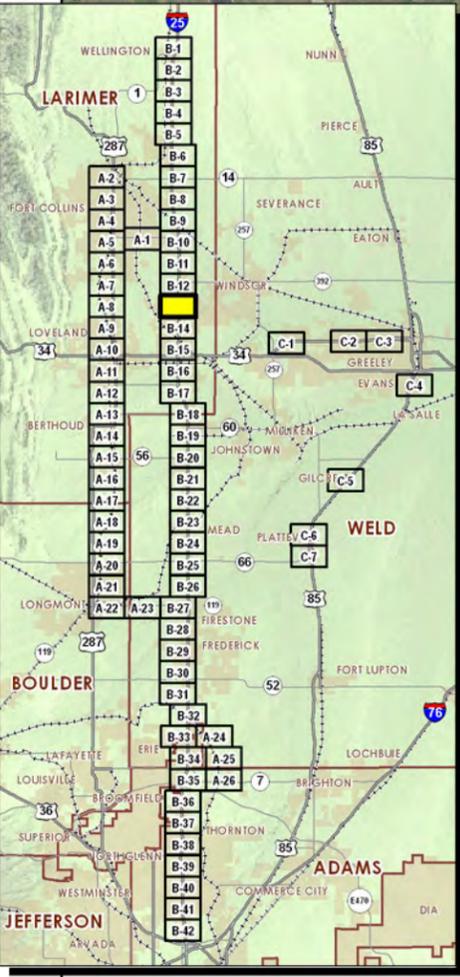
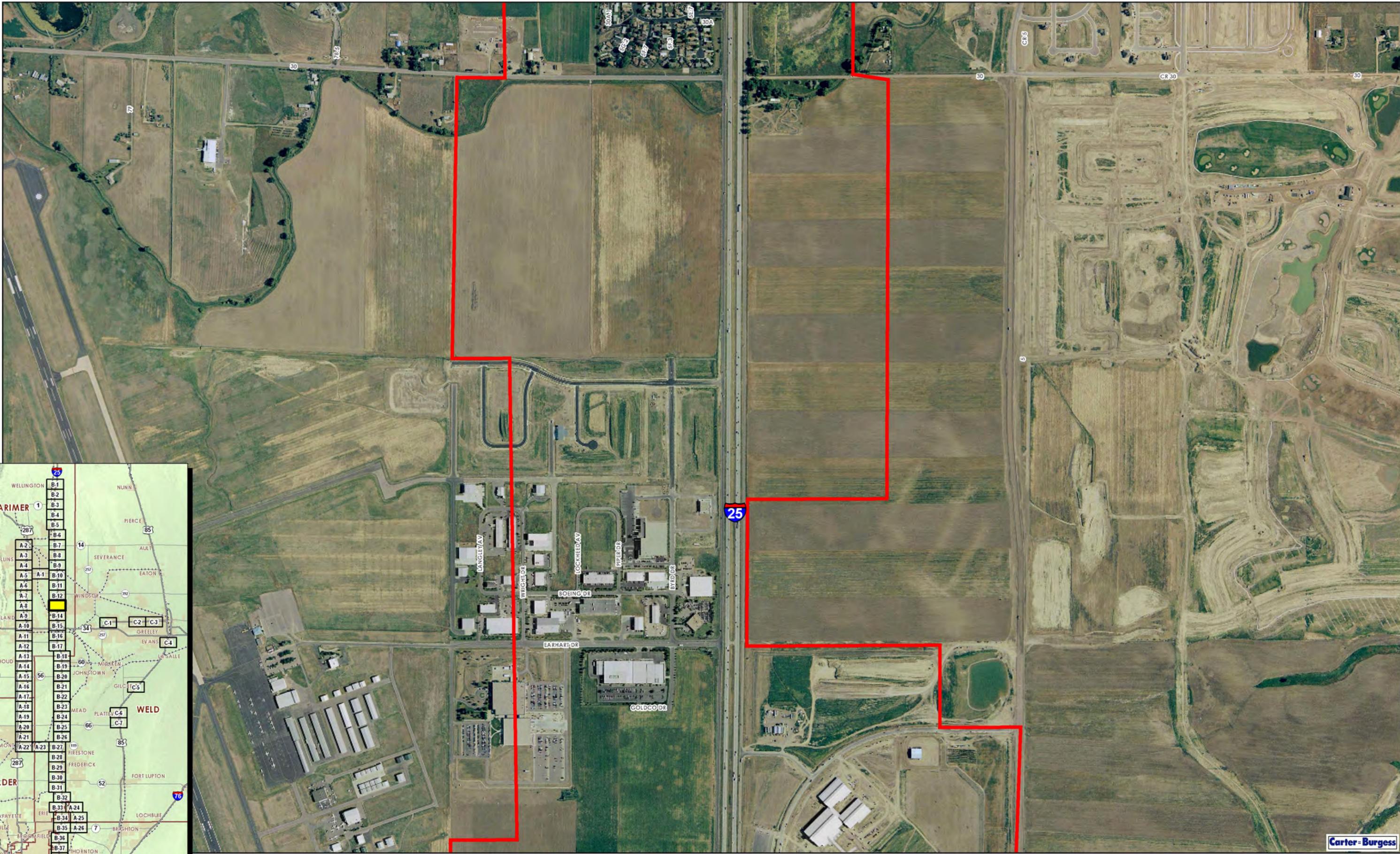


- North I-25 APE
- Harmony APE
- US 34 APE
- BNSF APE
- US 85 APE
- Longmont North Metro APE

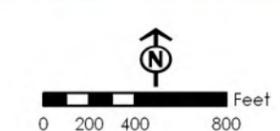


**Area of Potential Effect**  
Map Page: B-12





- North I-25 APE
- Harmony APE
- US 34 APE
- BNSF APE
- US 85 APE
- Longmont North Metro APE

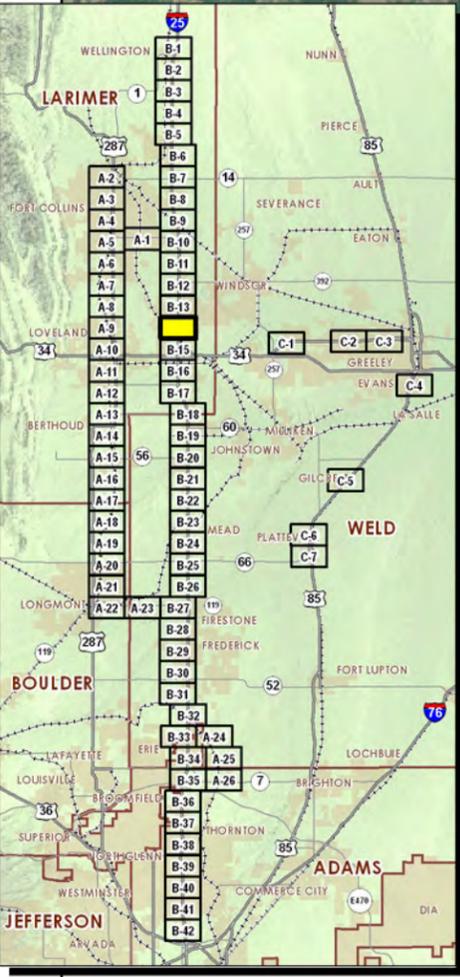


**Area of Potential Effect**  
Map Page: B-13

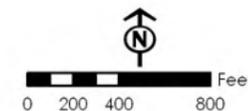




Carter Burgess

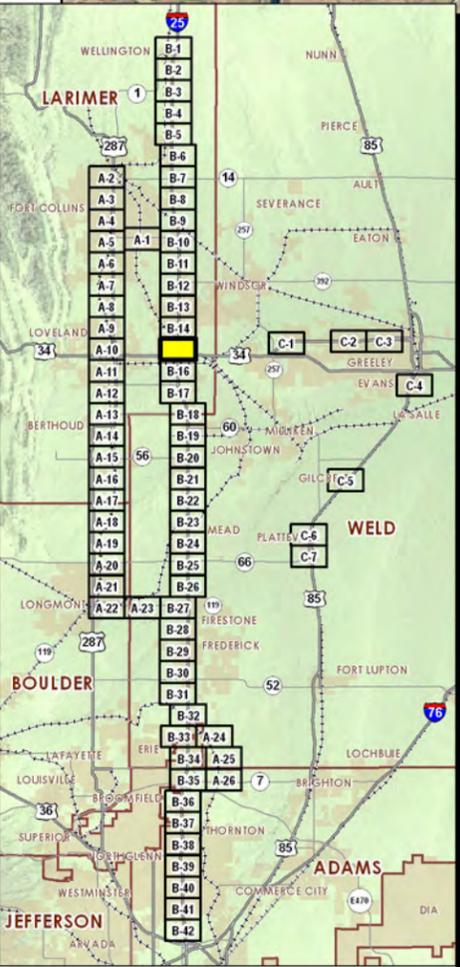
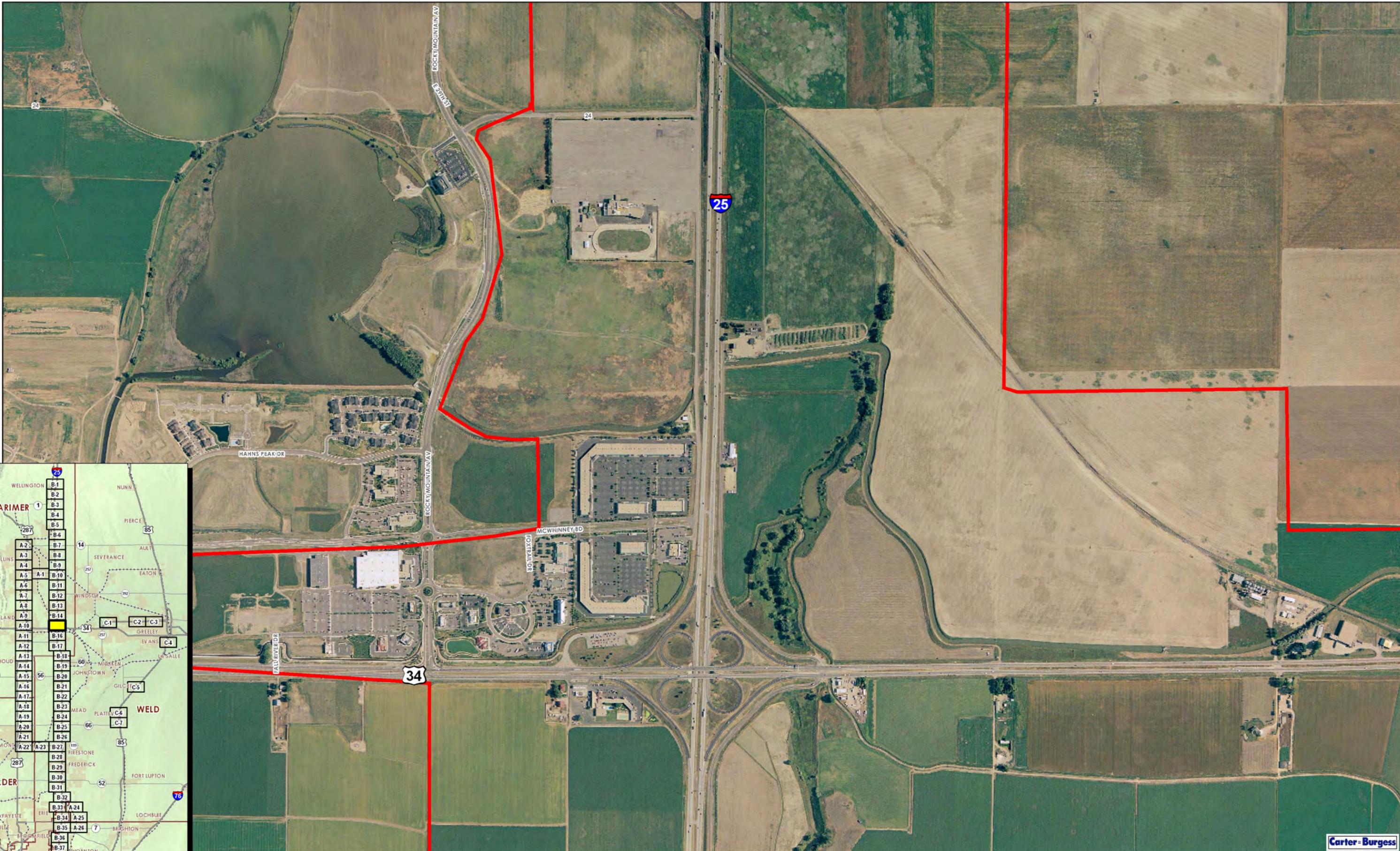


- North I-25 APE
- Harmony APE
- US 34 APE
- BNSF APE
- US 85 APE
- Longmont North Metro APE

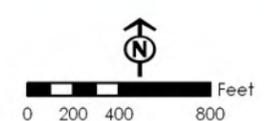


## Area of Potential Effect

### Map Page: B-14

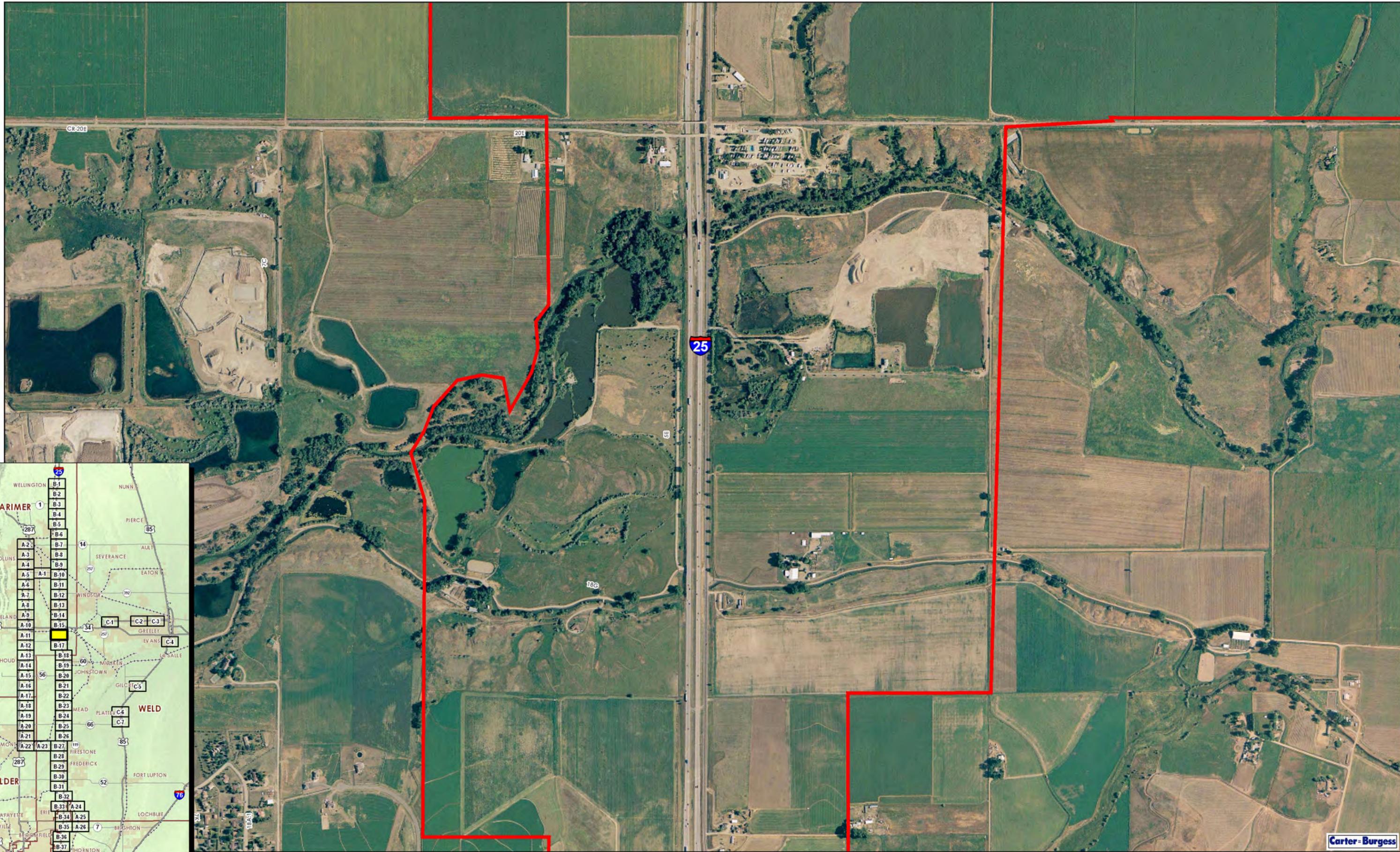


- North I-25 APE
- Harmony APE
- US 34 APE
- BNSF APE
- US 85 APE
- Longmont North Metro APE

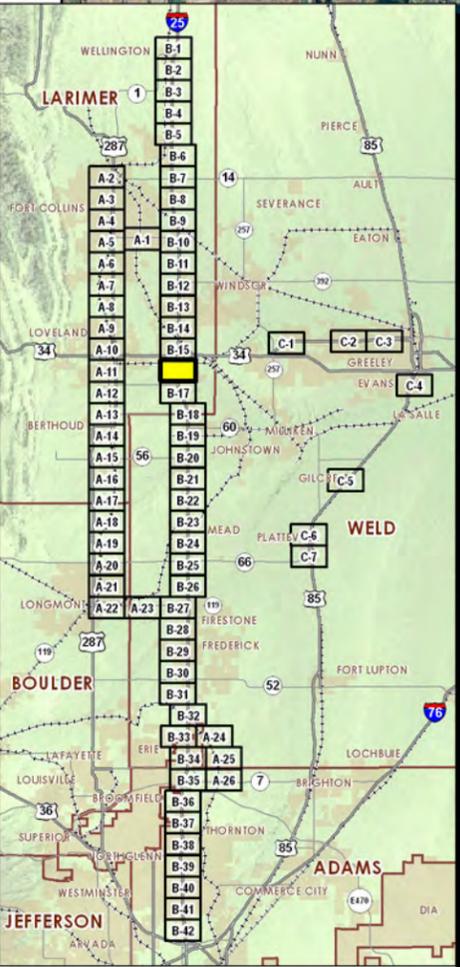


**Area of Potential Effect**  
Map Page: B-15

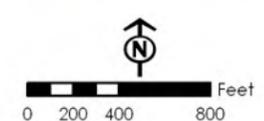




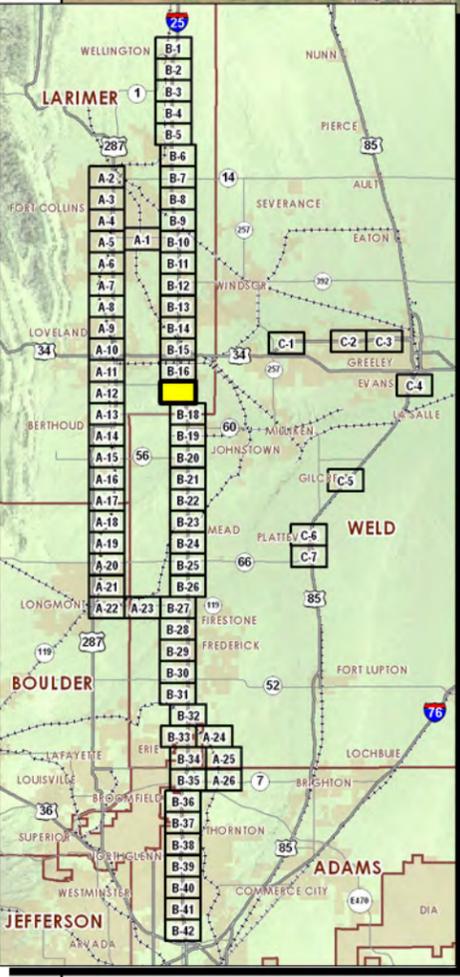
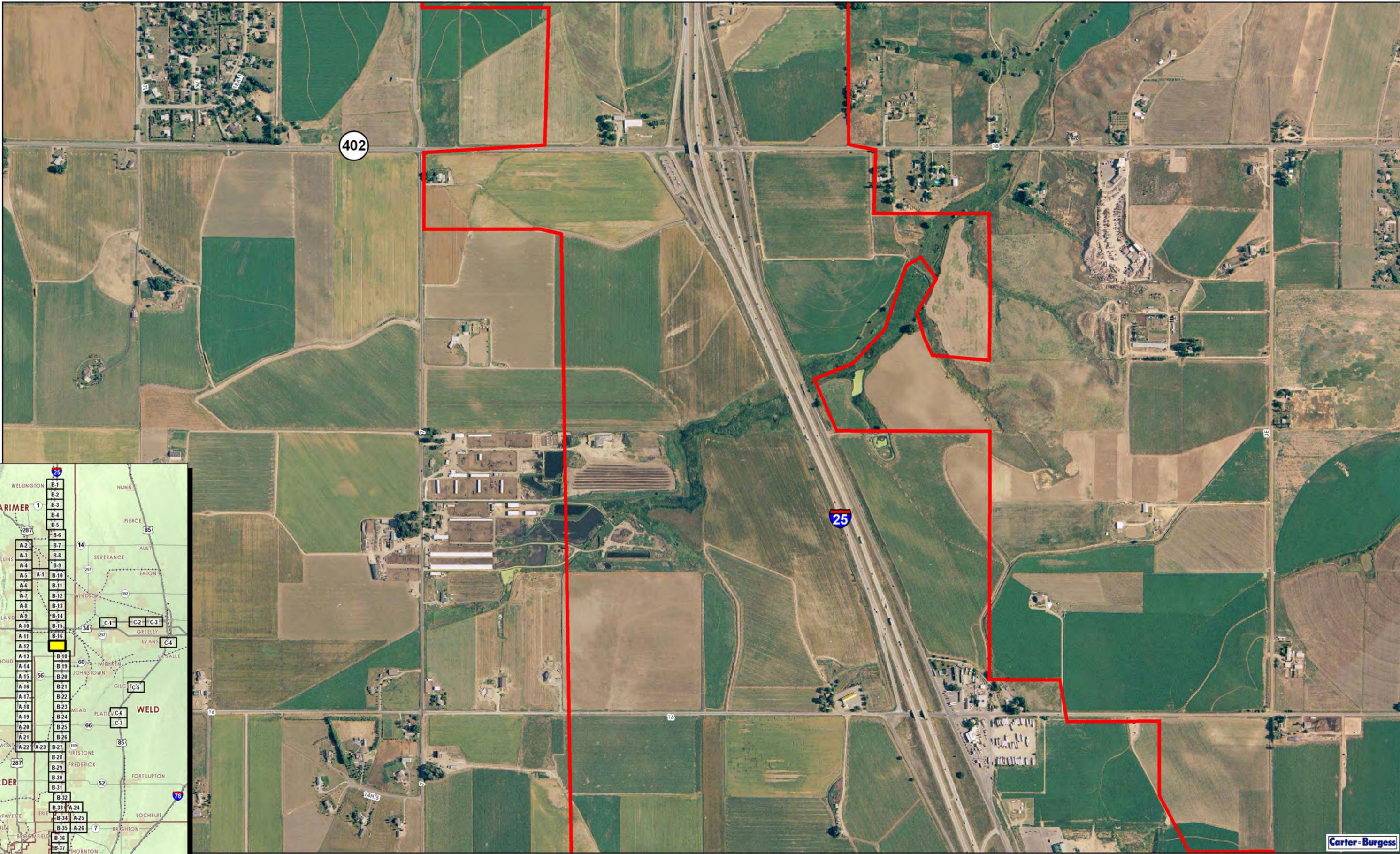
Carter-Burgess



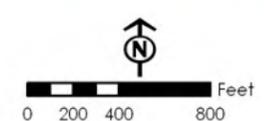
- North I-25 APE
- Harmony APE
- US 34 APE
- BNSF APE
- US 85 APE
- Longmont North Metro APE



**Area of Potential Effect**  
Map Page: B-16

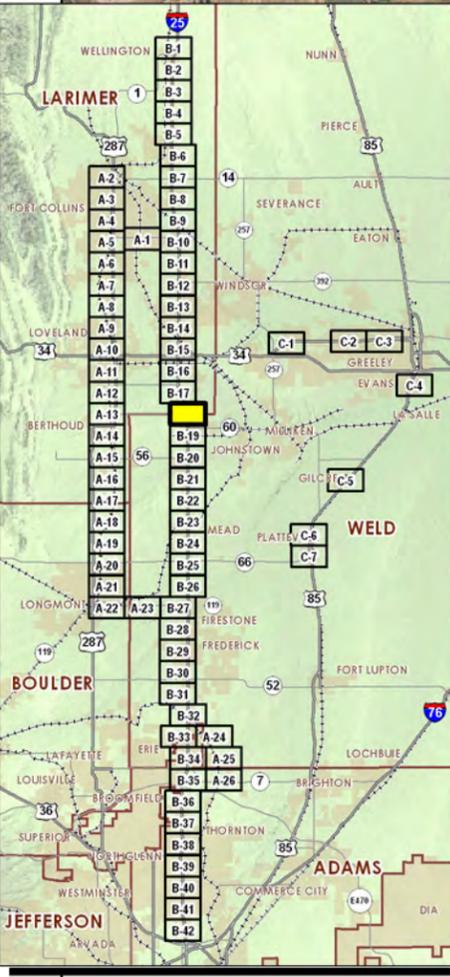
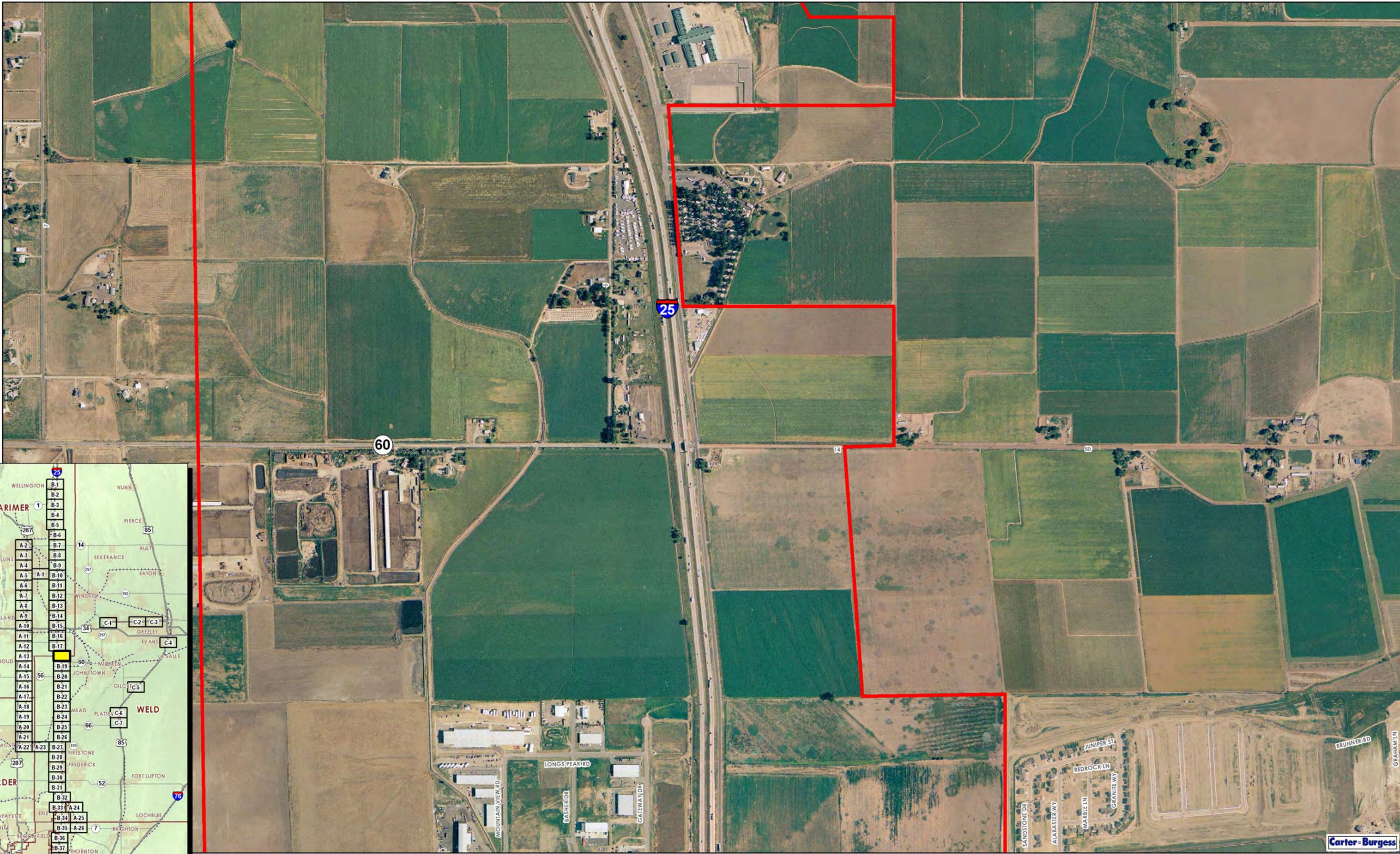


- North I-25 APE
- Harmony APE
- US 34 APE
- BNSF APE
- US 85 APE
- Longmont North Metro APE

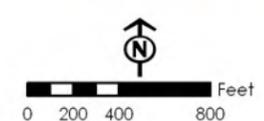


**Area of Potential Effect**  
Map Page: B-17

**Carter-Burgess**

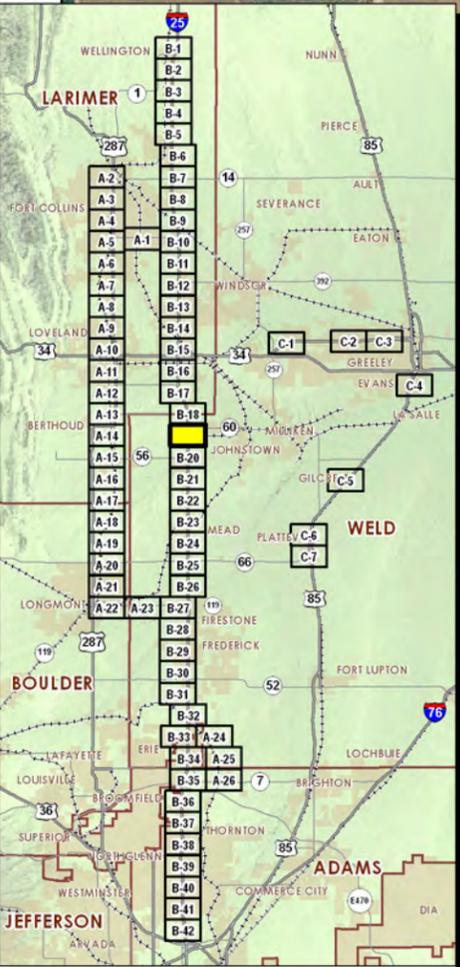


- North I-25 APE
- Harmony APE
- US 34 APE
- BNSF APE
- US 85 APE
- Longmont North Metro APE

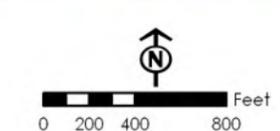


**Area of Potential Effect**  
Map Page: B-18



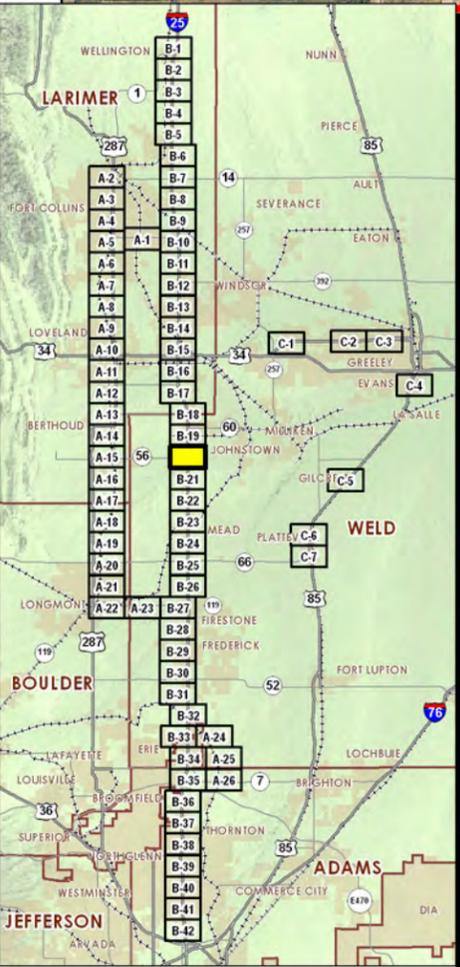
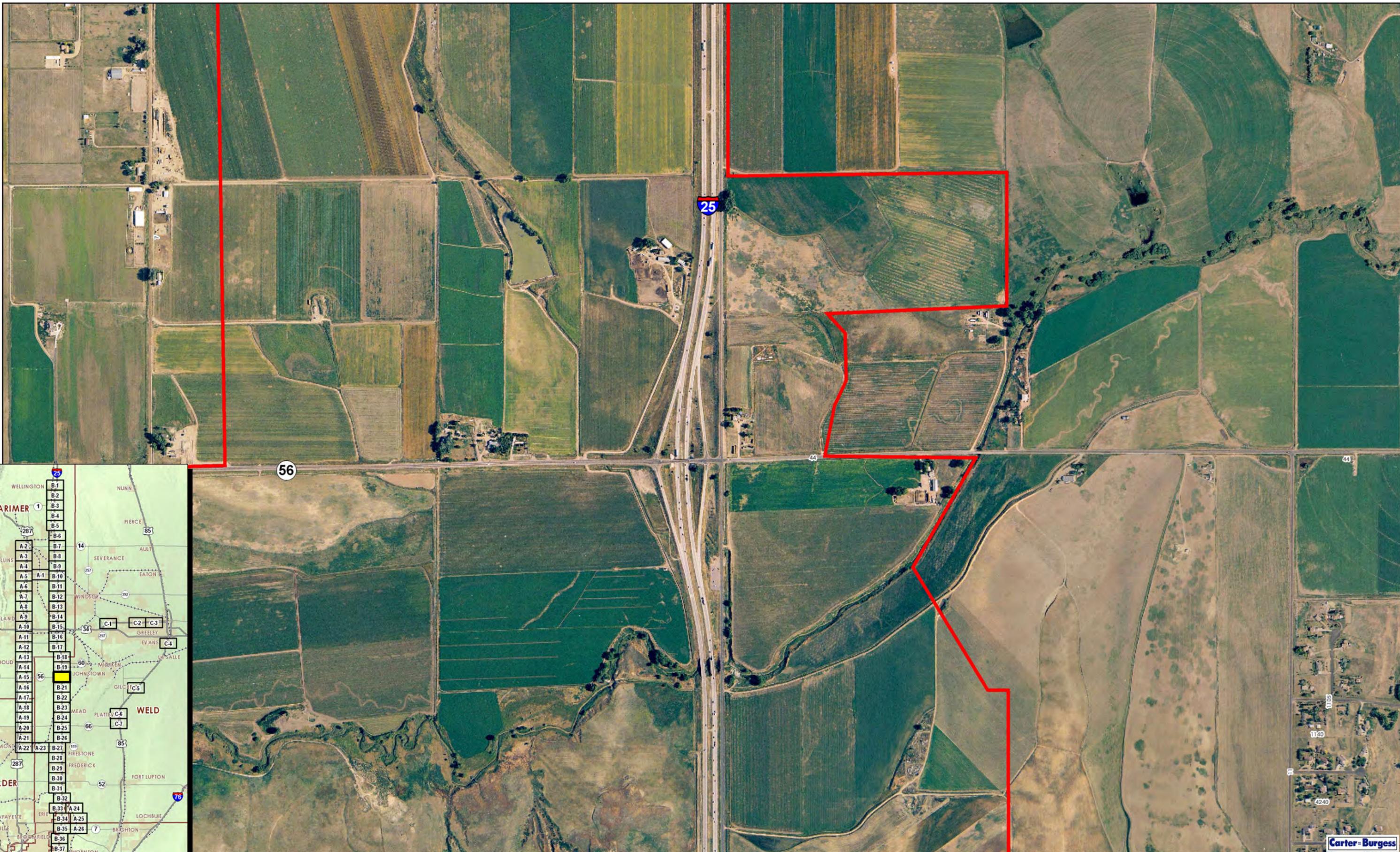


- North I-25 APE
- Harmony APE
- US 34 APE
- BNSF APE
- US 85 APE
- Longmont North Metro APE

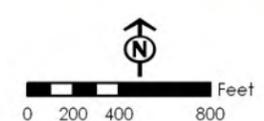


**Area of Potential Effect**  
Map Page: B-19



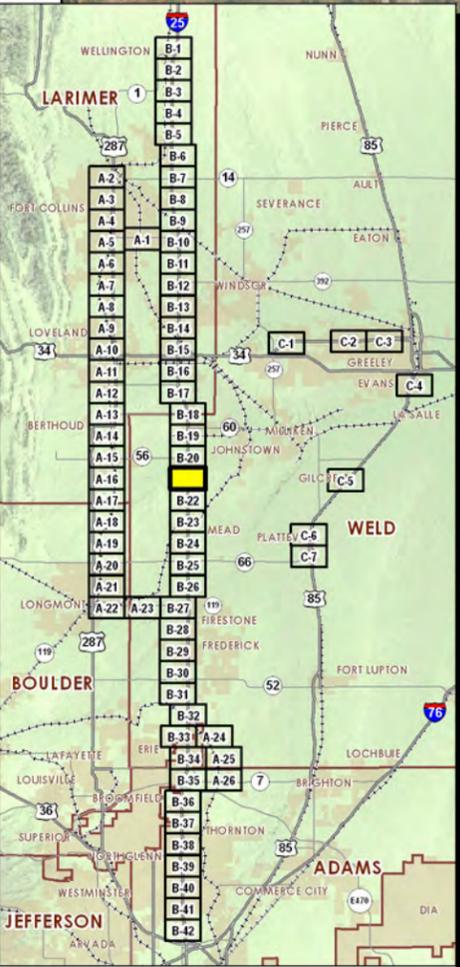
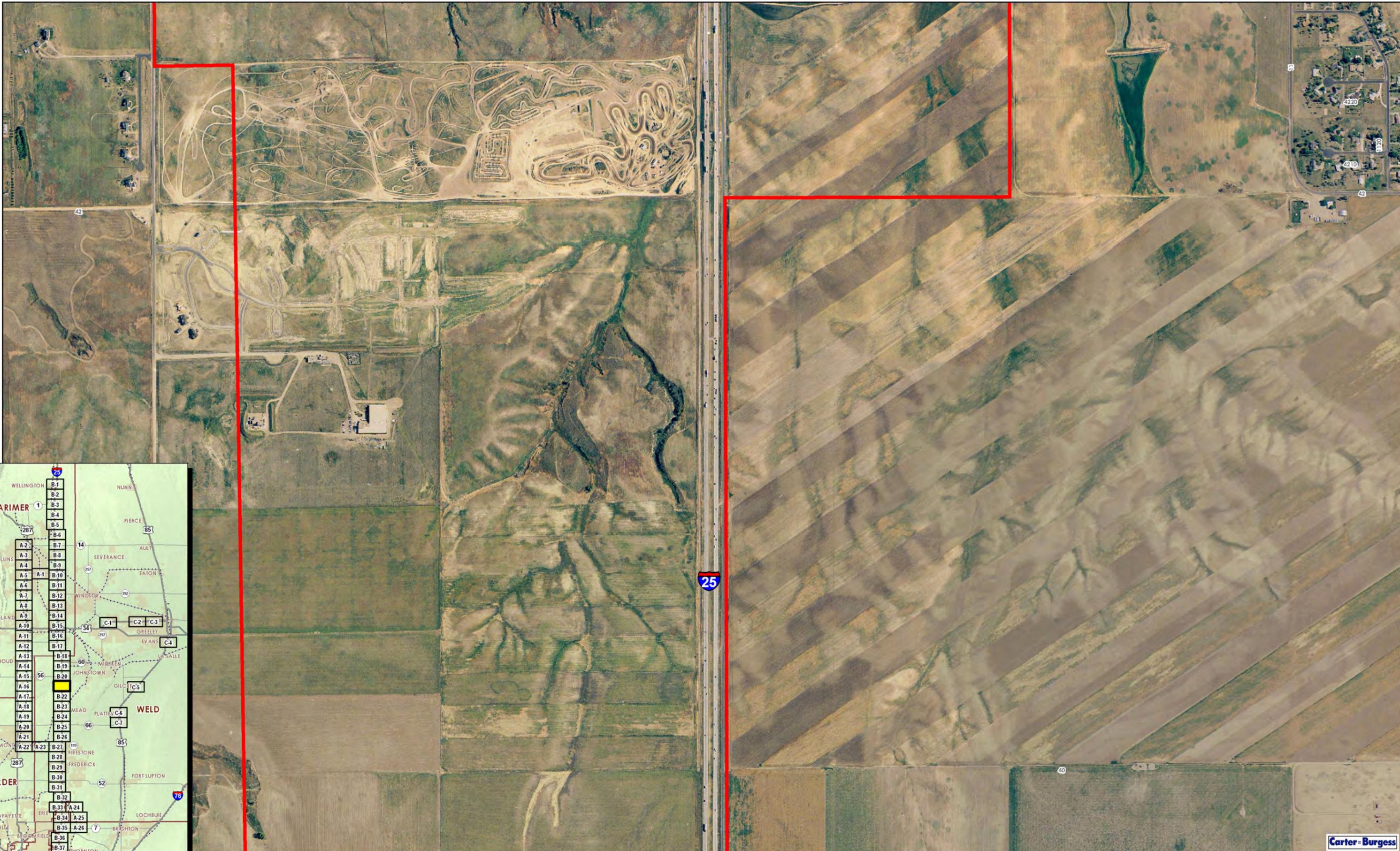


- North I-25 APE
- Harmony APE
- US 34 APE
- BNSF APE
- US 85 APE
- Longmont North Metro APE

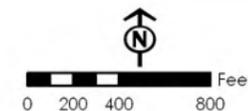


**Area of Potential Effect**  
Map Page: B-20

**Carter-Burgess**

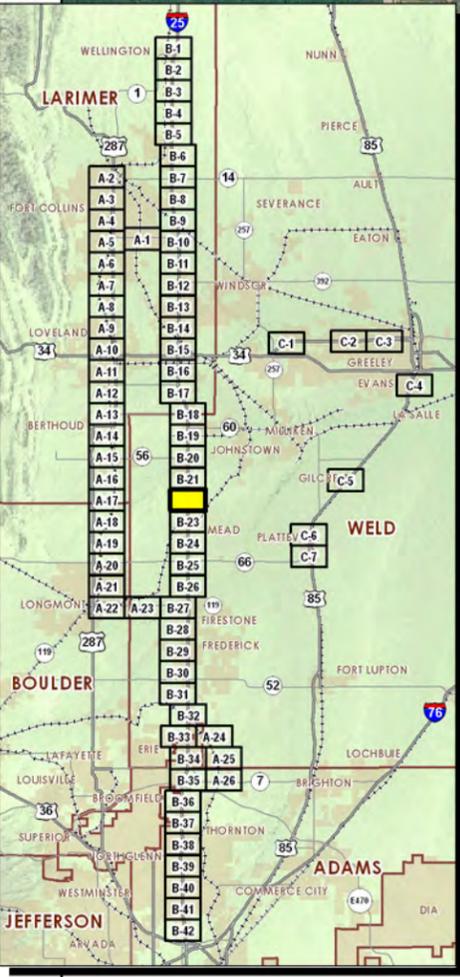


- North I-25 APE
- Harmony APE
- US 34 APE
- BNSF APE
- US 85 APE
- Longmont North Metro APE

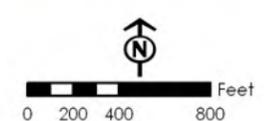


**Area of Potential Effect**  
Map Page: B-21

Carter-Burgess

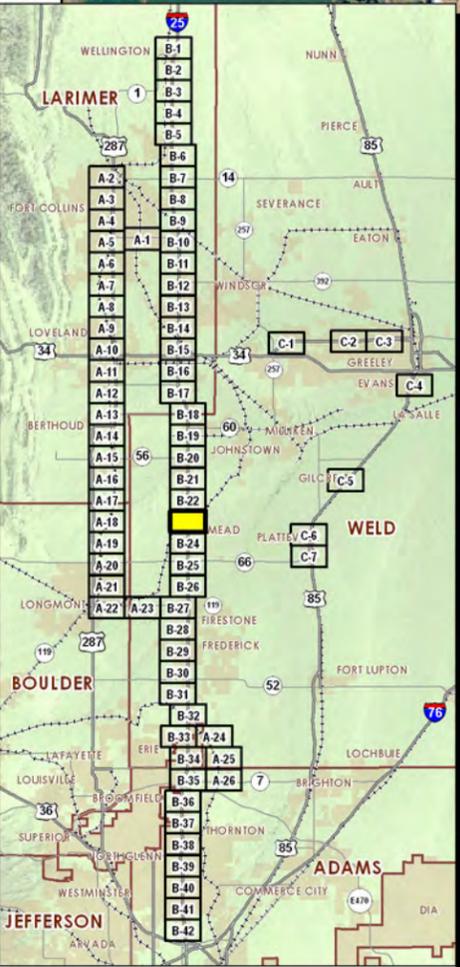
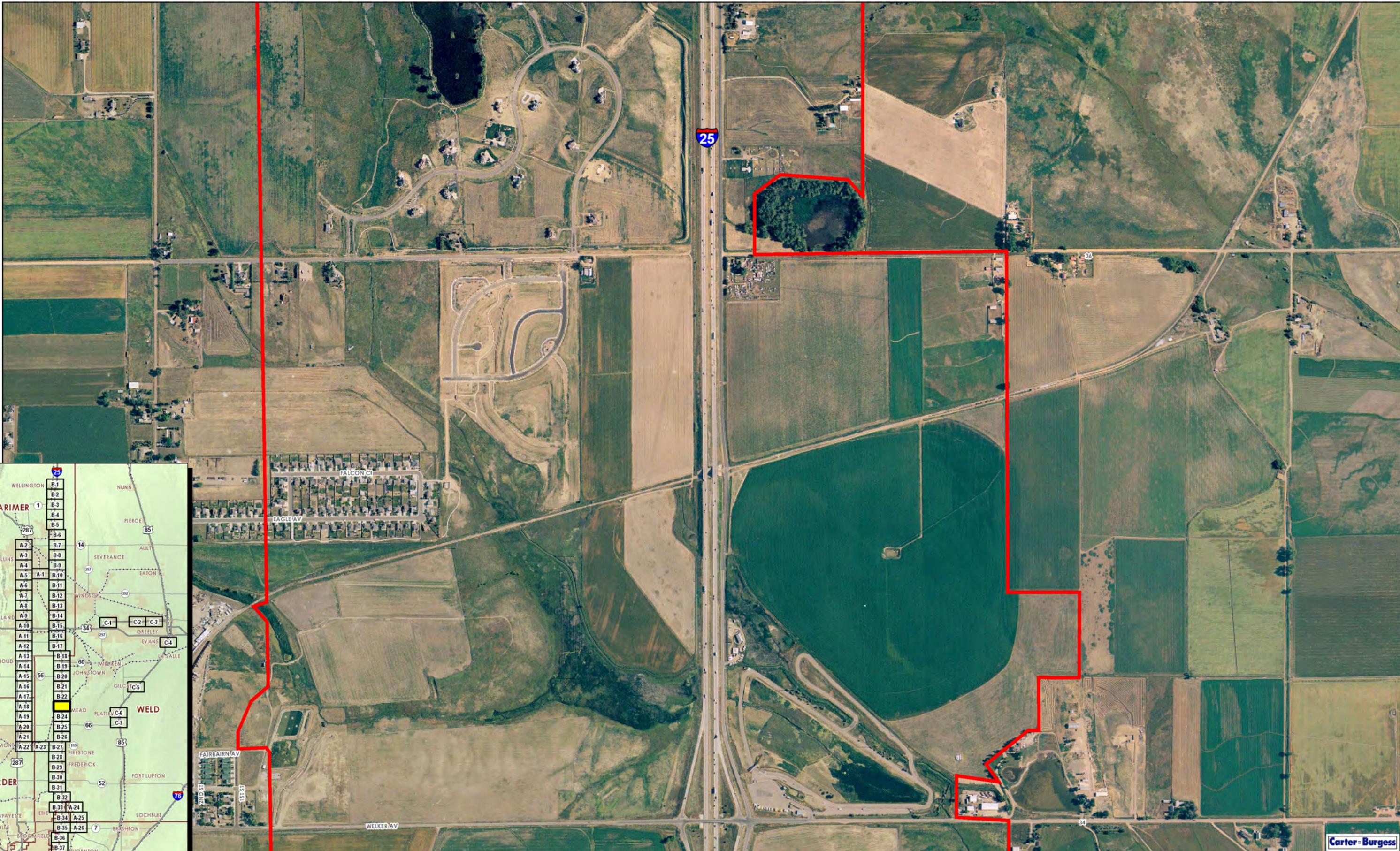


- North I-25 APE
- Harmony APE
- US 34 APE
- BNSF APE
- US 85 APE
- Longmont North Metro APE

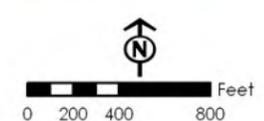


**Area of Potential Effect**  
Map Page: B-22

**Carter-Burgess**

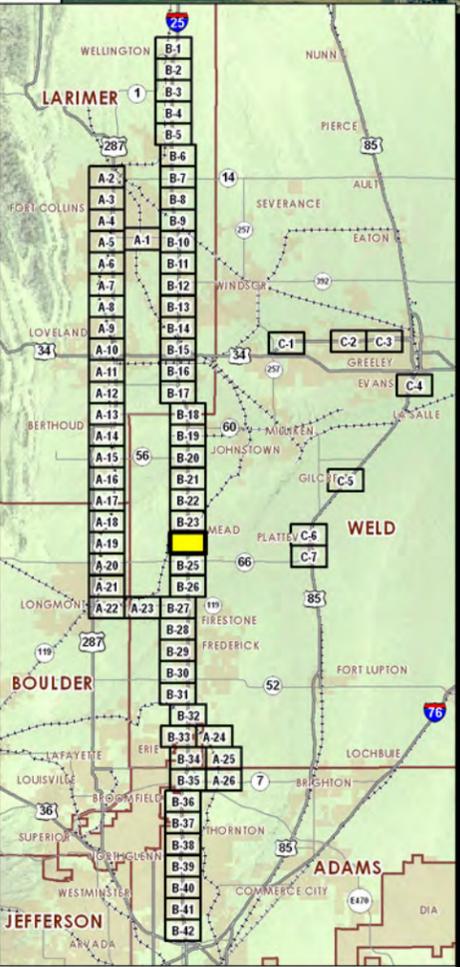


- North I-25 APE
- Harmony APE
- US 34 APE
- BNSF APE
- US 85 APE
- Longmont North Metro APE

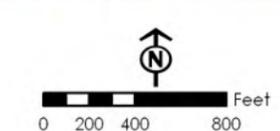


**Area of Potential Effect**  
Map Page: B-23



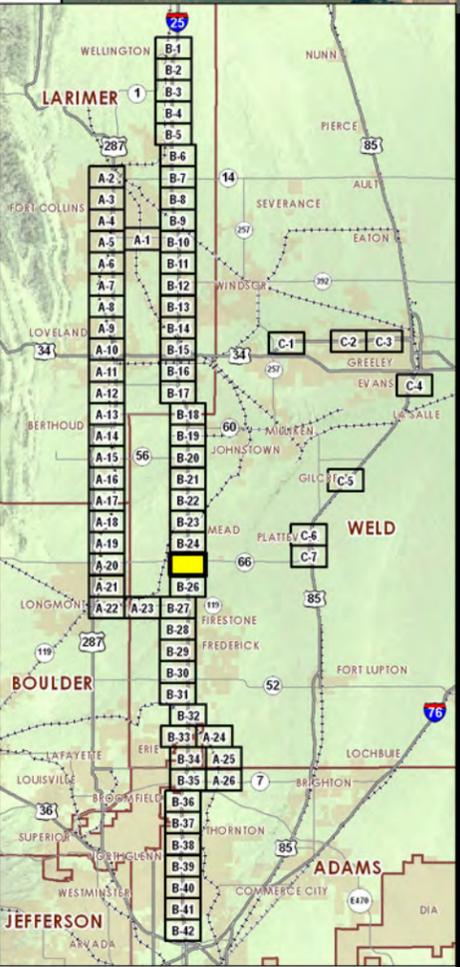


- North I-25 APE
- Harmony APE
- US 34 APE
- BNSF APE
- US 85 APE
- Longmont North Metro APE

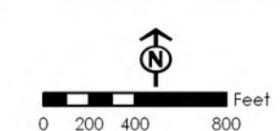


**Area of Potential Effect**  
Map Page: B-24

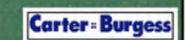


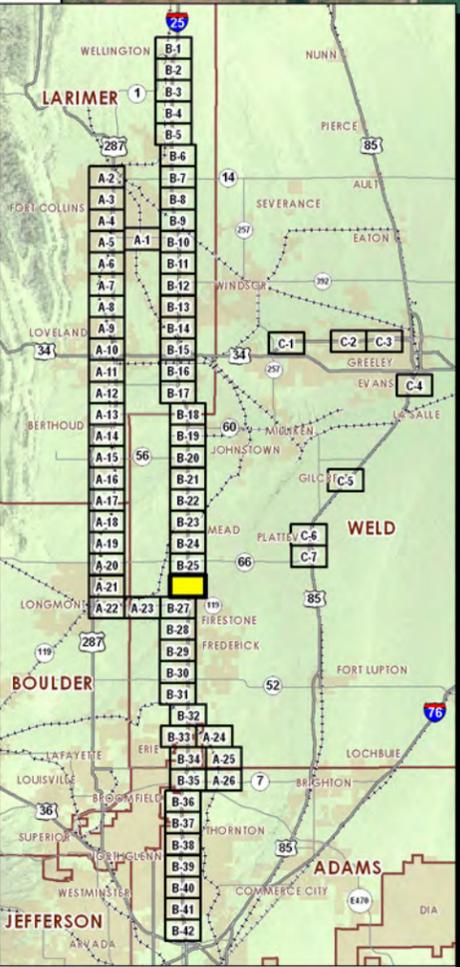


- North I-25 APE
- Harmony APE
- US 34 APE
- BNSF APE
- US 85 APE
- Longmont North Metro APE

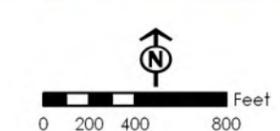


**Area of Potential Effect**  
Map Page: B-25



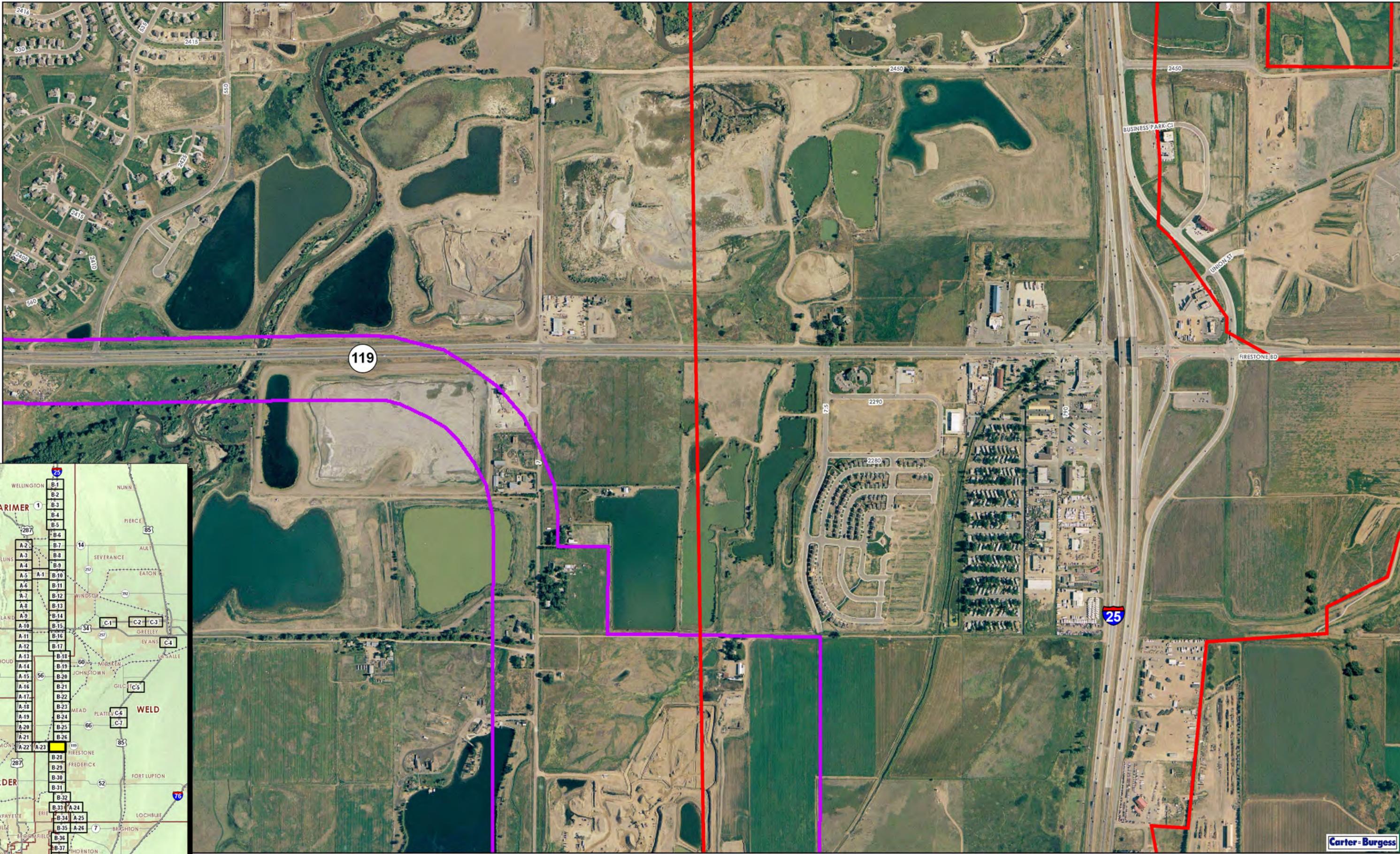


- North I-25 APE
- Harmony APE
- US 34 APE
- BNSF APE
- US 85 APE
- Longmont North Metro APE

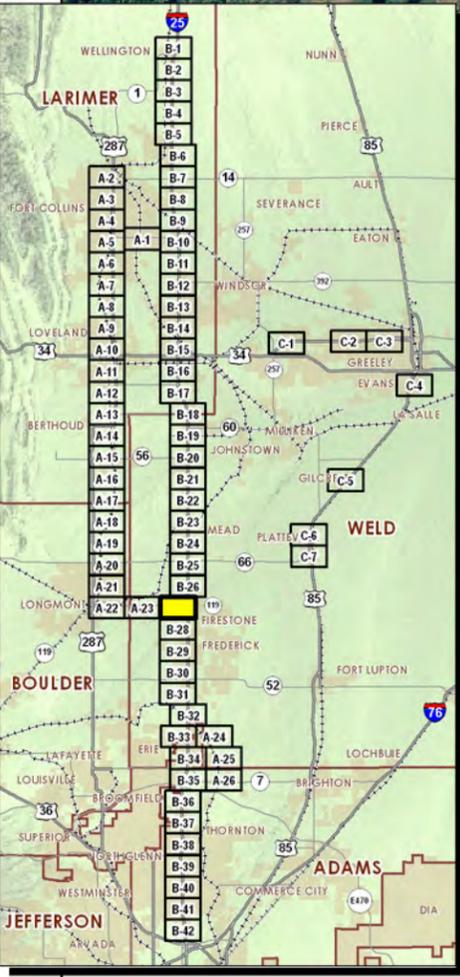


**Area of Potential Effect**  
 Map Page: B-26

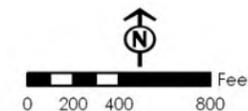




Carter-Burgess



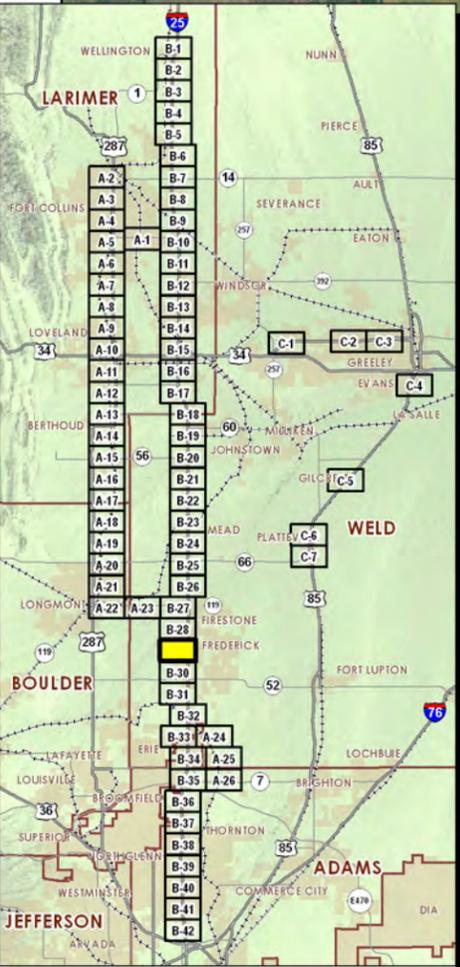
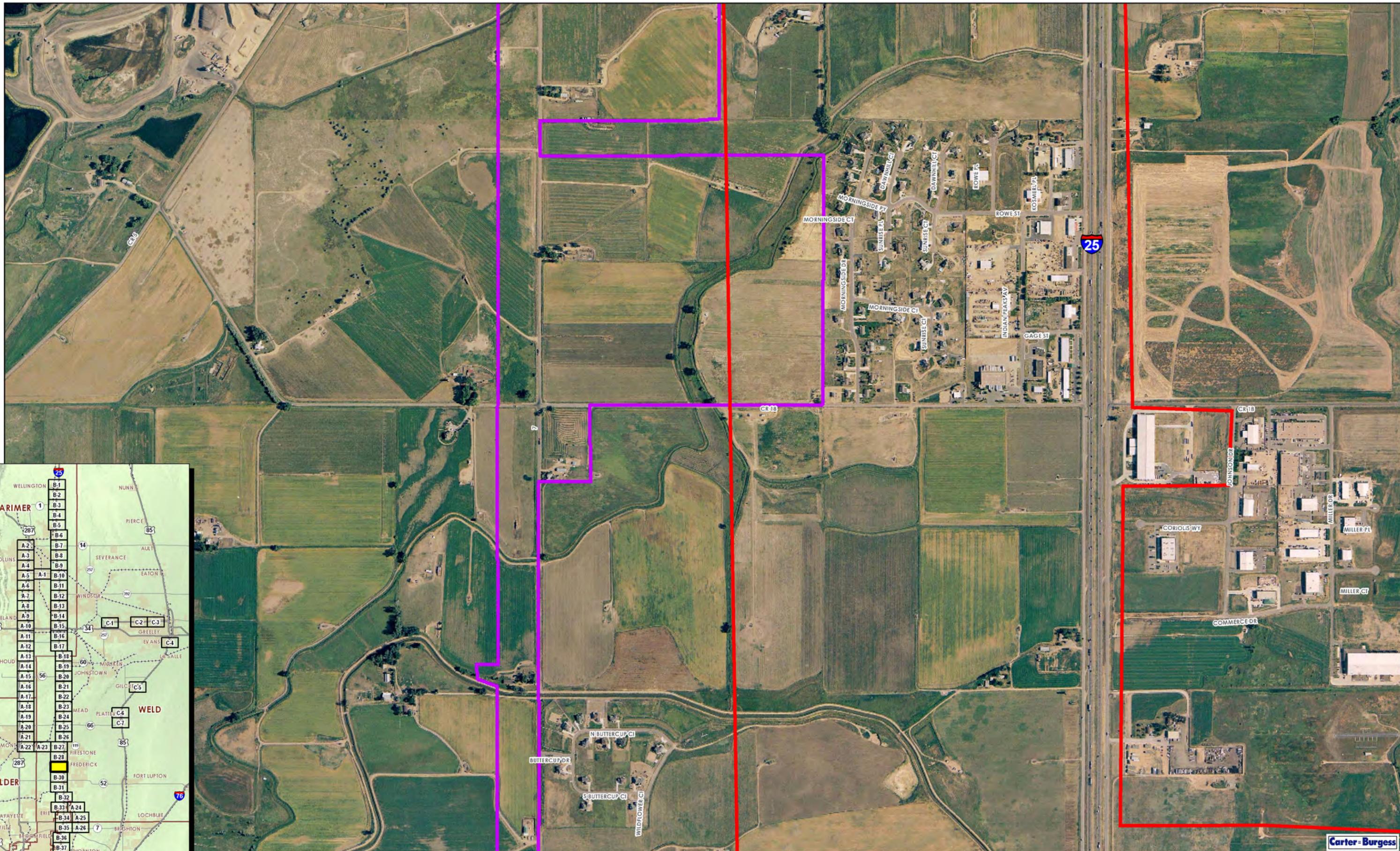
- North I-25 APE
- Harmony APE
- US 34 APE
- BNSF APE
- US 85 APE
- Longmont North Metro APE



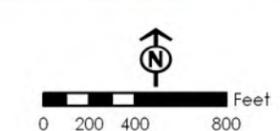
## Area of Potential Effect

### Map Page: B-27



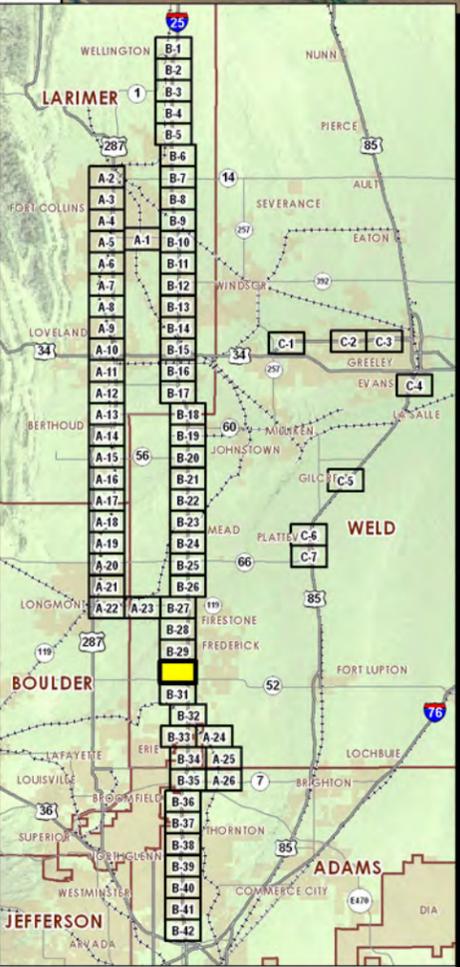
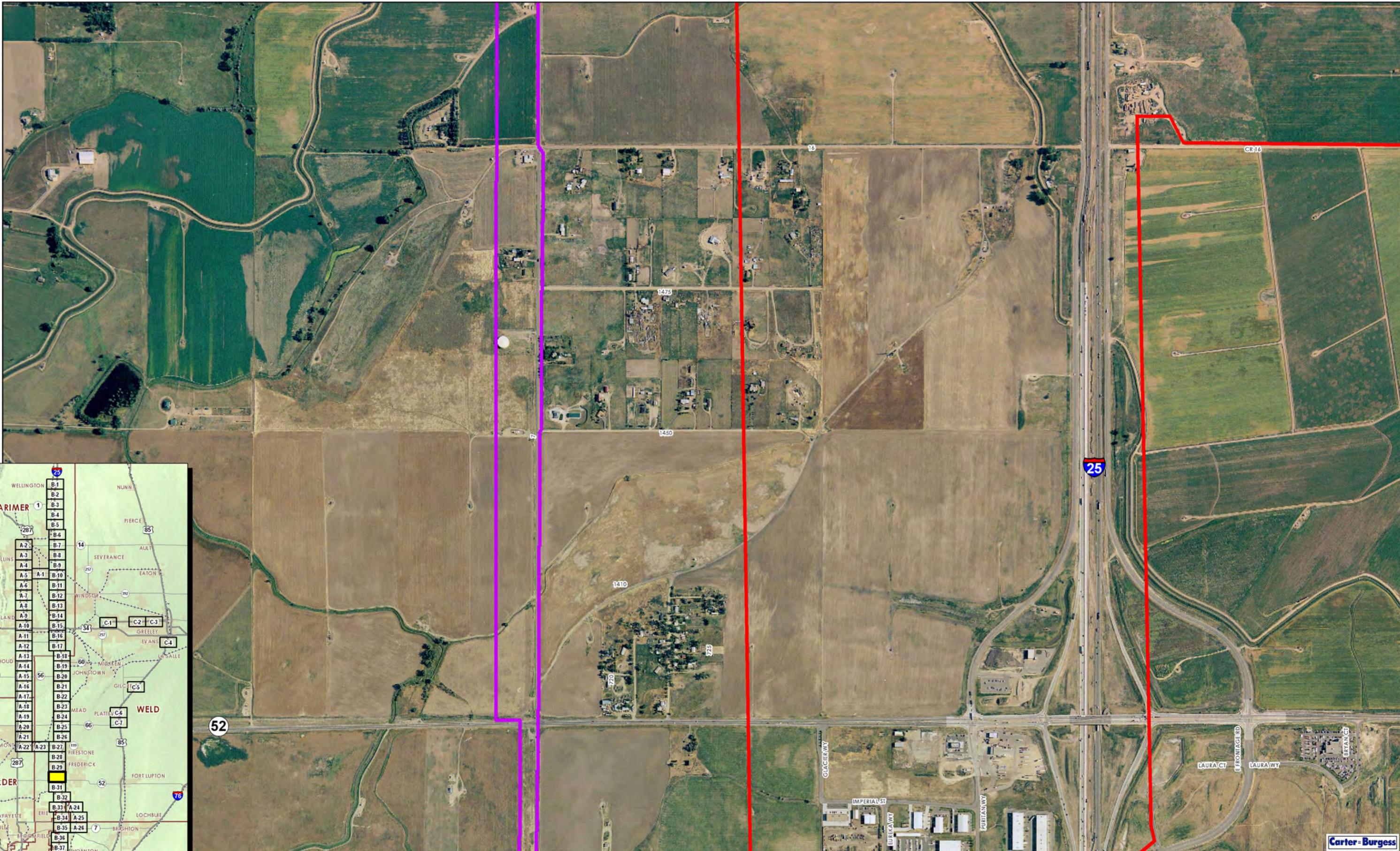


- North I-25 APE
- Harmony APE
- US 34 APE
- BNSF APE
- US 85 APE
- Longmont North Metro APE

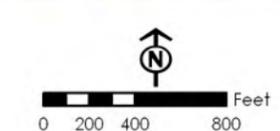


**Area of Potential Effect**  
Map Page: B-29





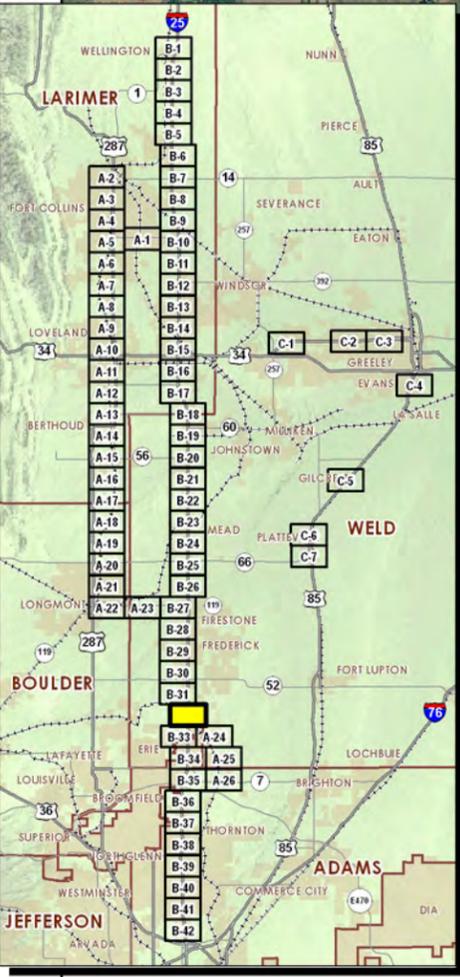
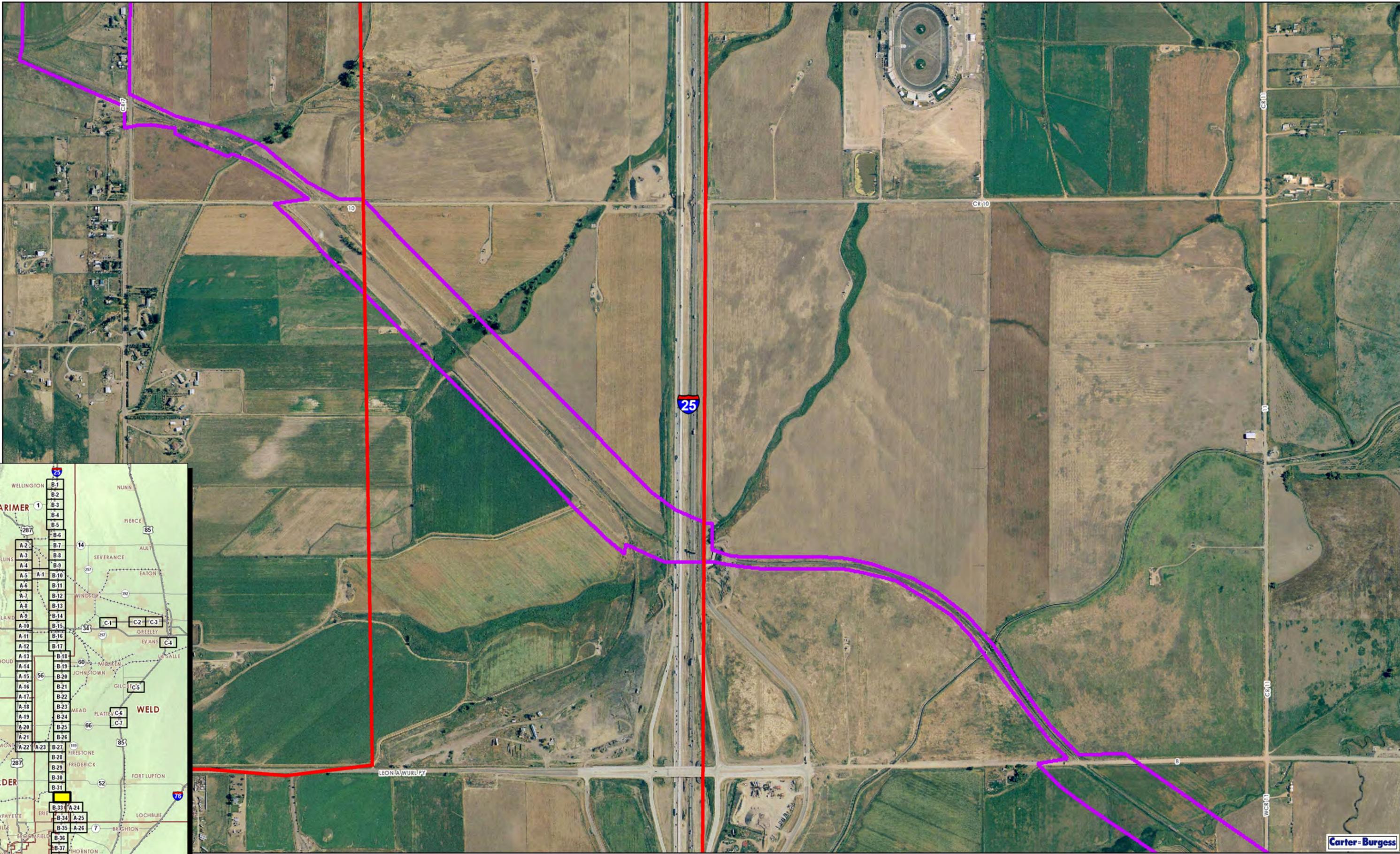
- North I-25 APE
- Harmony APE
- US 34 APE
- BNSF APE
- US 85 APE
- Longmont North Metro APE



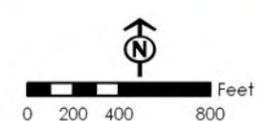
**Area of Potential Effect**  
Map Page: B-30



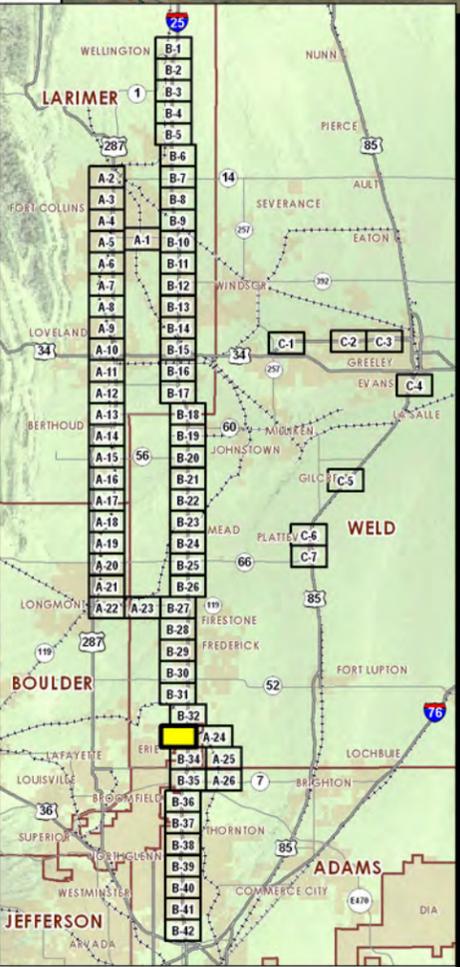
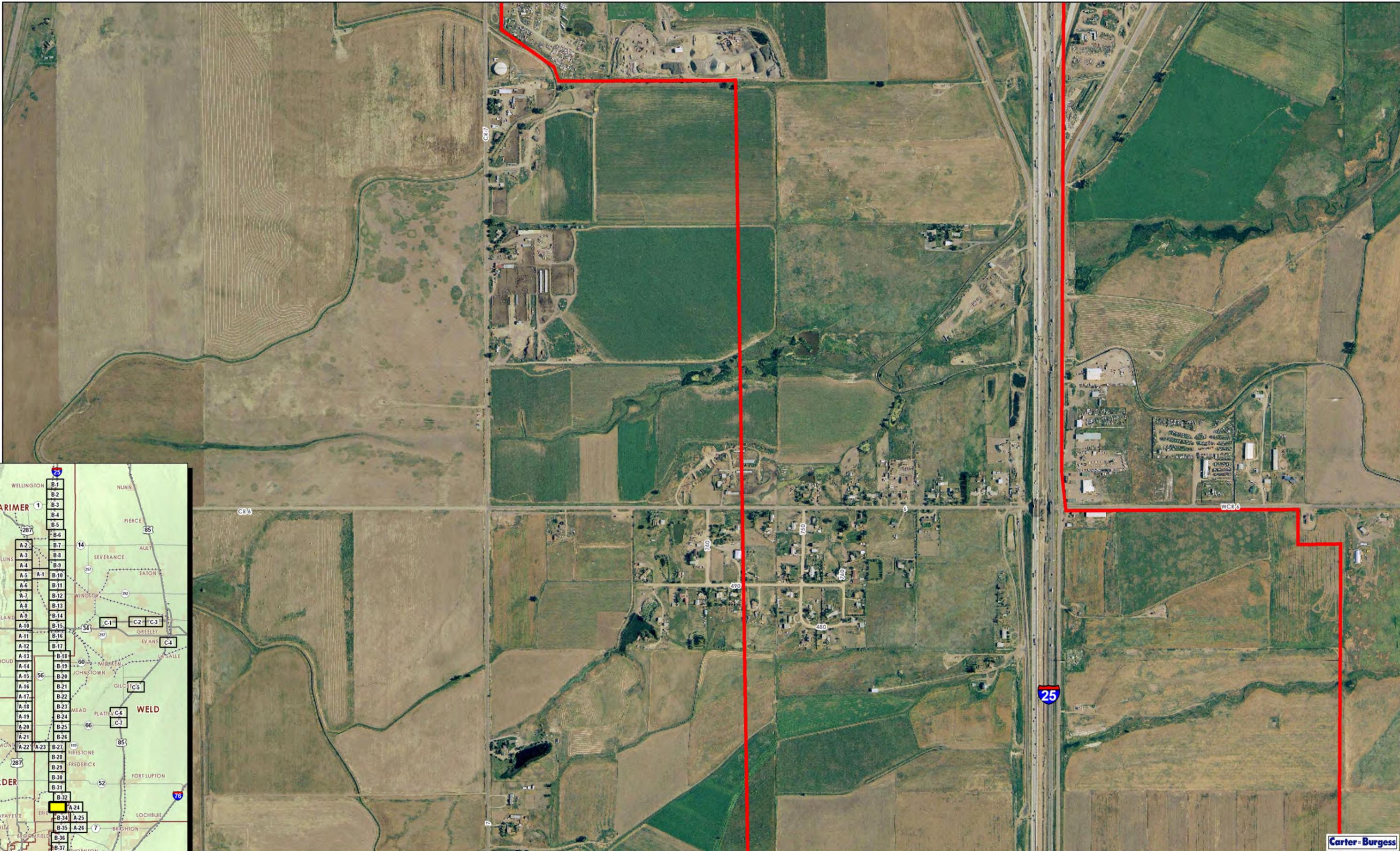




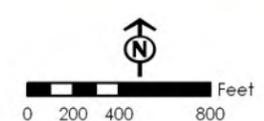
- North I-25 APE
- Harmony APE
- US 34 APE
- BNSF APE
- US 85 APE
- Longmont North Metro APE



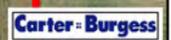
**Area of Potential Effect**  
Map Page: B-32

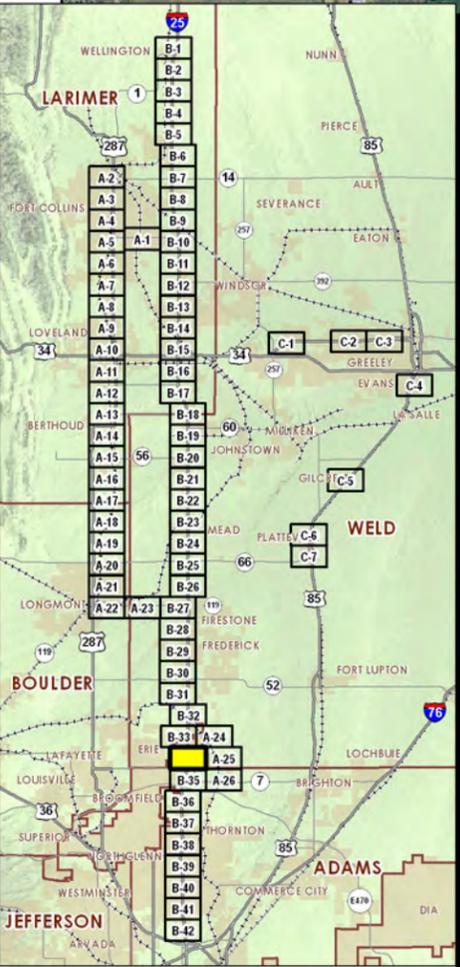
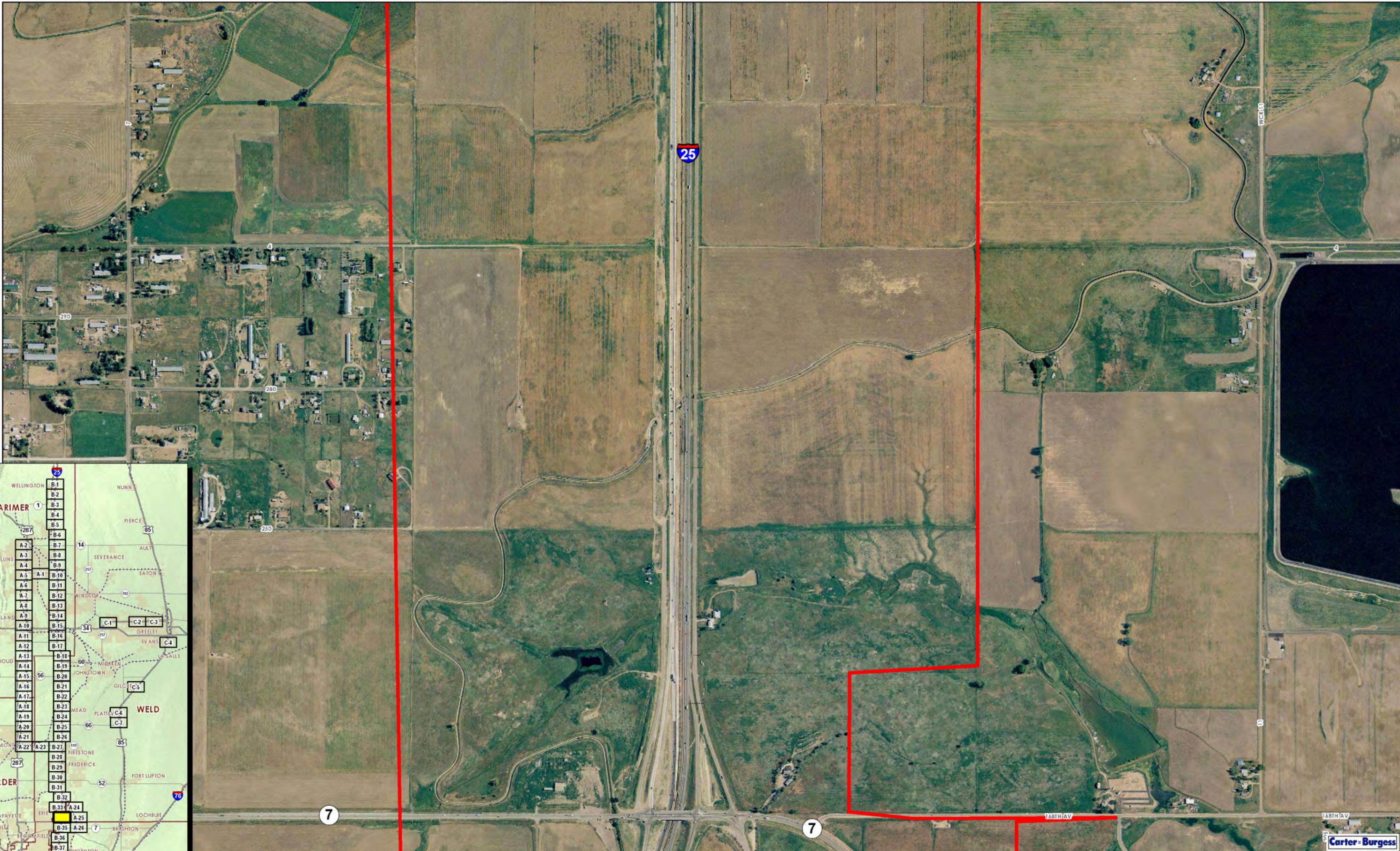


- North I-25 APE
- Harmony APE
- US 34 APE
- BNSF APE
- US 85 APE
- Longmont North Metro APE

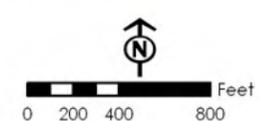


**Area of Potential Effect**  
Map Page: B-33

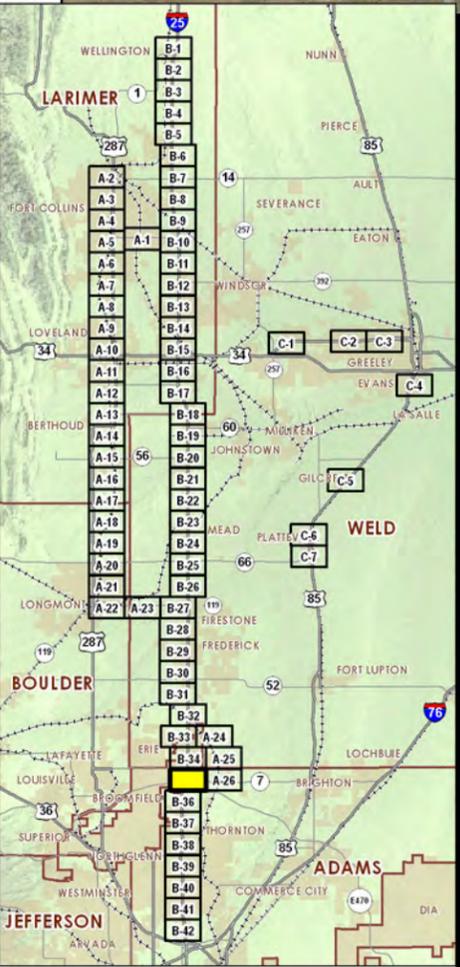




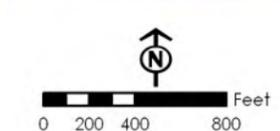
- North I-25 APE
- Harmony APE
- US 34 APE
- BNSF APE
- US 85 APE
- Longmont North Metro APE



**Area of Potential Effect**  
Map Page: B-34

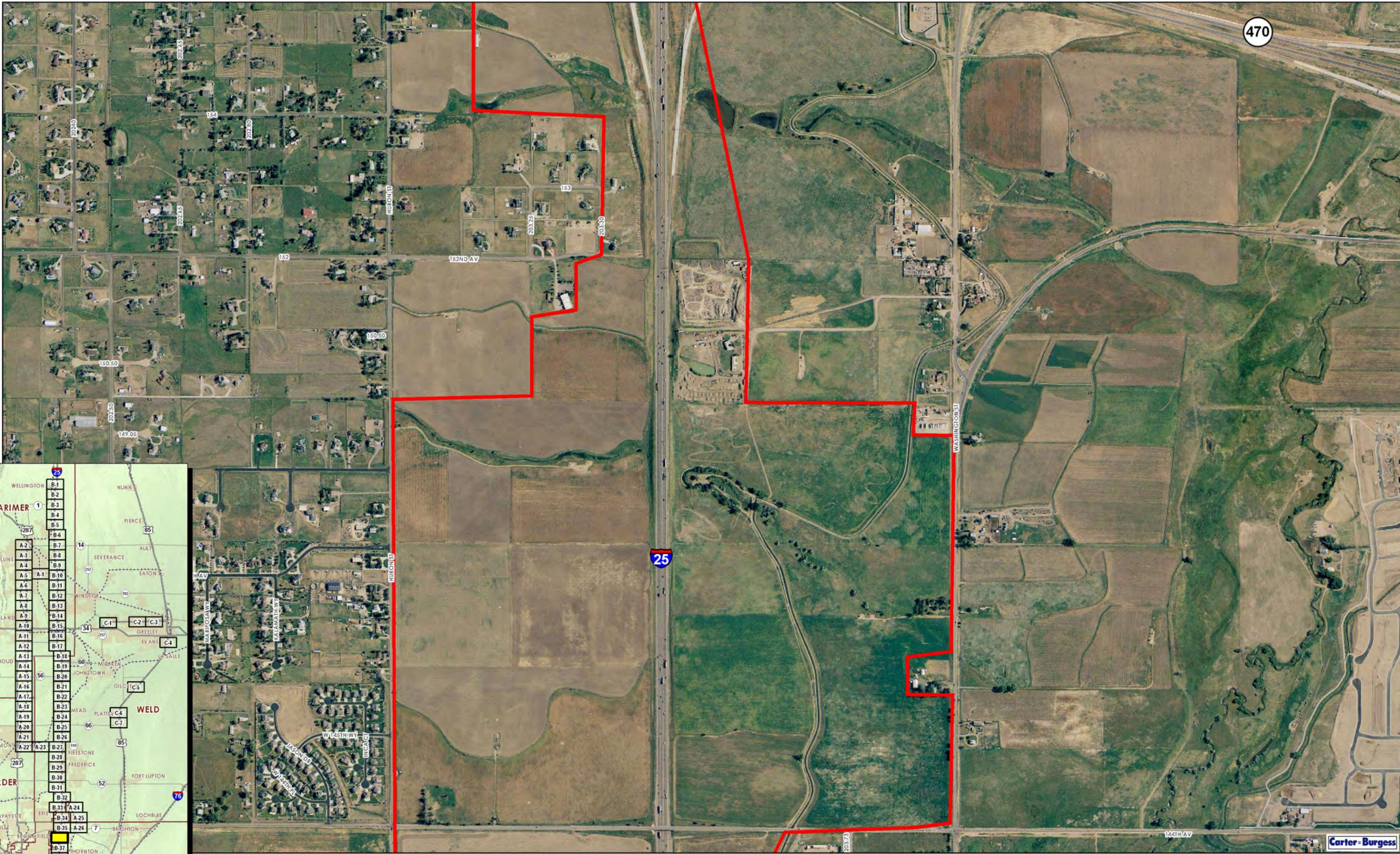


- North I-25 APE
- Harmony APE
- US 34 APE
- BNSF APE
- US 85 APE
- Longmont North Metro APE

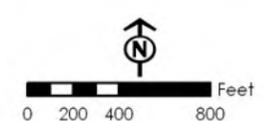


**Area of Potential Effect**  
Map Page: B-35





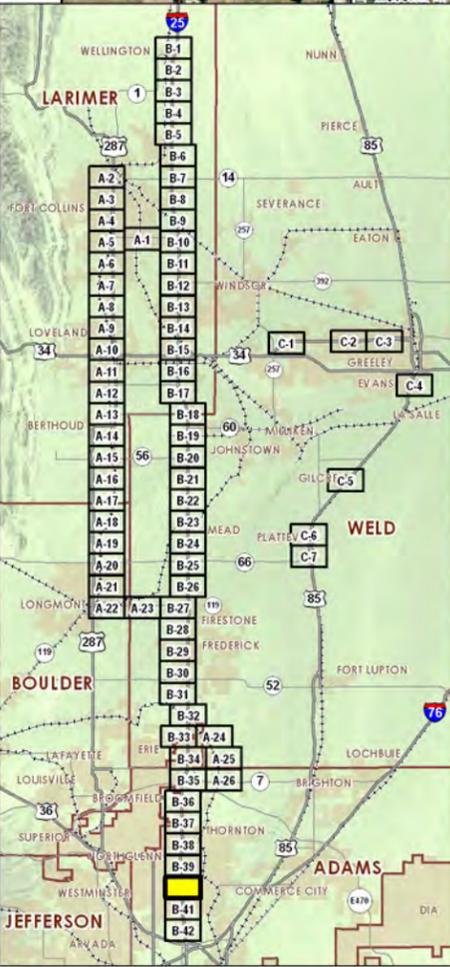
- North I-25 APE
- Harmony APE
- US 34 APE
- BNSF APE
- US 85 APE
- Longmont North Metro APE



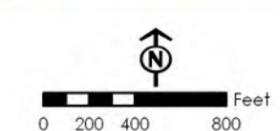








- North I-25 APE
- Harmony APE
- US 34 APE
- BNSF APE
- US 85 APE
- Longmont North Metro APE



**Area of Potential Effect**  
Map Page: B-40

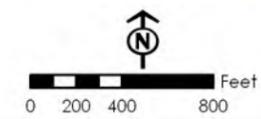




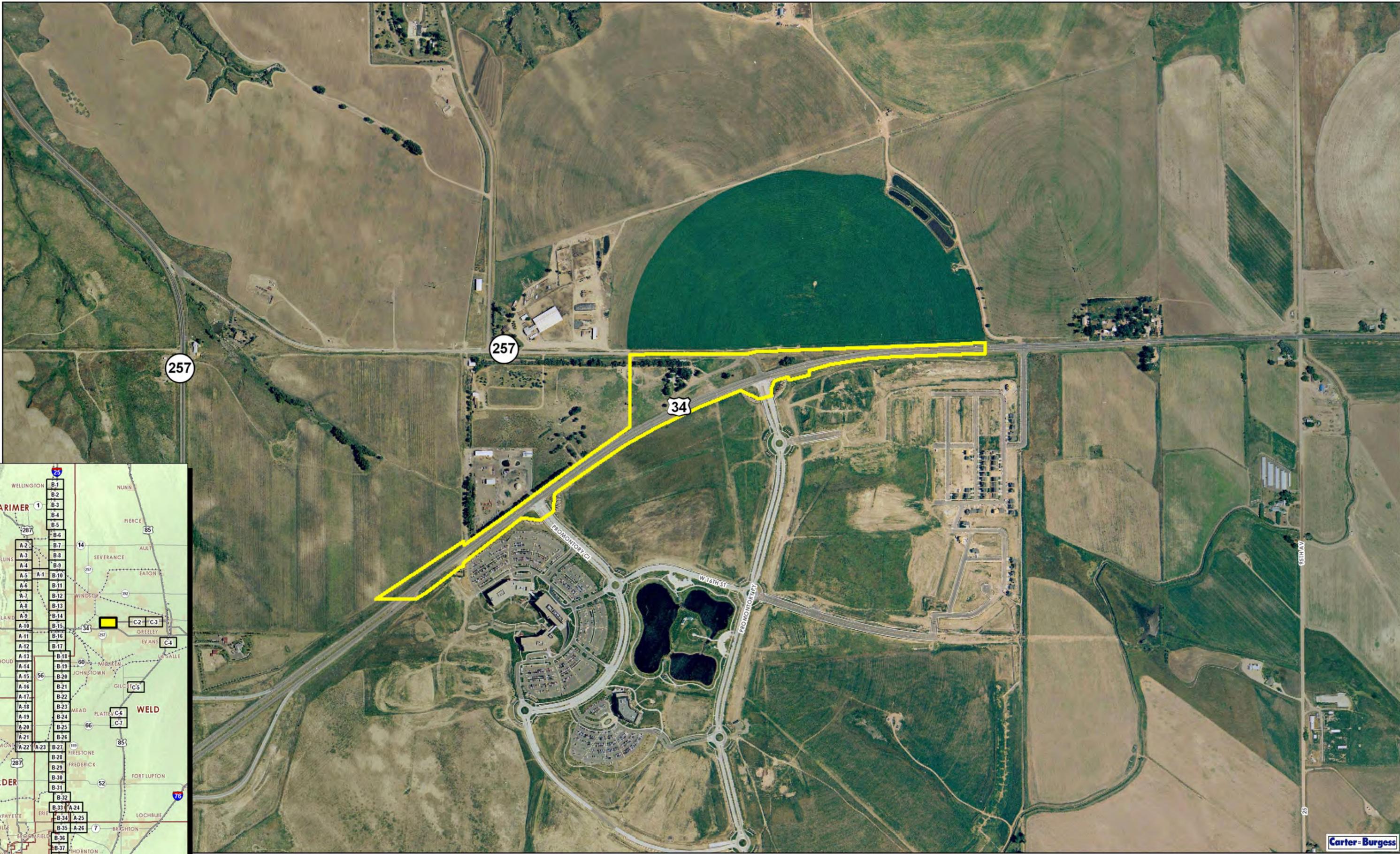


Carter-Burgess

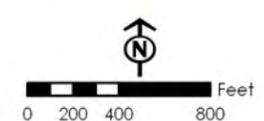
- |   |                |   |             |   |                          |
|---|----------------|---|-------------|---|--------------------------|
|  | North I-25 APE |  | Harmony APE |  | US 34 APE                |
|  | BNSF APE       |  | US 85 APE   |  | Longmont North Metro APE |



**Area of Potential Effect**  
Map Page: B-42



- North I-25 APE
- Harmony APE
- US 34 APE
- BNSF APE
- US 85 APE
- Longmont North Metro APE



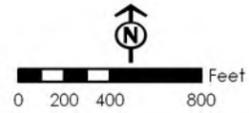
**Area of Potential Effect**  
Map Page: C-1

**Carter-Burgess**

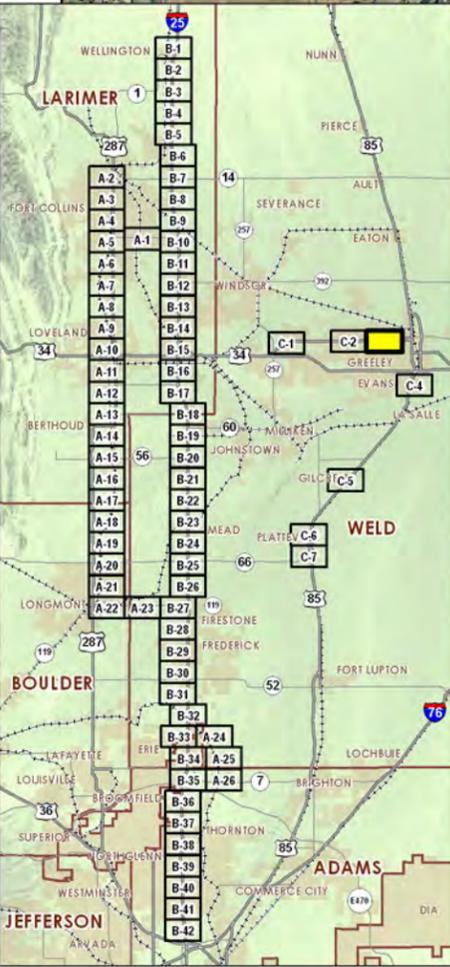


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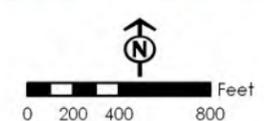
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|---|----------------|---|-------------|---|--------------------------|
|  | North I-25 APE |  | Harmony APE |  | US 34 APE                |
|  | BNSF APE       |  | US 85 APE   |  | Longmont North Metro APE |



**Area of Potential Effect**  
Map Page: C-2

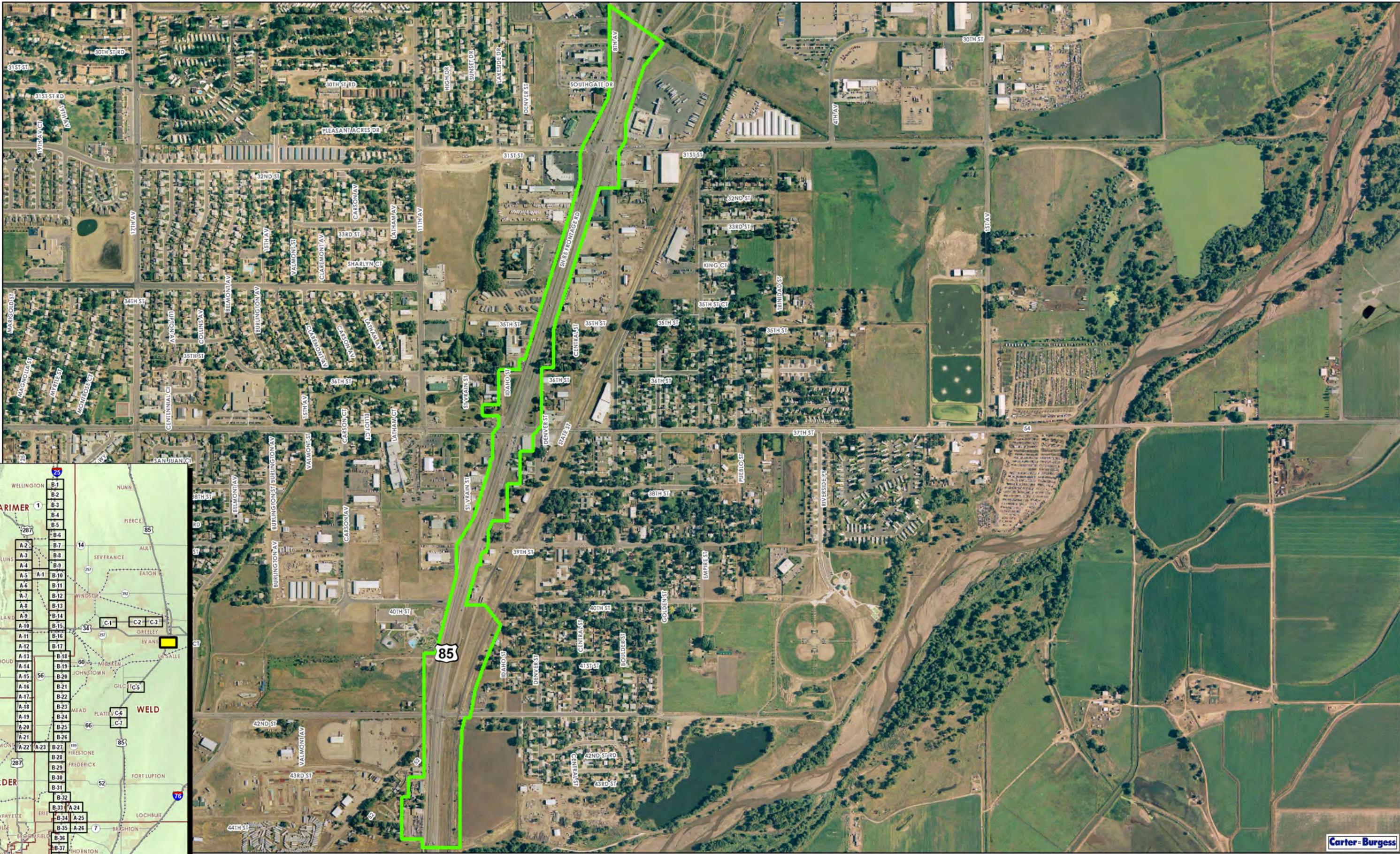


- North I-25 APE
- Harmony APE
- US 34 APE
- BNSF APE
- US 85 APE
- Longmont North Metro APE



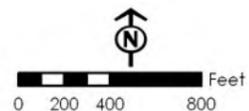
**Area of Potential Effect**  
 Map Page: C-3





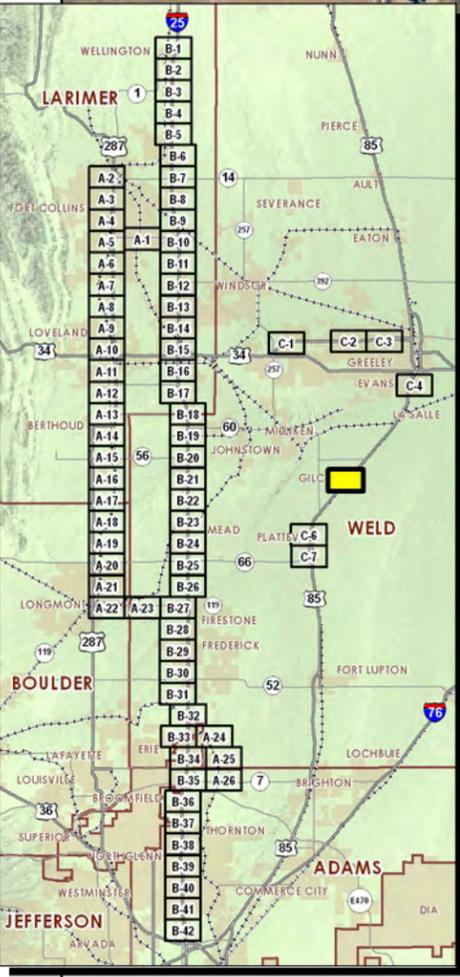
Carter Burgess

- - 
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  -
- North I-25 APE
Harmony APE
US 34 APE  
BNSF APE
US 85 APE
Longmont North Metro APE

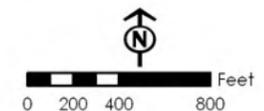


## Area of Potential Effect

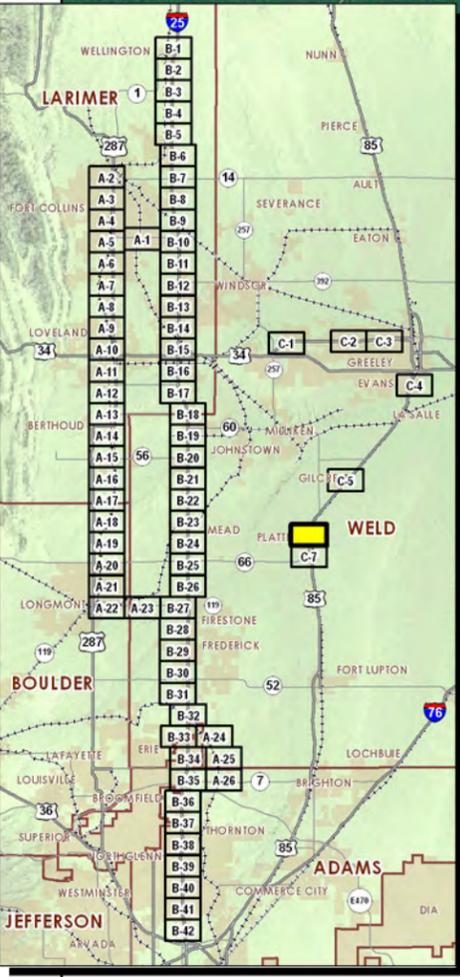
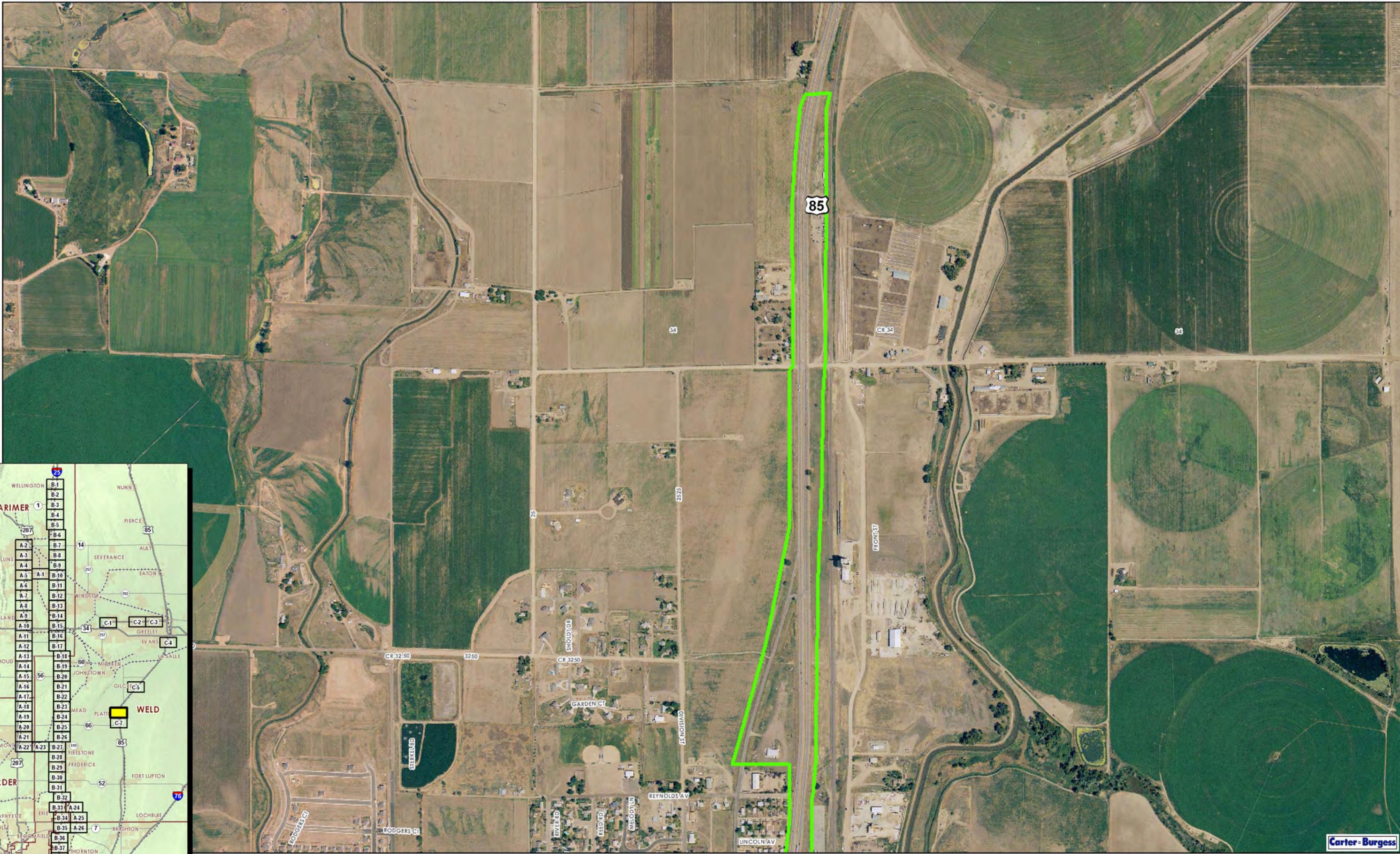
Map Page: C-4



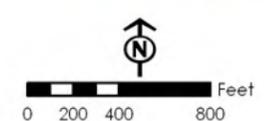
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- Harmony APE
- US 34 APE
- BNSF APE
- US 85 APE
- Longmont North Metro APE



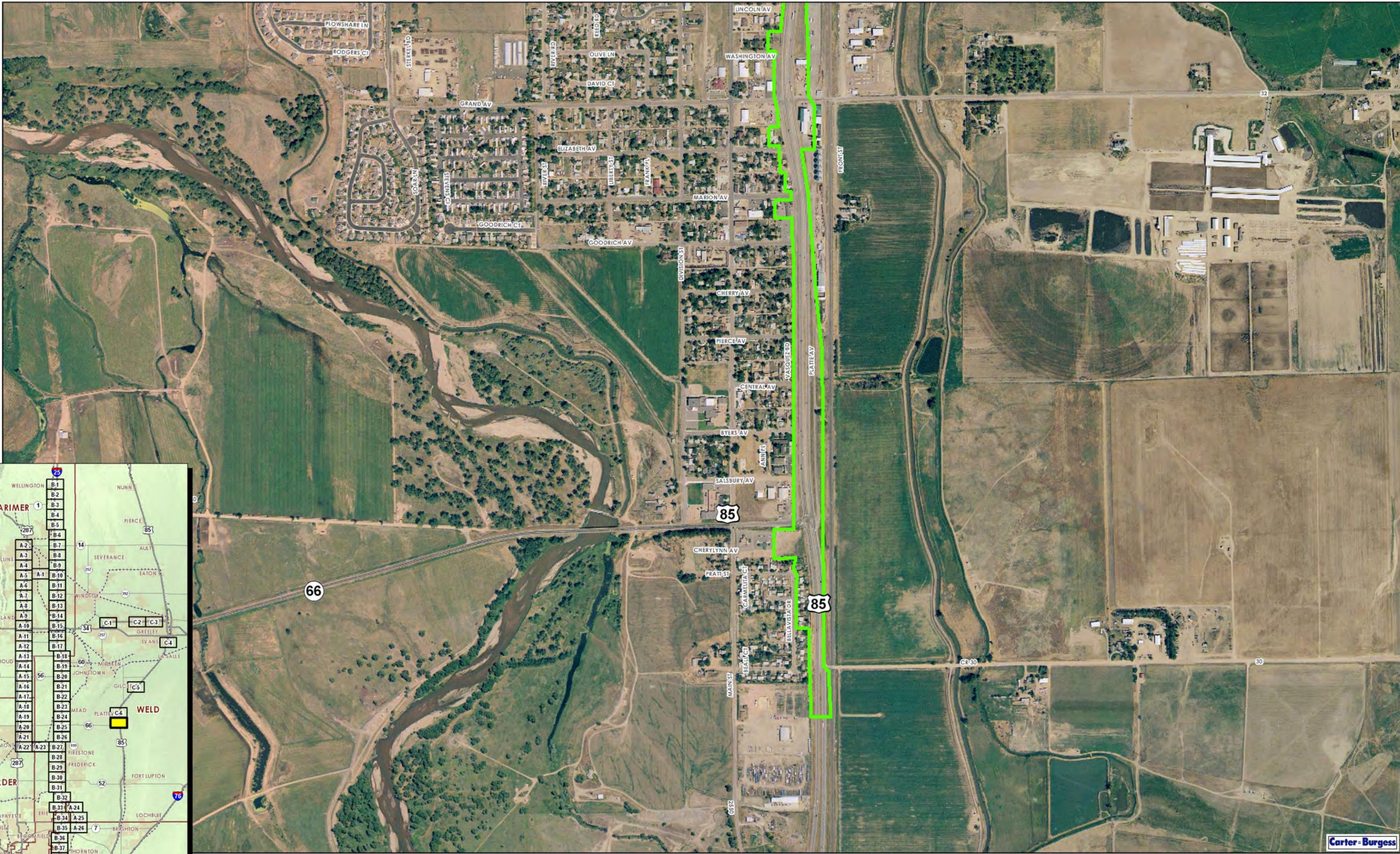
**Area of Potential Effect**  
Map Page: C-5



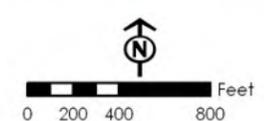
- North I-25 APE
- Harmony APE
- US 34 APE
- BNSF APE
- US 85 APE
- Longmont North Metro APE



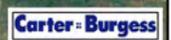
**Area of Potential Effect**  
Map Page: C-6



- North I-25 APE
- Harmony APE
- US 34 APE
- BNSF APE
- US 85 APE
- Longmont North Metro APE



**Area of Potential Effect**  
Map Page: C-7



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**North I-25 Project Programmatic Agreement  
Among the Federal Highway Administration, the Colorado State Historic Preservation  
Officer, and the Colorado Department of Transportation**

**APPENDIX C:  
Consulting Native American Tribes**

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**North I-25 Project Programmatic Agreement  
Among the Federal Highway Administration, the Colorado State Historic Preservation  
Officer, and the Colorado Department of Transportation**

**Appendix C: Consulting Native American Tribes**

North I-25 FEIS Tribal Mailing List

Ms. Pearl Casias, Chairwoman  
Southern Ute Indian Tribe  
Attn: Mr. Neil Cloud, NAGPRA Representative  
P.O. Box 737  
Ignacio, CO 81137

Acting Chairman  
Comanche Tribal Business Committee  
Comanche Nation of Oklahoma  
Attn: Mr. Jimmy Arterberry, THPO  
P.O. Box 908  
Lawton, OK 73502

Mr. George Howell, President  
Pawnee Nation of Oklahoma  
Attn: Mr. Gordon Adams, THPO  
881 Little Dee Drive  
Pawnee, OK 74058

Ms. Kim Harjo, Chairwoman  
Northern Arapaho Business Council  
Attn: Ms. Darlene Conrad, THPO  
P.O. Box 396  
Fort Washakie, WY 82514

Ms. Janice Prairie Chief-Boswell, Governor  
Cheyenne and Arapaho Tribes of Oklahoma  
P.O. Box 38  
Concho, OK 73022

Mr. Leroy Spang, Chairman  
Northern Cheyenne Tribe  
Attn: Mr. Conrad Fisher, THPO  
P.O. Box 128  
Lame Deer, MT 59043

Mr. Ronald Twohatchet, Chairman  
Kiowa Business Committee  
Kiowa Tribe of Oklahoma  
Attn: Jame Eskew, NAGPRA Representative  
P.O. Box 369  
Carnegie, OK 73015

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Among the Federal Highway Administration, the Colorado State Historic Preservation  
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**APPENDIX D:  
Project Definitions**

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**North I-25 Project Programmatic Agreement  
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**Appendix D: Project Definitions**

Project Definitions

**Design-Bid-Build:** A common method of project delivery where a consulting firm provides 100 percent construction design documents to the agency, which uses them to acquire bids from construction contractors. The selected contractor builds the project. An example would be SH 16 in El Paso County.

**Design-Build:** A method of contracting for design and construction services that assumes a contractor is hired to finish the design for a project while at the same time beginning the construction project. Design-build projects can expedite final design and construction phases of projects. The T-REX project in Denver is an example of a design-build project.

**Public-Private Partnerships (PPP):** A method of financing and contracting for design and construction services that can expedite project, relieve the public of certain risks, and leverage public funds. PPP arrangements have evolved from design-build to design-build-finance-operate-maintain, with many options in between, representing a continuum between public and private funds, along with public and private responsibility. An example of this project delivery approach is the Northwest Parkway Project in Denver.

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