



Agency Consultation

Documentation

Appendix G Contents

- Colorado State Historic Preservation Office Consultation
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- Adams County Planning and Development Consultation on Historic Resources
- Native American Tribal Consultation
- Colorado Department of Transportation Paleontological Resources Memo
- Section 4(f) Coordination
- United States Fish and Wildlife Service Concurrence of No Effect

Colorado State Historic Preservation Office Consultation



MEMORANDUM

Planning & Environmental
2000 South Holly Street
Denver, Colorado 80222
(303)757-9372
FAX (303)757-9036

TO: Jon Chesser, R1 Environmental Program Manager
FROM: Ashley L. Bushey, Region I Historian
DATE: October 10, 2014
SUBJECT: UPDATE: Section 106 Clearance, CDOT Project CC 0761-202 (17313) Environmental Assessment I-76 and Bridge Street (State Highway 7), Adams County

This memo is to notify you that the Section 106 Consultation has been completed for the project referenced above; which updates an earlier clearance for the project. This update covers a revised and expanded Area of Potential Effect (APE) based on design changes. No new historic resources were identified within the expanded APE limits.

**Section 106
SHPO Response**

CDOT consulted on eligibility and effects with the State Historic Preservation Officer (SHPO), and with the City of Brighton Historic Preservation Commission, in the capacity of consulting party, in letters dated September 5, 2014. In a letter dated September 17, 2014, SHPO concurred with the updated, expanded limits of the APE. No comments were received from the consulting party within the 30-day consultation period.

Section 4(f)

No additional historic resources were identified within the expanded APE; there are no further requirements under 23 USC 138, 49 USC 303, and 23 CFR 774.

Clearance to proceed on this project is recommended. As always, please notify me of any changes to the project scope or limits that would require a re-evaluation of the clearance.

ALB 10-10-14

Enclosures:
Initial Clearance 7.29.14
Consultation Correspondence
Cc: File



September 17, 2014

Charles Attardo
Region 1 Planning and Environmental Manager
Colorado Department of Transportation, Region 1
2000 South Holly Street
Denver, CO 80222

Re: Update: Area of Potential Effect, CDOT Project Number: CC 0761-202/17313 –
Environmental Assessment I-76 and Bridge Street (State Highway 7), Adams County, CO
(CHS #65749)

Dear Mr. Attardo:

Thank you for your correspondence dated September 5, 2014 and received by our office on September 10, 2014 regarding the review of the above-mentioned project under Section 106 of the National Historic Preservation Act (Section 106).

After review of the submitted information, we do not object to the proposed update to the Area of Potential Effects (APE) for the project. Please note that our compliance letter does not end the 30-day review period provided to other consulting parties. If we may be of further assistance, please contact Amy Pallante, our Section 106 Compliance Manager, at (303) 866-4678.

Sincerely,

Edward C. Nichols
State Historic Preservation Officer



COLORADO

Department of Transportation

Region 1

Planning & Environmental
2000 South Holly Street,
Denver, CO 80222-4818

September 5, 2014

Mr. Edward C. Nichols
State Historic Preservation Officer
History Colorado
1200 Broadway
Denver, CO 80203

SUBJECT: Update: Area of Potential Effect, CDOT Project CC 0761-202 (17313) –Environmental Assessment I-76 and Bridge Street, Adams County (CHS# 65749)

Dear Mr. Nichols:

This letter and the attached materials constitute a request for concurrence on updates to the Area of Potential Effect (APE) for the project referenced above. The project involves construction of a new interchange at Interstate 76 and Bridge Street in Brighton, Adams County. Consultation under NHPA Section 106 was initiated with your office by a letter dated April 1, 2014, including APE, eligibility, and effects. Concurrence was provided by your office by a letter dated April 21, 2014. Since that time, a minor change has been added to the project scope; a stoplight will be installed at the intersection of Bridge Street/E. 160th Avenue and Prairie Falcon Parkway, located west of the initial project area. This work will remain within existing right-of-way.

A search of the COMPASS database maintained by History Colorado did not indicate additional previously surveyed historic resources. A review of Assessor records revealed the land surrounding the proposed stoplight location is vacant or consists of residential development dating within the last fifteen (15) years. Because none of these properties are fifty-years old or older, they do not require review under Section 106 of the National Historic Preservation Act of 1966 (NHPA).

Area of Potential Effects: The original APE limits remain the same, with the addition of a second geographic area at the intersection of Bridge Street/E. 160th Avenue and Prairie Falcon Way to account for potential effects connected to the intersection signalization improvements referenced above. No work or project activities are included along Bridge Street/E. 160th Avenue between the subject intersection and initial APE boundary; this area was therefore excluded from the APE. Because no additional historic properties were identified, parcels adjacent to the subject intersection were also excluded from the APE. Please refer to the attached APE map for additional details.

Because no additional historic resources were identified in the expanded APE, no survey or determinations of eligibility are warranted.

We request your comments on the updated Area of Potential Effect. This information has been sent concurrently to the City of Brighton, Long Range & Historic Preservation Planner. Any response from them will be forwarded to you. Thank you in advance for your prompt attention to this matter. If you require additional information, please contact Region 1 Historian Ashley L. Bushey at (303) 757-9397.

Sincerely,

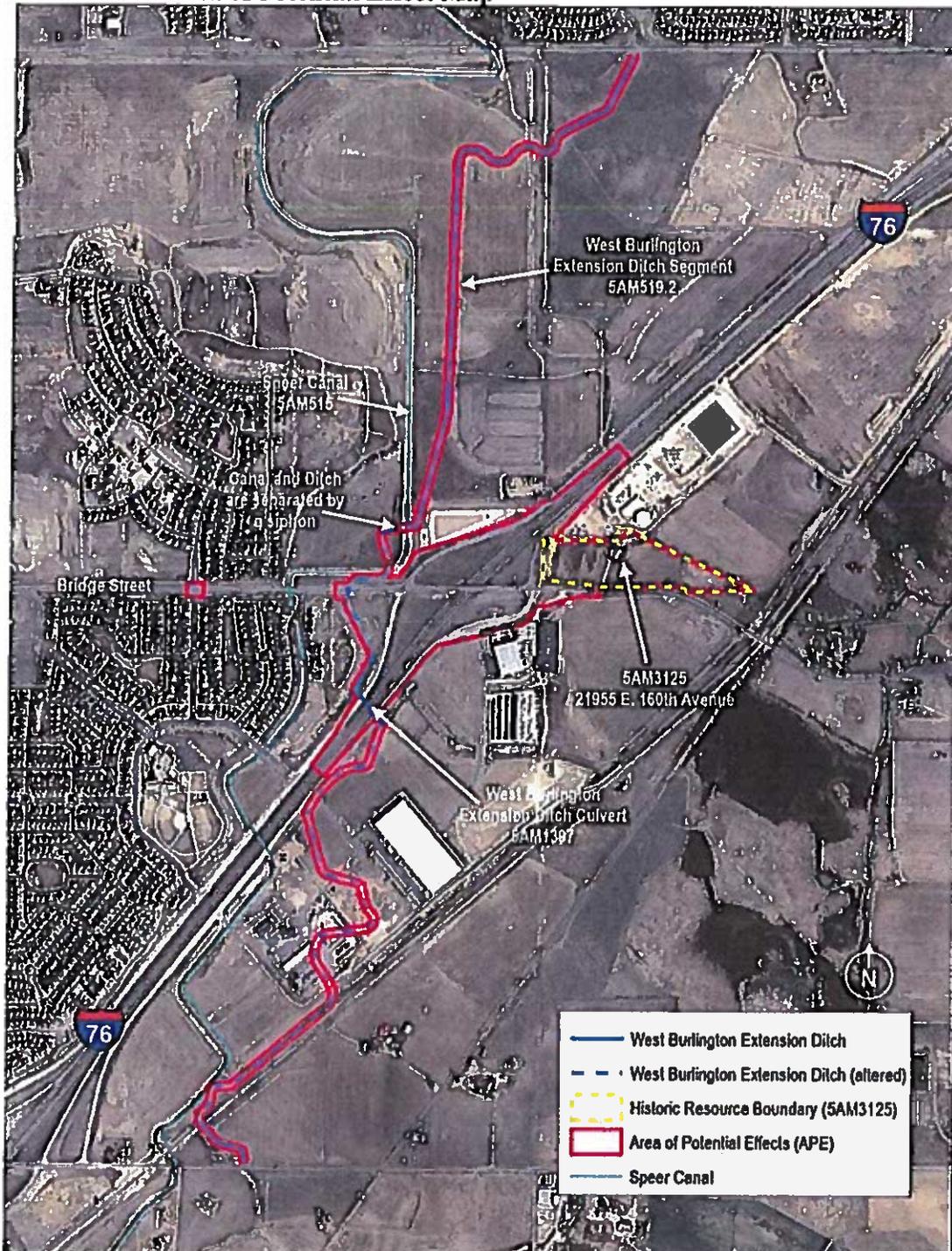


for Chuck Attardo
Region 1 Planning and Environmental Manager

Attachments: APE Map Update

cc: Jon Chesser, CDOT Region 1
Amy Kennedy, Pinyon Environmental, Inc.
File/CF

Attachment: Area of Potential Effect Map





COLORADO

Department of Transportation

Region 1

Planning & Environmental
2000 South Holly Street,
Denver, CO 80222-4818

September 5, 2014

Ms. Aja Tibbs, Long Range & Historic Preservation Planner
City of Brighton Historic Preservation Commission
500 South 4th Avenue
Brighton, CO 80601

SUBJECT: Update: Area of Potential Effect, CDOT Project CC 0761-202 (17313) –Environmental Assessment I-76 and Bridge Street, Adams County (CHS# 65749)

Dear Ms. Tibbs:

This letter and the attached materials constitute a request for comments on updates to the Area of Potential Effect (APE) for the project referenced above. The project involves construction of a new interchange at Interstate 76 and Bridge Street in Brighton, Adams County. Consultation under NHPA Section 106 was initiated with your office by a letter dated April 1, 2014, including APE, eligibility, and effects. Comments were provided by your office by a letter dated April 17, 2014. Since that time, a minor change has been added to the project scope; a stoplight will be installed at the intersection of Bridge Street/E. 160th Avenue and Prairie Falcon Parkway, located west of the initial project area. This work will remain within existing right-of-way.

A search of the COMPASS database maintained by History Colorado did not indicate additional previously surveyed historic resources. A review of Assessor records revealed the land surrounding the proposed stoplight location is vacant or consists of residential development dating within the last fifteen (15) years. Because none of these properties are fifty-years old or older, they do not require review under Section 106 of the National Historic Preservation Act of 1966 (NHPA).

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Because no additional historic resources were identified in the expanded APE, no survey or determinations of eligibility are warranted.

We request your comments on the updated Area of Potential Effect. This information has been sent concurrently to the Colorado State Historic Preservation Office (SHPO). Any response from them will be forwarded to you. Thank you in advance for your prompt attention to this matter. If you require additional information, please contact Region 1 Historian Ashley L. Bushey at (303) 757-9397.

Ms. Tibbs
September 5, 2014
Page 2

Sincerely,

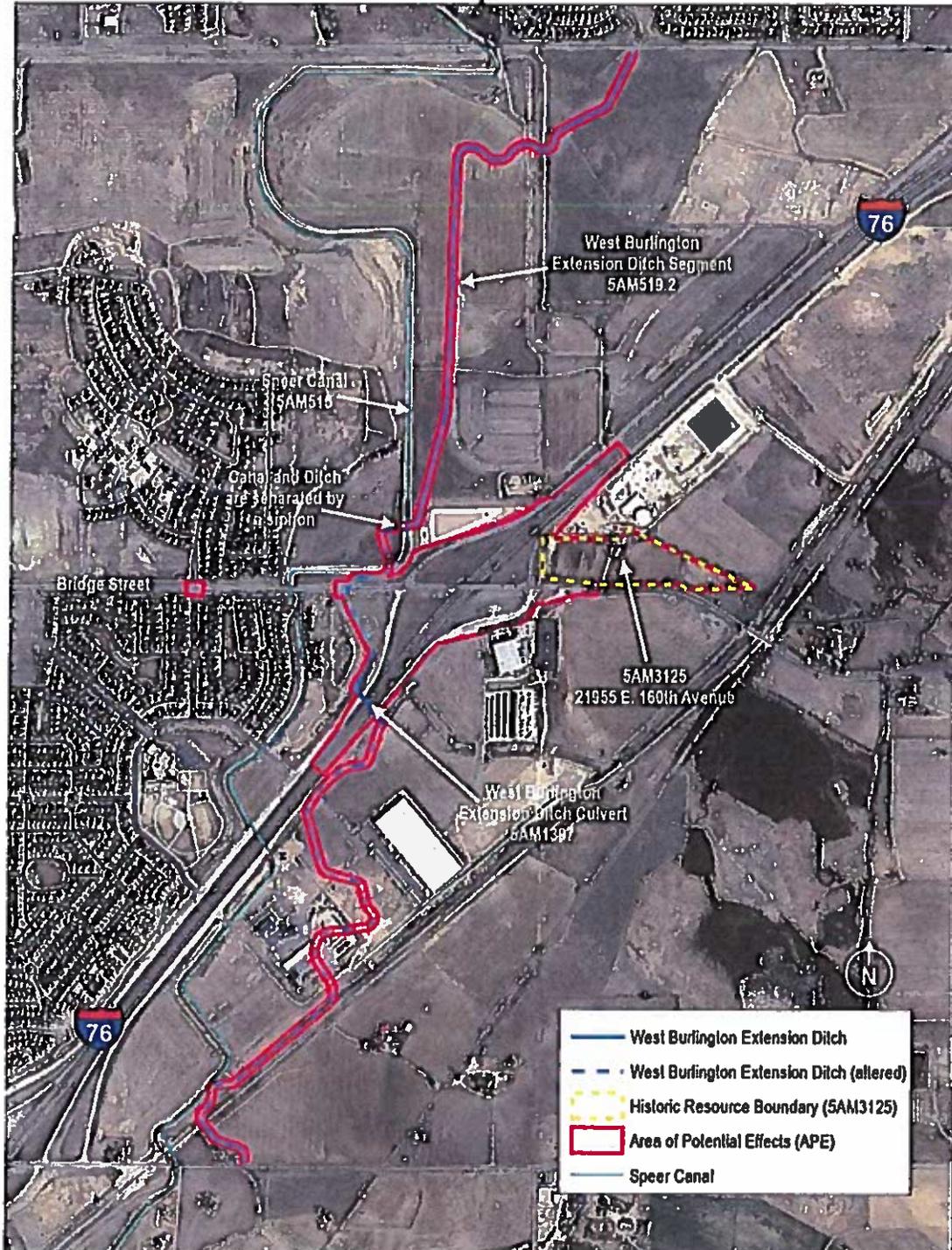


fu - Chuck Attardo
Region 1 Planning and Environmental Manager

Attachments: APE Map Update

cc: Jon Chesser, CDOT Region 1
Amy Kennedy, Pinyon Environmental, Inc.
File/CF

Attachment: Area of Potential Effect Map





COLORADO
Department of Transportation
Region 1

MEMORANDUM

Planning & Environmental
2000 South Holly Street
Denver, Colorado 80222
(303)757-9372
FAX (303)757-9036

TO: Jon Chesser, RI Environmental Program Manager
FROM: Ashley L. Bushey, Region 1 Historian
DATE: July 29, 2014
SUBJECT: Section 106 Clearance, CDOT Project CC 0761-202 (17313) Environmental Assessment I-76 and Bridge Street (State Highway 7), Adams County

This memo is to notify you that the Section 106 Consultation has been completed for the project referenced above.

Section 106

SHPO Response

CDOT consulted on eligibility and effects with the State Historic Preservation Officer (SHPO), and with the City of Brighton Historic Preservation Commission and Adams County Planning and Development Department, in the capacity of Consulting Parties, in letters dated April 1, 2014. In a letter dated April 21, 2014 (received April 28, 2014), SHPO concurred with the recommended determinations of eligibility for resource 5AM519, including segment 5AM519.2 (*non-supporting*) and 5AM3125 (*Not Eligible*). SHPO concurred with the recommended finding of *no adverse effect* for resource 5AM519, including segment 5AM519.2 and with the recommended finding of *no historic properties affected* with regard to resource 5AM3125.

On May 28, 2014, CDOT received a letter dated April 17, 2014 from the City of Brighton Historic Preservation Commission.

Section 4(f)

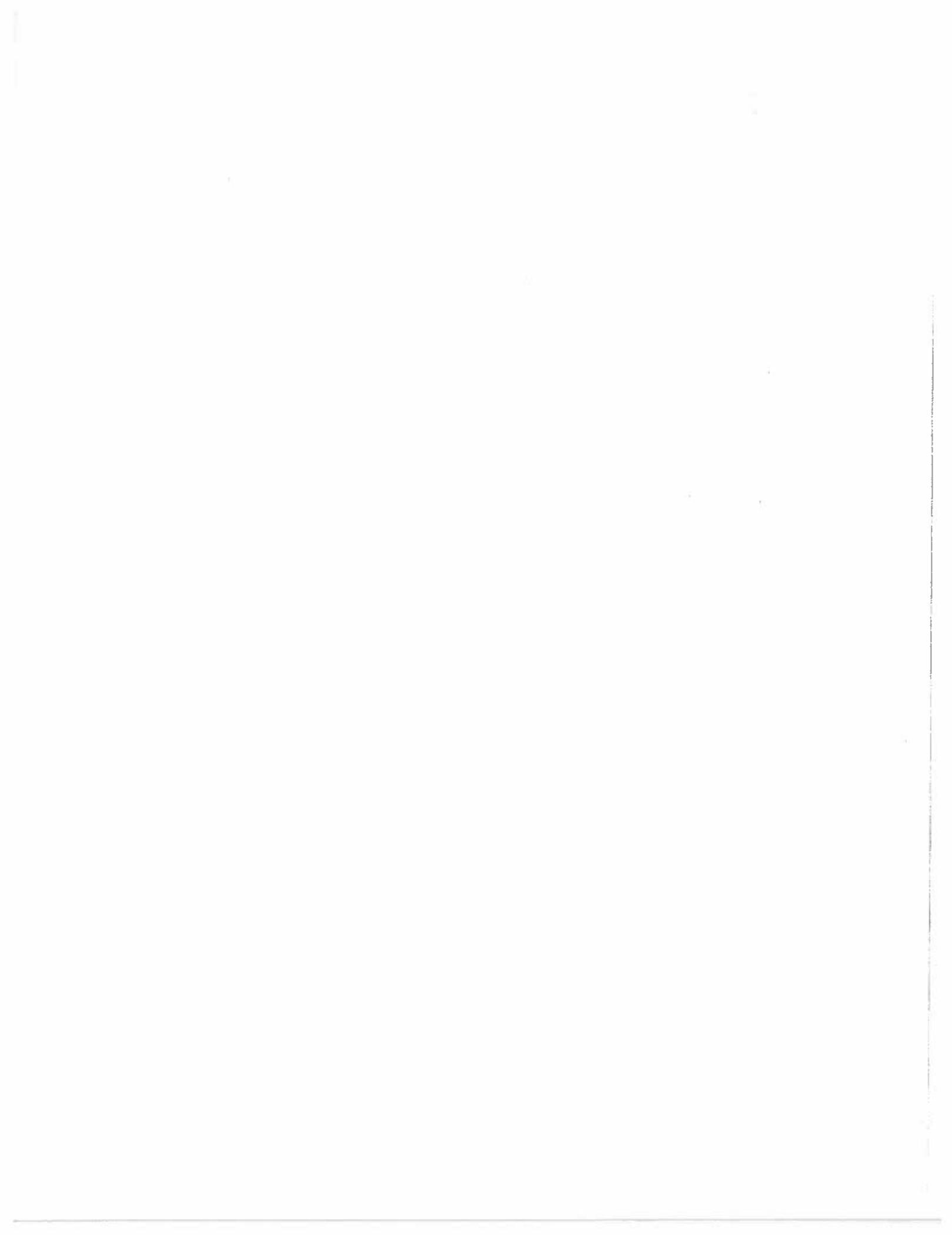
Segment 5AM519.2 of the West Burlington Extension Ditch occurs within the project area. The project does not require permanent incorporation of the resource into a transportation facility, nor does it require permanent or temporary easements from the resource to accommodate the project. The project does not result in a *use* under Section 4(f); there are no further requirements under 23 USC 138, 49 USC 303, and 23 CFR 774.

Clearance to proceed on this project is recommended. As always, please notify me of any changes to the project scope or limits that would require a re-evaluation of the clearance.

AS 7.29.14

Enclosures: Consultation Correspondence

Cc: File



April 21, 2014



Jane Hann
Manager, Environmental Programs Branch
Colorado Department of Transportation
Environmental Programs Branch
4201 East Arkansas Avenue
Denver, CO 80222

Re: Determinations of Eligibility and Effects, Project Number: CC 0761-202/17313 –
Environmental Assessment I-76 and Bridge Street (State Highway 7), Adams County, CO
(CHS #65749)

Dear Ms. Hann,

Thank you for your correspondence dated April 1, 2014 and received by our office on April 4, 2014 regarding the review of the above-mentioned project under Section 106 of the National Historic Preservation Act (Section 106).

After review of the submitted information, we do not object to the proposed Area of Potential Effects (APE) for the project. After review of the provided survey information, we concur that resource 5AM.3125 is not eligible for the National Register of Historic Places. We concur that the entire linear resource 5AM.519 is eligible and that segment 5AM.519.2 does not retain integrity and, therefore, does not support the overall eligibility of resource 5AM.519.2. We also concur that resource 5AM.1397 is not eligible for the National Register of Historic Places.

After review of the scope of work and assessment of adverse effect, we concur with the recommended finding of *no adverse effect* [36 CFR 800.5(b)] for resource 5AM.519, including segment 5AM.519.2. We concur with the recommended finding of *no historic properties affected* [36 CFR 800.4(d)(1)] for resource 5AM.3125. No finding of effect was recommended for resource 5AM.1397; however, we recommend a finding of *no historic properties affected* [36 CFR 800.4(d)(1)]. We acknowledge that FHWA intends to make a *de minimis* determination in respect to the requirements of Section 4(f).

Please note that our compliance letter does not end the 30-day review period provided to other consulting parties. If we may be of further assistance, please contact Amy Pallante, our Section 106 Compliance Manager, at (303) 866-4678.

Sincerely,

Edward C. Nichols
State Historic Preservation Officer



City of Brighton
500 South 4th Avenue
Brighton, CO 80601
303-655-2000 Office
www.brightonco.gov

April 17, 2014

Region 1. Planning and Environmental
Attn: Charles Attardo – Region 1 Planning and Environmental Manager
2000 South Holly Street
Denver, CO 80222
(303) 757-9929

RE: Brighton Historic Preservation Section 106 Review
I-76 & Bridge Street Interchange – Project Number: CC 0761-202/17313

Dear Mr. Attardo;

On April 4, 2014 packet was received requesting a Section 106 Review of four different alternatives (one without change) for the Interchange at Interstate 76 and Bridge Street.

After review of the proposed alternatives and performing additional property research, staff finds that the three proposals for change will not negatively impact the historic significance of the area. The three potential historic resources are not eligible for historic designation because of their lack of integrity or historical value. In addition, your report indicates that the interchange proposals will not physically modify the resources. While, the visual setting of all three resources will be impacted with the changes, this has already occurred through the approval and future construction of surrounding development.

Please note that this review is separate from the planning and permitting review process required by regulation within the Municipal Code. The above response is specific to your request of historic impact.

Thank you for consulting with the City of Brighton during the planning process. Please feel free to contact me if you need further assistance.

Sincerely,

Aja Tibbs
Long Range & Historic Preservation Planner
Community Development Department
City of Brighton
303-655-2015
atibbs@brightonco.gov

STATE OF COLORADO

DEPARTMENT OF TRANSPORTATION

Region 1, Planning and Environmental
2000 South Holly Street
Denver, CO 80222
(303) 767-9929
(303) 767-9036 FAX



April 1, 2014

Mr. Edward C. Nichols
State Historic Preservation Officer
History Colorado
1200 Broadway
Denver, CO 80203

SUBJECT: Determinations of Eligibility and Effects, Project Number: CC 0761-202/17313 – Environmental Assessment I-76 and Bridge Street (State Highway 7), Adams County, Colorado

Dear Mr. Nichols:

This letter and attached documents constitute a request for concurrence on Determinations of Eligibility and Effects for the project referenced above. The project involves construction of a new interchange at I-76 and Bridge Street in Brighton, Adams County. The project is a joint project of the Colorado Department of Transportation (CDOT), Federal Highway Administration (FHWA), and the City of Brighton (Brighton).

Project Description and Alternatives

The project proposes to construct a new interchange at I-76 and Bridge Street (SH7). The current I-76 overpass has no interchange at Bridge Street. Traffic currently accesses the highway via interchanges at Baseline Road (168th Avenue) or Bromley Lane (152nd Avenue). The subject project is located at mile marker 81.626 in Brighton. This interchange has been identified in Adams County's Top-Ten Ranked Urbanized Road Priority Projects. Bridge Street provides an opportunity to increase regional east-west connectivity that will become increasingly important with future population growth and increased travel demand. Four design alternatives, including a No Action Alternative, were examined as a part of this study.

No Action Alternative

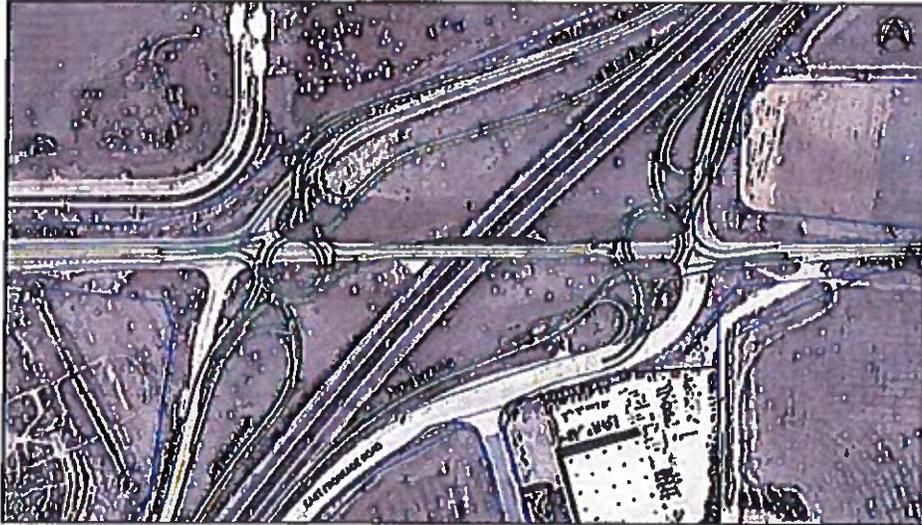
The No Action Alternative is the baseline for the other proposed alternatives. Under the No Action Alternative, no further improvements, aside from ongoing operations and maintenance, would be made to the Bridge Street overpass at I-76.

Alternative #1 (Preferred Alternative)

The Preferred Alternative consists of a two roundabout interchange. This alternative combines the frontage roads and ramp terminals to make one 6-legged roundabout on both the east and west sides of I-76. The existing bridge (E-18-AO) will not be replaced. Each roundabout has an outside diameter of 200 feet including a 12-foot truck apron for truck traffic. Both roundabouts have been placed off center of the existing Bridge Street centerline to develop approach angles as a traffic calming technique. Splitter islands are included to slow traffic coming into the roundabouts. The roundabouts are designed with 18-

foot single lane for circulation and exclusive right turn by-passes for the ramp to frontage road and frontage road to ramp movements.

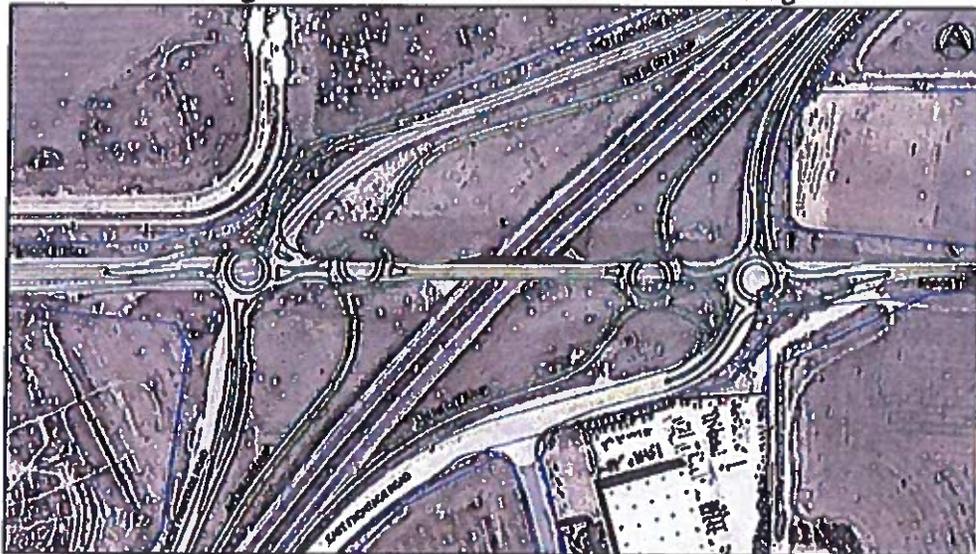
Figure 1. Preferred Alternative – Two Roundabout Interchange



Alternative #2 Four Roundabout Interchange Design

Alternative 2 is a four roundabout interchange. This alternative creates two (4-legged) roundabouts on each side (east and west) of I-76. The existing bridge (E-18-AO) will not be replaced. The two 4-legged roundabouts on the east and west side of I-76 allow truck traffic to be separated from residential traffic. Each roundabout has an outside diameter of 110 feet, including a 12-foot truck apron for truck traffic. With each pairing on the west and east sides, the roundabouts have been placed off center of the existing Bridge Street center line slightly to develop approach angles as a traffic calming technique. Splitter islands are included to slow traffic coming into the roundabouts. The roundabouts are designed with 18-foot single lane for circulation and exclusive right turn by-passes for the ramp to frontage road and frontage road to ramp movements.

Figure 2. Alternative 2 – Four Roundabout Interchange

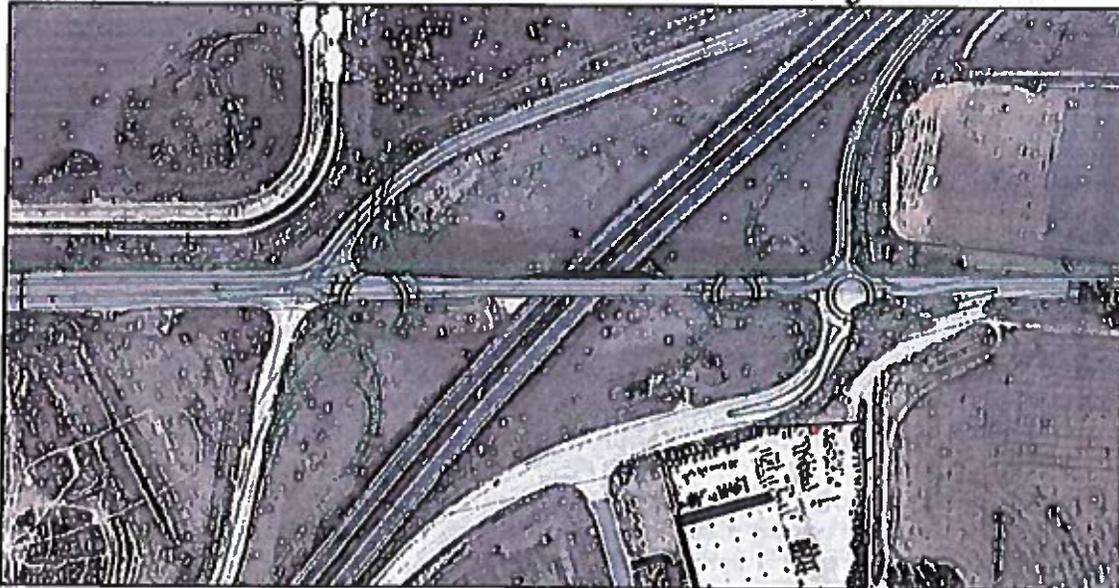


Alternative #3 Three Roundabout Interchange Design

This alternative consists of one large roundabout on the west side of I-76 and two smaller roundabouts on the east side of I-76. The west frontage road and I-76 westbound ramps are combined into one 6-legged roundabout with an outside diameter of 200 feet including a 12-foot truck apron. The east side combines the eastbound ramp terminal into one 4-legged roundabout and the frontage roads into a 4-legged roundabout. Each of the smaller roundabouts has an outside diameter of 150 feet including a 12-foot truck apron. This preserves the existing bridge and has minor right of way impacts, primarily to the east. The two 4-legged roundabouts on the east side of I-76 allow truck traffic to be separated from residential traffic. For the pairing on the east side and the single roundabout on the west side, the roundabouts have been placed off center of the existing Bridge Street center line to develop approach angles as a traffic calming technique. Splitter islands are included to slow traffic coming into the roundabouts. The roundabouts are designed with 18-foot single lane for circulation and exclusive right turn by-passes for the ramp to frontage road and frontage road to ramp movements.

There are no plans for widening the frontage road to accommodate the improvements and currently decisions for new curbs, gutters, and drainage will be decided with the final design. There are no proposed changes to I-76.

Figure 3. Alternative 3 – Three Roundabout Interchange



Area of Potential Effects

The APE was developed to account for direct and indirect effects created by the project and encompasses the project limits and historic boundaries for resources intersected or affected by the project. Because the project limits for alternatives are very close, the APE was drawn to encompass the limits of all three alternatives. Please refer to Figure 4 (APE Map) for additional information.

Survey Methodology

A search of the COMPASS database was completed, indicating the APE includes the West Burlington Canal Culvert (5AM1397). No additional, previously recorded historic resources were identified within the APE. A search of the Adams County Assessor's records was completed to identify construction dates for resources within the APE. Two unrecorded resources were identified: a segment of the West

Burlington Extension Ditch and a property at 21955 E. 160th Avenue, containing a house constructed in 1957. Additional research on these resources was completed at the Denver Public Library, Adams County Records Office, and a site visit was completed by a historian from Pinyon Environmental.

The resource located at 21955 E. 160th Avenue was evaluated using OAHP Form 1403. The West Burlington Extension Ditch segment was evaluated using OAHP Forms 1400 and 1418. The Bridge Street Bridge (E-18-AO) was constructed in 1986; the structure is not yet 50-years old and was not evaluated for the purposes of Section 106.

The project may require easements or right-of-way acquisitions from up to eleven (11) properties and parcels as reflected in Figure 6 (attached), including the property at 21955 E. 160th Avenue. The remaining ten (10) properties do not contain resources that meet or exceed fifty years of age. These resources were not evaluated for NRHP eligibility and are not further addressed in this submission.

Eligibility Determinations

West Burlington Extension Ditch Segment (5AM519.2): The West Burlington Extension Ditch in Adams County was previously designated *not eligible* by SHPO in 1988. Due to the age of this determination, the subject segment was evaluated for the purpose of this project. The overall resource was not re-evaluated, but is being treated as significant to the National Register of Historic Places (NRHP) under Criterion A for its role in the development of agriculture and irrigation systems in the area northeast of Denver and within Adams County. The West Burlington Extension Ditch is part of a larger ditch system; the current Standley Lake Irrigation System, operated by the Farmer's Reservoir and Irrigation Company (FRICO). The Burlington Ditch, Reservoir and Land Company of Denver constructed the West Burlington Extension Ditch in 1894. The segment of the West Burlington Extension Ditch recorded for this project is no longer active and has been destroyed in several places, compromising integrity of design, workmanship, and materials. The area surrounding this segment is undergoing newer residential and business development, compromising integrity of setting, feeling, and association. The segment no longer supports the eligibility of the overall resource and is determined *non-supporting* of the eligibility of the overall resource 5AM519.

21955 E. 160th Avenue, Brighton, CO (5AM3125): The property contains a Ranch-style house constructed in 1957. The house is not significant to the National Register of Historic Places (NRHP) under Criterion A because it is not associated with events that have made a significant contribution to the broad pattern of our history. The farm was not part of the early agricultural history of the Brighton area. Although it is assumed that the land was once part of a larger agricultural property, encroaching development of residential and businesses on the south and north of the property indicate that the land no longer holds a significant agricultural presence. The resource is not significant under Criterion B because there are no known significant persons who lived in the house or owned the farm property. The resource is not significant under Criterion C because it does not embody the distinctive characteristics of a type, period, method of construction, or represent the work of a master. The Ranch-style was a common building type in the 1950s and 1960s, and the subject resource lacks unique features or characteristics that distinguish the style and is not an early or exceptional example. The subject resource is a modest example of the ranch type, including modest eaves, hipped roof, attached garage, and a minimal front porch. The resource lacks the horizontal emphasis that is the hallmark of the style; the vertical casement windows on the south and front facades detract from any horizontal emphasis created by the siding material. There is a lack of picture window(s), back porch or patio, sliding doors, and landscaping elements typically included with better examples of the style. The resource does not include sufficient distinctive characteristics of the Ranch type to be considered a significant example of its type, period, or method of construction and therefore is not significant under Criterion C. Finally, the resource is not significant under Criterion D

because it does not likely have the potential to yield important historical information. Because the resource lacks significance, it is determined *not eligible*.

West Burlington Canal Culvert (SAM1397): The West Burlington Canal Culvert (SAM1397) carries the West Burlington Extension Ditch under I-76. The culvert was constructed in 1935 and determined *officially not eligible* in 2002 as part of the Colorado Historic Bridge Inventory.

Effects Determination

West Burlington Extension Ditch Segment (SAM519.2): The resource intersects the project limits; however, no part of the ditch will be disturbed during construction. Construction of a new interchange including on-ramps, off-ramps, and roundabouts will introduce new visual elements to the setting. Because the subject segment retains minimal integrity and has been determined *non-supporting*, the project will result in a finding of *no adverse effect* with regard to the resource SAM519, including segment SAM519.2

21955 E. 160th Avenue, Brighton, CO (SAM3125): The subject property is located east of the proposed interchange of I-76 and Bridge Street. All three Action Alternatives include the acquisitions from the western portion of the property as well as a temporary easement to accommodate the construction stage, as reflected in the table below.

Alternative	Permanent Acquisition	Temporary Easement
#1 Preferred Alternative	990.66 square feet (0.023 acres)	765.99 square feet (0.018 acres)
#2 Alternative	155 square feet (0.004 acres)	378 square feet (0.009 acres)
#3 Alternative	155.09 square feet (0.004 acres)	380.29 square feet (0.009 acres)

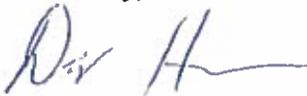
Please refer to the attached map (Figure 5) for visual representations of the acquisitions on the property. Because the resource is determined *not eligible*, the project will result in a finding of *no historic properties affected*.

Notification of Section 4(f) De Minimis Determination

This project has been determined to have *no adverse effect* to the West Burlington Extension Ditch (SAM519), including segment SAM519.2. Based on this finding, FHWA may make a determination of de minimis finding for the Section 4(f) requirements for this historic resource.

We request your concurrence with these determinations of eligibility and effects outlined above and acknowledgement of the potential Section 4(f) de minimis finding. Thank you in advance for your prompt attention to this matter. If you require additional information, please contact Region 1 Historian Ashley L. Bushey at (303) 757-9397 or ashley.bushey@state.co.us.

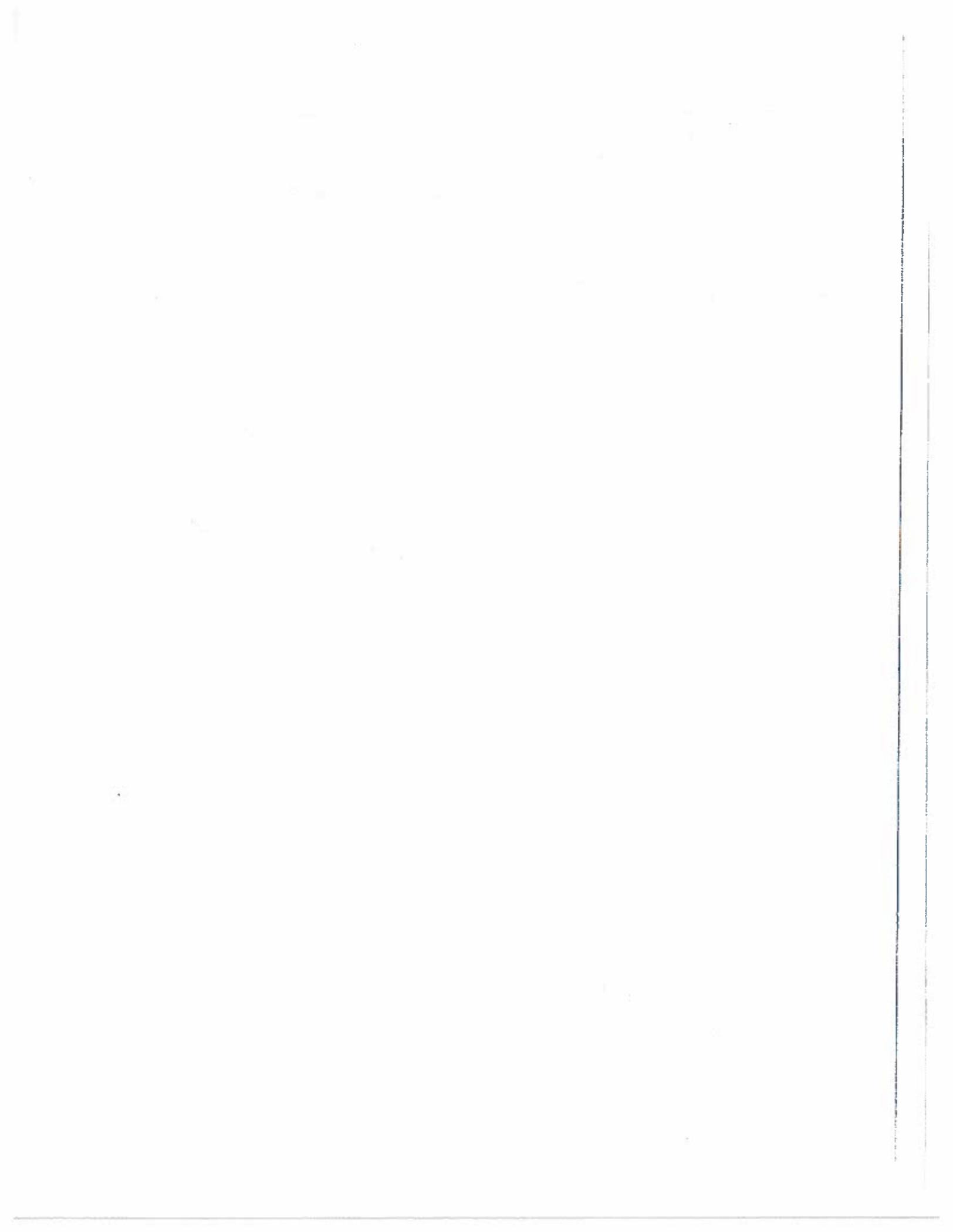
Sincerely,



Charles Attardo
Region 1 Planning and Environmental Manager

Attachments: Figure 4 APE Map
Figure 5 Acquisition Map
Figure 6 Table of Acquisitions
Site Forms and supporting
documentation (SAM519.2, SAM3125)

cc: Amy Kennedy, Piñon Environmental, Inc.
Lisa Schoch, CDOT Environmental Programs
Branch
File/CF



STATE OF COLORADO

DEPARTMENT OF TRANSPORTATION

Region 1, Planning and Environmental
2000 South Holly Street
Denver, CO 80222
(303) 757-9920
(303) 757-9036 FAX



April 1, 2014

Ms. Aja Tibbs, Long Range & Historic Preservation Planner
City of Brighton Historic Preservation Commission
500 South 4th Avenue
Brighton, CO 80601

SUBJECT: Determinations of Eligibility and Effects, Project Number: CC 0761-202/17313 – Environmental Assessment I-76 and Bridge Street (State Highway 7), Adams County, Colorado

Dear Ms. Tibbs:

As you may be aware, the Colorado Department of Transportation (CDOT), Federal Highway Administration (FHWA), and the City of Brighton (Brighton) propose construction of a new interchange at I-76 and Bridge Street in Brighton, Adams County. As part of the Section 106 obligation to consider effects of the project on historic properties eligible for or listed on the National Register of Historic Places (NRHP), we are providing the City of Brighton Historic Preservation Commission with the opportunity to comment on our effects determinations for the project.

Project Description and Alternatives

The project proposes to construct a new interchange at I-76 and Bridge Street (SH7). The current I-76 overpass has no interchange at Bridge Street. Traffic currently accesses the highway via interchanges at Baseline Road (168th Avenue) or Bromley Lane (152nd Avenue). The subject project is located at mile marker 81.626 in Brighton. This interchange has been identified in Adams County's Top-Ten Ranked Urbanized Road Priority Projects. Bridge Street provides an opportunity to increase regional east-west connectivity that will become increasingly important with future population growth and increased travel demand. Four design alternatives, including a No Action Alternative, were examined as a part of this study.

No Action Alternative

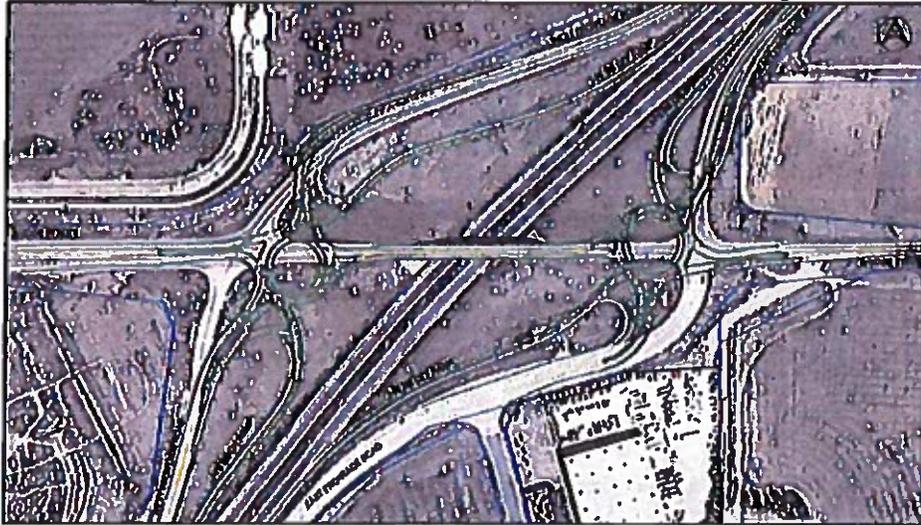
The No Action Alternative is the baseline for the other proposed alternatives. Under the No Action Alternative, no further improvements, aside from ongoing operations and maintenance, would be made to the Bridge Street overpass at I-76.

Alternative #1 (Preferred Alternative)

The Preferred Alternative consists of a two roundabout interchange. This alternative combines the frontage roads and ramp terminals to make one 6-legged roundabout on both the east and west sides of I-76. The existing bridge (E-18-AO) will not be replaced. Each roundabout has an outside diameter of 200 feet including a 12-foot truck apron for truck traffic. Both roundabouts have been placed off center of the existing Bridge Street centerline to develop approach angles as a traffic calming technique. Splitter islands are included to slow traffic coming into the roundabouts. The roundabouts are designed with 18-

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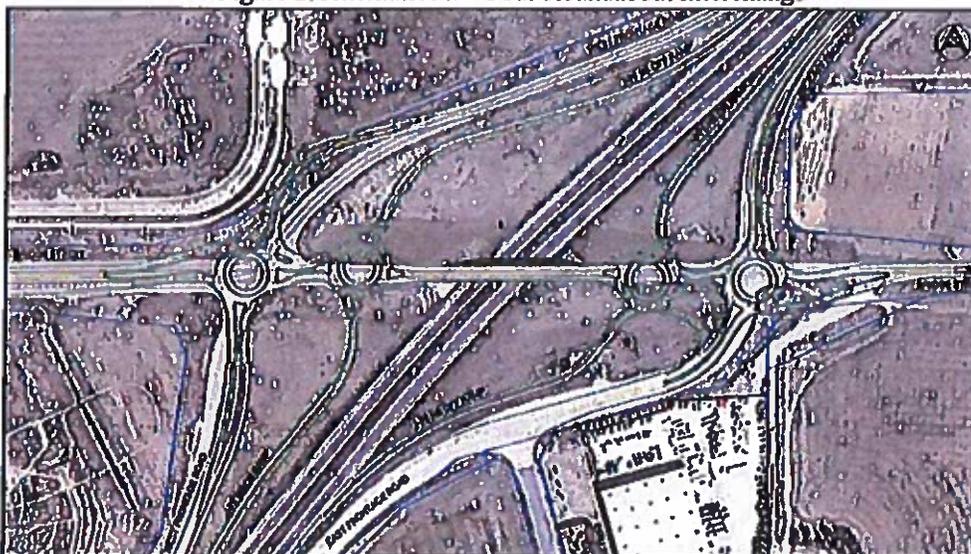
Figure 1. Preferred Alternative – Two Roundabout Interchange



Alternative #2 Four Roundabout Interchange Design

Alternative 2 is a four roundabout interchange. This alternative creates two (4-legged) roundabouts on each side (east and west) of I-76. The existing bridge (E-18-AO) will not be replaced. The two 4-legged roundabouts on the east and west side of I-76 allow truck traffic to be separated from residential traffic. Each roundabout has an outside diameter of 110 feet, including a 12-foot truck apron for truck traffic. With each pairing on the west and east sides, the roundabouts have been placed off center of the existing Bridge Street center line slightly to develop approach angles as a traffic calming technique. Splitter islands are included to slow traffic coming into the roundabouts. The roundabouts are designed with 18-foot single lane for circulation and exclusive right turn by-passes for the ramp to frontage road and frontage road to ramp movements.

Figure 2. Alternative 2 – Four Roundabout Interchange

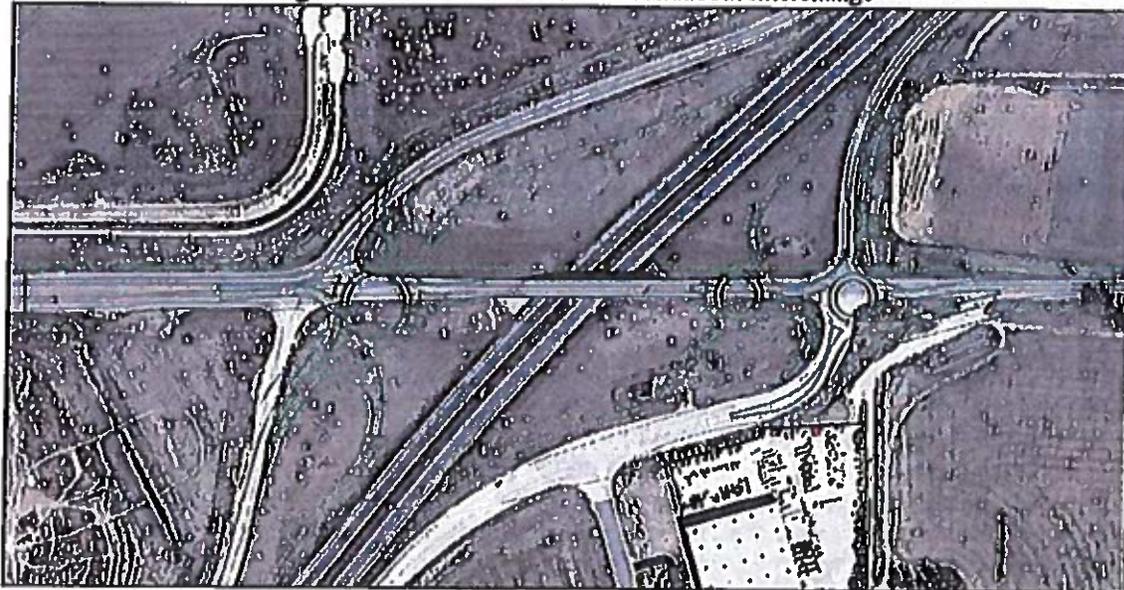


Alternative #3 Three Roundabout Interchange Design

This alternative consists of one large roundabout on the west side of I-76 and two smaller roundabouts on the east side of I-76. The west frontage road and I-76 westbound ramps are combined into one 6-legged roundabout with an outside diameter of 200 feet including a 12-foot truck apron. The east side combines the eastbound ramp terminal into one 4-legged roundabout and the frontage roads into a 4-legged roundabout. Each of the smaller roundabouts has an outside diameter of 150 feet including a 12-foot truck apron. This preserves the existing bridge and has minor right of way impacts, primarily to the east. The two 4-legged roundabouts on the east side of I-76 allow truck traffic to be separated from residential traffic. For the pairing on the east side and the single roundabout on the west side, the roundabouts have been placed off center of the existing Bridge Street center line to develop approach angles as a traffic calming technique. Splitter Islands are included to slow traffic coming into the roundabouts. The roundabouts are designed with 18-foot single lane for circulation and exclusive right turn by-passes for the ramp to frontage road and frontage road to ramp movements.

There are no plans for widening the frontage road to accommodate the improvements and currently decisions for new curbs, gutters, and drainage will be decided with the final design. There are no proposed changes to I-76.

Figure 3. Alternative 3 – Three Roundabout Interchange



Area of Potential Effects

The APE was developed to account for direct and indirect effects created by the project and encompasses the project limits and historic boundaries for resources intersected or affected by the project. Because the project limits for alternatives are very close, the APE was drawn to encompass the limits of all three alternatives. Please refer to Figure 4 (APE Map) for additional information.

Survey Methodology

A search of the COMPASS database was completed, indicating the APE includes the West Burlington Canal Culvert (SAM1397). No additional, previously recorded historic resources were identified within the APE. A search of the Adams County Assessor's records was completed to identify construction dates for resources within the APE. Two unrecorded resources were identified: a segment of the West

Burlington Extension Ditch and a property at 21955 E. 160th Avenue, containing a house constructed in 1957. Additional research on these resources was completed at the Denver Public Library, Adams County Records Office, and a site visit was completed by a historian from Pinyon Environmental.

The resource located at 21955 E. 160th Avenue was evaluated using OAHF Form 1403. The West Burlington Extension Ditch segment was evaluated using OAHF Forms 1400 and 1418. The Bridge Street Bridge (E-18-AO) was constructed in 1986; the structure is not yet 50-years old and was not evaluated for the purposes of Section 106.

The project may require easements or right-of-way acquisitions from up to eleven (11) properties and parcels as reflected in Figure 6 (attached), including the property at 21955 E. 160th Avenue. The remaining ten (10) properties do not contain resources that meet or exceed fifty years of age. These resources were not evaluated for NRHP eligibility and are not further addressed in this submission.

Eligibility Determinations

West Burlington Extension Ditch Segment (5AM519.2): The West Burlington Extension Ditch in Adams County was previously designated *not eligible* by SHPO in 1988. Due to the age of this determination, the subject segment was evaluated for the purpose of this project. The overall resource was not re-evaluated, but is being treated as significant to the National Register of Historic Places (NRHP) under Criterion A for its role in the development of agriculture and irrigation systems in the area northeast of Denver and within Adams County. The West Burlington Extension Ditch is part of a larger ditch system; the current Standley Lake Irrigation System, operated by the Farmer's Reservoir and Irrigation Company (FRICO). The Burlington Ditch, Reservoir and Land Company of Denver constructed the West Burlington Extension Ditch in 1894. The segment of the West Burlington Extension Ditch recorded for this project is no longer active and has been destroyed in several places, compromising integrity of design, workmanship, and materials. The area surrounding this segment is undergoing newer residential and business development, compromising integrity of setting, feeling, and association. The segment no longer supports the eligibility of the overall resource and is determined *non-supporting* of the eligibility of the overall resource 5AM519.

21955 E. 160th Avenue, Brighton, CO (5AM3125): The property contains a Ranch-style house constructed in 1957. The house is not significant to the National Register of Historic Places (NRHP) under Criterion A because it is not associated with events that have made a significant contribution to the broad pattern of our history. The farm was not part of the early agricultural history of the Brighton area. Although it is assumed that the land was once part of a larger agricultural property, encroaching development of residential and businesses on the south and north of the property indicate that the land no longer holds a significant agricultural presence. The resource is not significant under Criterion B because there are no known significant persons who lived in the house or owned the farm property. The resource is not significant under Criterion C because it does not embody the distinctive characteristics of a type, period, method of construction, or represent the work of a master. The Ranch-style was a common building type in the 1950s and 1960s, and the subject resource lacks unique features or characteristics that distinguish the style and is not an early or exceptional example. The subject resource is a modest example of the ranch type, including modest eaves, hipped roof, attached garage, and a minimal front porch. The resource lacks the horizontal emphasis that is the hallmark of the style; the vertical casement windows on the south and front facades detract from any horizontal emphasis created by the siding material. There is a lack of picture window(s), back porch or patio, sliding doors, and landscaping elements typically included with better examples of the style. The resource does not include sufficient distinctive characteristics of the Ranch type to be considered a significant example of its type, period, or method of construction and therefore is not significant under Criterion C. Finally, the resource is not significant under Criterion D

because it does not likely have the potential to yield important historical information. Because the resource lacks significance, it is determined *not eligible*.

West Burlington Canal Culvert (5AM1397): The West Burlington Canal Culvert (5AM1397) carries the West Burlington Extension Ditch under I-76. The culvert was constructed in 1935 and determined *officially not eligible* in 2002 as part of the Colorado Historic Bridge Inventory.

Effects Determination

West Burlington Extension Ditch Segment (5AM519.2): The resource intersects the project limits; however, no part of the ditch will be disturbed during construction. Construction of a new interchange including on-ramps, off-ramps, and roundabouts will introduce new visual elements to the setting. Because the subject segment retains minimal integrity and has been determined *non-supporting*, the project will result in a finding of *no adverse effect* with regard to the resource 5AM519, including segment 5AM519.2

21955 E. 160th Avenue, Brighton, CO (5AM3125): The subject property is located east of the proposed interchange of I-76 and Bridge Street. All three Action Alternatives include the acquisitions from the western portion of the property as well as a temporary easement to accommodate the construction stage, as reflected in the table below.

Alternative	Permanent Acquisition	Temporary Easement
#1 Preferred Alternative	990.66 square feet (0.023 acres)	765.99 square feet (0.018 acres)
#2 Alternative	155 square feet (0.004 acres)	378 square feet (0.009 acres)
#3 Alternative	155.09 square feet (0.004 acres)	380.29 square feet (0.009 acres)

Please refer to the attached map (Figure 5) for visual representations of the acquisitions on the property. Because the resource is determined *not eligible*, the project will result in a finding of *no historic properties affected*.

Notification of Section 4(f) De Minimis Determination

This project has been determined to have *no adverse effect* to the West Burlington Extension Ditch (5AM519), including segment 5AM519.2. Based on this finding, FHWA may make a determination of de minimis finding for the Section 4(f) requirements for this historic resource.

As a local government with a potential interest in this undertaking, we welcome your comments on these determinations. Should you elect to respond, we request you do so within thirty (30) days of receipt of these materials, as stipulated in the Section 106 regulations. For additional information on the Section 106 process, please visit the website of the Advisory Council on Historic Preservation (ACHP) at www.achp.gov. If you have questions or require additional information, please contact CDOT Region 1 Senior Staff Historian Ashley L. Bushey at 303.757.9397 or ashley.bushey@state.co.us.

Sincerely,



10- Charles Attardo
Region 1 Planning and Environmental Manager

Attachments: **Figure 4 APE Map**
 Figure 5 Acquisition Map
 Figure 6 Table of Acquisitions
 Site Forms and supporting documentation (SAM519.2, SAM3125)

cc: **Amy Kennedy, Pinyon Environmental, Inc.**
 Lisa Schoch, CDOT Environmental Programs Branch
 File/CF

STATE OF COLORADO

DEPARTMENT OF TRANSPORTATION

Region 1, Planning and Environmental
2000 South Holly Street
Denver, CO 80222
(303) 757-9929
(303) 757-9036 FAX



April 1, 2014

Adams County Planning & Development
4430 S. Adams County Parkway
1st Floor, Ste. W2000A
Brighton, CO 80601

SUBJECT: Determinations of Eligibility and Effects, Project Number: CC 0761-202/17313 – Environmental Assessment I-76 and Bridge Street (State Highway 7), Adams County, Colorado

Dear Adams County Planning & Development:

As you may be aware, the Colorado Department of Transportation (CDOT), Federal Highway Administration (FHWA), and the City of Brighton (Brighton) propose construction of a new interchange at I-76 and Bridge Street in Brighton, Adams County. As part of the Section 106 obligation to consider effects of the project on historic properties eligible for or listed on the National Register of Historic Places (NRHP), we are providing Planning & Development with the opportunity to comment on our effects determinations for the project.

Project Description and Alternatives

The project proposes to construct a new interchange at I-76 and Bridge Street (SH7). The current I-76 overpass has no interchange at Bridge Street. Traffic currently accesses the highway via interchanges at Baseline Road (168th Avenue) or Bromley Lane (152nd Avenue). The subject project is located at mile marker 81.626 in Brighton. This interchange has been identified in Adams County's Top-Ten Ranked Urbanized Road Priority Projects. Bridge Street provides an opportunity to increase regional east-west connectivity that will become increasingly important with future population growth and increased travel demand. Four design alternatives, including a No Action Alternative, were examined as a part of this study.

No Action Alternative

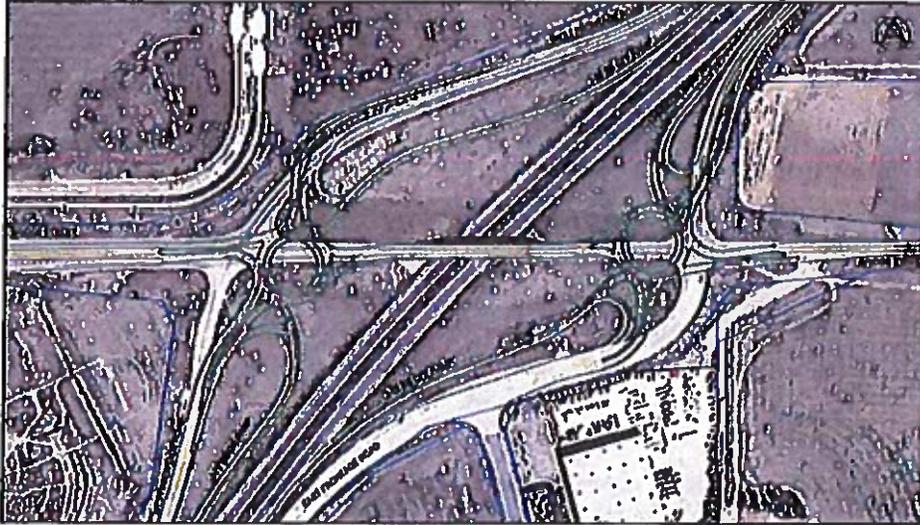
The No Action Alternative is the baseline for the other proposed alternatives. Under the No Action Alternative, no further improvements, aside from ongoing operations and maintenance, would be made to the Bridge Street overpass at I-76.

Alternative #1 (Preferred Alternative)

The Preferred Alternative consists of a two roundabout interchange. This alternative combines the frontage roads and ramp terminals to make one 6-legged roundabout on both the east and west sides of I-76. The existing bridge (E-18-AO) will not be replaced. Each roundabout has an outside diameter of 200 feet including a 12-foot truck apron for truck traffic. Both roundabouts have been placed off center of the existing Bridge Street centerline to develop approach angles as a traffic calming technique. Splitter islands are included to slow traffic coming into the roundabouts. The roundabouts are designed with 18-

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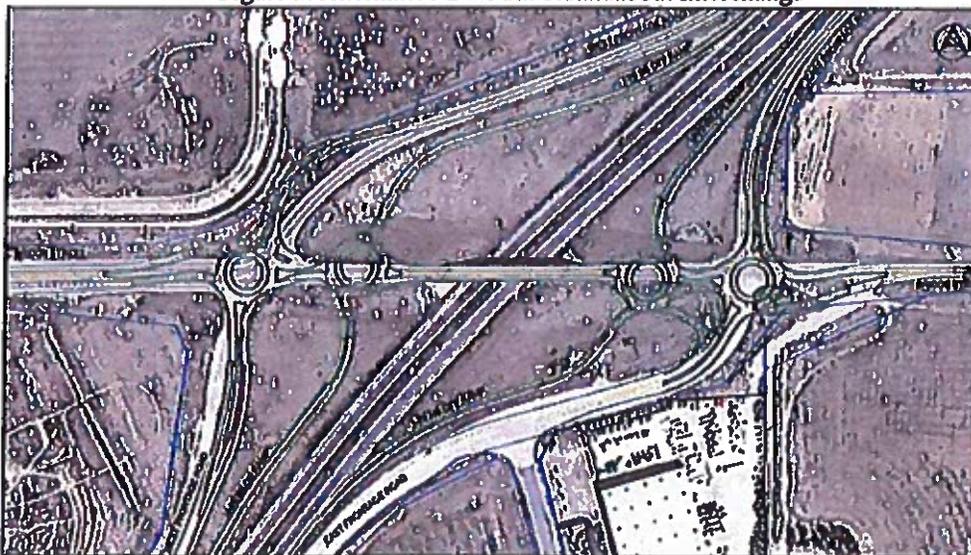
Figure 1. Preferred Alternative – Two Roundabout Interchange



Alternative #2 Four Roundabout Interchange Design

Alternative 2 is a four roundabout interchange. This alternative creates two (4-legged) roundabouts on each side (east and west) of I-76. The existing bridge (E-18-AO) will not be replaced. The two 4-legged roundabouts on the east and west side of I-76 allow truck traffic to be separated from residential traffic. Each roundabout has an outside diameter of 110 feet, including a 12-foot truck apron for truck traffic. With each pairing on the west and east sides, the roundabouts have been placed off center of the existing Bridge Street center line slightly to develop approach angles as a traffic calming technique. Splitter islands are included to slow traffic coming into the roundabouts. The roundabouts are designed with 18-foot single lane for circulation and exclusive right turn by-passes for the ramp to frontage road and frontage road to ramp movements.

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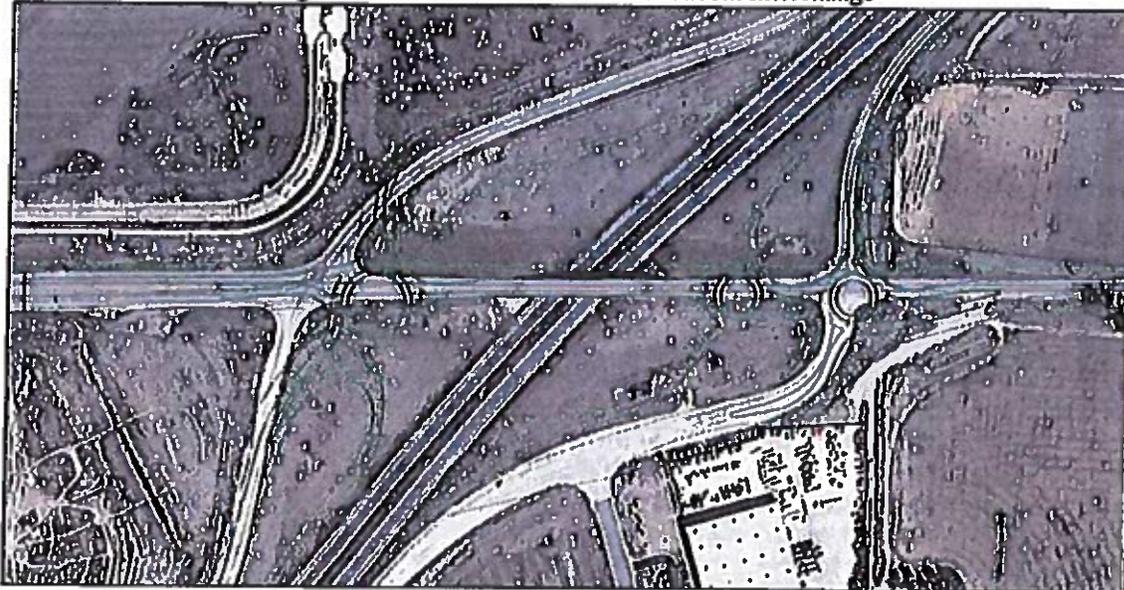


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There are no plans for widening the frontage road to accommodate the improvements and currently decisions for new curbs, gutters, and drainage will be decided with the final design. There are no proposed changes to I-76.

Figure 3. Alternative 3 – Three Roundabout Interchange



Area of Potential Effects

The APE was developed to account for direct and indirect effects created by the project and encompasses the project limits and historic boundaries for resources intersected or affected by the project. Because the project limits for alternatives are very close, the APE was drawn to encompass the limits of all three alternatives. Please refer to Figure 4 (APE Map) for additional information.

Survey Methodology

A search of the COMPASS database was completed, indicating the APE includes the West Burlington Canal Culvert (SAM1397). No additional, previously recorded historic resources were identified within the APE. A search of the Adams County Assessor's records was completed to identify construction dates for resources within the APE. Two unrecorded resources were identified: a segment of the West

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The project may require easements or right-of-way acquisitions from up to eleven (11) properties and parcels as reflected in Figure 6 (attached), including the property at 21955 E. 160th Avenue. The remaining ten (10) properties do not contain resources that meet or exceed fifty years of age. These resources were not evaluated for NRHP eligibility and are not further addressed in this submission.

Eligibility Determinations

West Burlington Extension Ditch Segment (5AM519.2): The West Burlington Extension Ditch in Adams County was previously designated *not eligible* by SHPO in 1988. Due to the age of this determination, the subject segment was evaluated for the purpose of this project. The overall resource was not re-evaluated, but is being treated as significant to the National Register of Historic Places (NRHP) under Criterion A for its role in the development of agriculture and irrigation systems in the area northeast of Denver and within Adams County. The West Burlington Extension Ditch is part of a larger ditch system; the current Standley Lake Irrigation System, operated by the Farmer's Reservoir and Irrigation Company (FRICO). The Burlington Ditch, Reservoir and Land Company of Denver constructed the West Burlington Extension Ditch in 1894. The segment of the West Burlington Extension Ditch recorded for this project is no longer active and has been destroyed in several places, compromising integrity of design, workmanship, and materials. The area surrounding this segment is undergoing newer residential and business development, compromising integrity of setting, feeling, and association. The segment no longer supports the eligibility of the overall resource and is determined *non-supporting* of the eligibility of the overall resource 5AM519.

21955 E. 160th Avenue, Brighton, CO (5AM3125): The property contains a Ranch-style house constructed in 1957. The house is not significant to the National Register of Historic Places (NRHP) under Criterion A because it is not associated with events that have made a significant contribution to the broad pattern of our history. The farm was not part of the early agricultural history of the Brighton area. Although it is assumed that the land was once part of a larger agricultural property, encroaching development of residential and businesses on the south and north of the property indicate that the land no longer holds a significant agricultural presence. The resource is not significant under Criterion B because there are no known significant persons who lived in the house or owned the farm property. The resource is not significant under Criterion C because it does not embody the distinctive characteristics of a type, period, method of construction, or represent the work of a master. The Ranch-style was a common building type in the 1950s and 1960s, and the subject resource lacks unique features or characteristics that distinguish the style and is not an early or exceptional example. The subject resource is a modest example of the ranch type, including modest eaves, hipped roof, attached garage, and a minimal front porch. The resource lacks the horizontal emphasis that is the hallmark of the style; the vertical casement windows on the south and front facades detract from any horizontal emphasis created by the siding material. There is a lack of picture window(s), back porch or patio, sliding doors, and landscaping elements typically included with better examples of the style. The resource does not include sufficient distinctive characteristics of the Ranch type to be considered a significant example of its type, period, or method of construction and therefore is not significant under Criterion C. Finally, the resource is not significant under Criterion D

because it does not likely have the potential to yield important historical information. Because the resource lacks significance, it is determined *not eligible*.

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Effects Determination

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21955 E. 160th Avenue, Brighton, CO (5AM3125): The subject property is located east of the proposed interchange of I-76 and Bridge Street. All three Action Alternatives include the acquisitions from the western portion of the property as well as a temporary easement to accommodate the construction stage, as reflected in the table below.

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Please refer to the attached map (Figure 5) for visual representations of the acquisitions on the property. Because the resource is determined *not eligible*, the project will result in a finding of *no historic properties affected*.

Notification of Section 4(f) De Minimis Determination

This project has been determined to have *no adverse effect* to the West Burlington Extension Ditch (5AM519), including segment 5AM519.2. Based on this finding, FHWA may make a determination of de minimis finding for the Section 4(f) requirements for this historic resource.

As a local government with a potential interest in this undertaking, we welcome your comments on these determinations. Should you elect to respond, we request you do so within thirty (30) days of receipt of these materials, as stipulated in the Section 106 regulations. For additional information on the Section 106 process, please visit the website of the Advisory Council on Historic Preservation (ACHP) at www.achp.gov. If you have questions or require additional information, please contact CDOT Region 1 Senior Staff Historian Ashley L. Bushey at 303.757.9397 or ashley.bushey@state.co.us.

Sincerely,



Charles Attardo
Region 1 Planning and Environmental Manager

Attachments: Figure 4 APE Map
Figure 5 Acquisition Map
Figure 6 Table of Acquisitions
Site Forms and supporting documentation (SAM519.2, SAM3125)

cc: Amy Kennedy, Pinon Environmental, Inc.
Lisa Schoch, CDOT Environmental Programs Branch
File/CF

April 21, 2014



Jane Hann
Manager, Environmental Programs Branch
Colorado Department of Transportation
Environmental Programs Branch
4201 East Arkansas Avenue
Denver, CO 80222

Re: Determinations of Eligibility and Effects, Project Number: CC 0761-202/17313 –
Environmental Assessment I-76 and Bridge Street (State Highway 7), Adams County, CO
(CHS #65749)

Dear Ms. Hann,

Thank you for your correspondence dated April 1, 2014 and received by our office on April 4, 2014 regarding the review of the above-mentioned project under Section 106 of the National Historic Preservation Act (Section 106).

After review of the submitted information, we do not object to the proposed Area of Potential Effects (APE) for the project. After review of the provided survey information, we concur that resource 5AM.3125 is not eligible for the National Register of Historic Places. We concur that the entire linear resource 5AM.519 is eligible and that segment 5AM.519.2 does not retain integrity and, therefore, does not support the overall eligibility of resource 5AM.519.2. We also concur that resource 5AM.1397 is not eligible for the National Register of Historic Places.

After review of the scope of work and assessment of adverse effect, we concur with the recommended finding of *no adverse effect* [36 CFR 800.5(b)] for resource 5AM.519, including segment 5AM.519.2. We concur with the recommended finding of *no historic properties affected* [36 CFR 800.4(d)(1)] for resource 5AM.3125. No finding of effect was recommended for resource 5AM.1397; however, we recommend a finding of *no historic properties affected* [36 CFR 800.4(d)(1)]. We acknowledge that FHWA intends to make a *de minimis* determination in respect to the requirements of Section 4(f).

Please note that our compliance letter does not end the 30-day review period provided to other consulting parties. If we may be of further assistance, please contact Amy Pallante, our Section 106 Compliance Manager, at (303) 866-4678.

Sincerely,

Edward C. Nichols
State Historic Preservation Officer

STATE OF COLORADO

DEPARTMENT OF TRANSPORTATION

Region 1, Planning and Environmental
2000 South Holly Street
Denver, CO 80222
(303) 757-9929
(303) 757-9036 FAX



April 1, 2014

Mr. Edward C. Nichols
State Historic Preservation Officer
History Colorado
1200 Broadway
Denver, CO 80203

SUBJECT: Determinations of Eligibility and Effects, Project Number: CC 0761-202/17313 –
Environmental Assessment I-76 and Bridge Street (State Highway 7), Adams County, Colorado

Dear Mr. Nichols:

This letter and attached documents constitute a request for concurrence on Determinations of Eligibility and Effects for the project referenced above. The project involves construction of a new interchange at I-76 and Bridge Street in Brighton, Adams County. The project is a joint project of the Colorado Department of Transportation (CDOT), Federal Highway Administration (FHWA), and the City of Brighton (Brighton).

Project Description and Alternatives

The project proposes to construct a new interchange at I-76 and Bridge Street (SH7). The current I-76 overpass has no interchange at Bridge Street. Traffic currently accesses the highway via interchanges at Baseline Road (168th Avenue) or Bromley Lane (152nd Avenue). The subject project is located at mile marker 81.626 in Brighton. This interchange has been identified in Adams County's Top-Ten Ranked Urbanized Road Priority Projects. Bridge Street provides an opportunity to increase regional east-west connectivity that will become increasingly important with future population growth and increased travel demand. Four design alternatives, including a No Action Alternative, were examined as a part of this study.

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Alternative #1 (Preferred Alternative)

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Figure 1. Preferred Alternative – Two Roundabout Interchange



Alternative #2 Four Roundabout Interchange Design

Alternative 2 is a four roundabout interchange. This alternative creates two (4-legged) roundabouts on each side (east and west) of I-76. The existing bridge (E-18-AO) will not be replaced. The two 4-legged roundabouts on the east and west side of I-76 allow truck traffic to be separated from residential traffic. Each roundabout has an outside diameter of 110 feet, including a 12-foot truck apron for truck traffic. With each pairing on the west and east sides, the roundabouts have been placed off center of the existing Bridge Street center line slightly to develop approach angles as a traffic calming technique. Splitter islands are included to slow traffic coming into the roundabouts. The roundabouts are designed with 18-foot single lane for circulation and exclusive right turn by-passes for the ramp to frontage road and frontage road to ramp movements.

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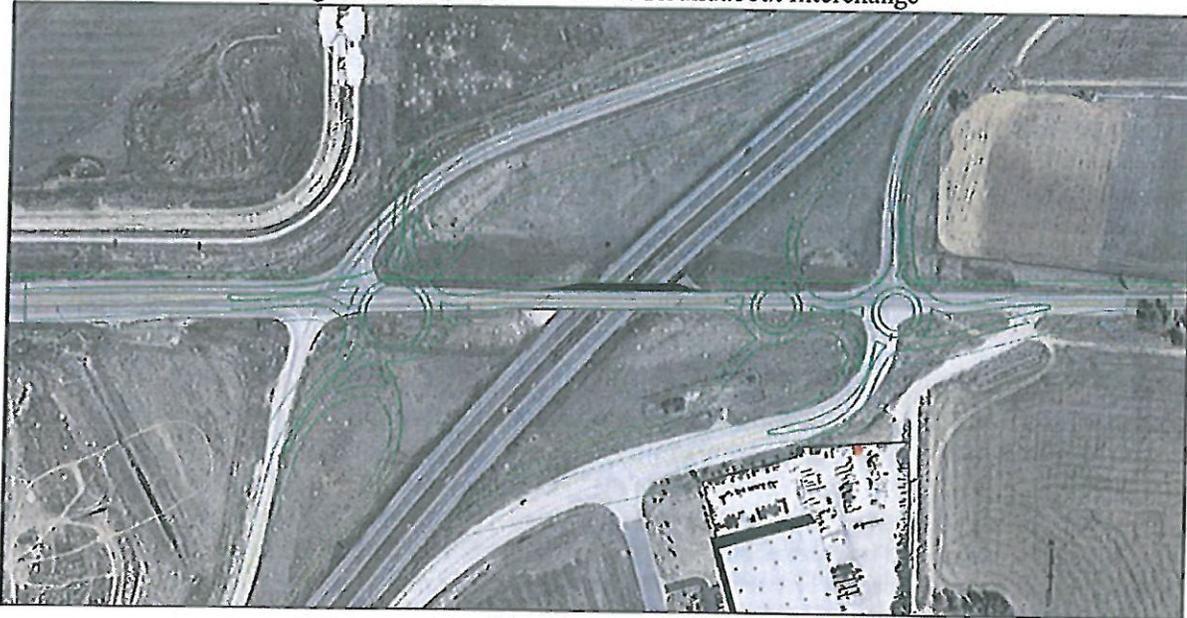


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Figure 3. Alternative 3 – Three Roundabout Interchange



Area of Potential Effects

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Eligibility Determinations

West Burlington Extension Ditch Segment (5AM519.2): The West Burlington Extension Ditch in Adams County was previously designated *not eligible* by SHPO in 1988. Due to the age of this determination, the subject segment was evaluated for the purpose of this project. The overall resource was not re-evaluated, but is being treated as significant to the National Register of Historic Places (NRHP) under Criterion A for its role in the development of agriculture and irrigation systems in the area northeast of Denver and within Adams County. The West Burlington Extension Ditch is part of a larger ditch system; the current Standley Lake Irrigation System, operated by the Farmer's Reservoir and Irrigation Company (FRICO). The Burlington Ditch, Reservoir and Land Company of Denver constructed the West Burlington Extension Ditch in 1894. The segment of the West Burlington Extension Ditch recorded for this project is no longer active and has been destroyed in several places, compromising integrity of design, workmanship, and materials. The area surrounding this segment is undergoing newer residential and business development, compromising integrity of setting, feeling, and association. The segment no longer supports the eligibility of the overall resource and is determined *non-supporting* of the eligibility of the overall resource 5AM519.

21955 E. 160th Avenue, Brighton, CO (5AM3125): The property contains a Ranch-style house constructed in 1957. The house is not significant to the National Register of Historic Places (NRHP) under Criterion A because it is not associated with events that have made a significant contribution to the broad pattern of our history. The farm was not part of the early agricultural history of the Brighton area. Although it is assumed that the land was once part of a larger agricultural property, encroaching development of residential and businesses on the south and north of the property indicate that the land no longer holds a significant agricultural presence. The resource is not significant under Criterion B because there are no known significant persons who lived in the house or owned the farm property. The resource is not significant under Criterion C because it does not embody the distinctive characteristics of a type, period, method of construction, or represent the work of a master. The Ranch-style was a common building type in the 1950s and 1960s, and the subject resource lacks unique features or characteristics that distinguish the style and is not an early or exceptional example. The subject resource is a modest example of the ranch type, including modest eaves, hipped roof, attached garage, and a minimal front porch. The resource lacks the horizontal emphasis that is the hallmark of the style; the vertical casement windows on the south and front facades detract from any horizontal emphasis created by the siding material. There is a lack of picture window(s), back porch or patio, sliding doors, and landscaping elements typically included with better examples of the style. The resource does not include sufficient distinctive characteristics of the Ranch type to be considered a significant example of its type, period, or method of construction and therefore is not significant under Criterion C. Finally, the resource is not significant under Criterion D

because it does not likely have the potential to yield important historical information. Because the resource lacks significance, it is determined *not eligible*.

West Burlington Canal Culvert (5AM1397): The West Burlington Canal Culvert (5AM1397) carries the West Burlington Extension Ditch under I-76. The culvert was constructed in 1935 and determined *officially not eligible* in 2002 as part of the Colorado Historic Bridge Inventory.

Effects Determination

West Burlington Extension Ditch Segment (5AM519.2): The resource intersects the project limits; however, no part of the ditch will be disturbed during construction. Construction of a new interchange including on-ramps, off-ramps, and roundabouts will introduce new visual elements to the setting. Because the subject segment retains minimal integrity and has been determined *non-supporting*, the project will result in a finding of *no adverse effect* with regard to the resource 5AM519, including segment 5AM519.2

21955 E. 160th Avenue, Brighton, CO (5AM3125): The subject property is located east of the proposed interchange of I-76 and Bridge Street. All three Action Alternatives include the acquisitions from the western portion of the property as well as a temporary easement to accommodate the construction stage, as reflected in the table below.

Alternative	Permanent Acquisition	Temporary Easement
#1 Preferred Alternative	990.66 square feet (0.023 acres)	765.99 square feet (0.018 acres)
#2 Alternative	155 square feet (0.004 acres)	378 square feet (0.009 acres)
#3 Alternative	155.09 square feet (0.004 acres)	380.29 square feet (0.009 acres)

Please refer to the attached map (Figure 5) for visual representations of the acquisitions on the property. Because the resource is determined *not eligible*, the project will result in a finding of *no historic properties affected*.

Notification of Section 4(f) De Minimis Determination

This project has been determined to have *no adverse effect* to the West Burlington Extension Ditch (5AM519), including segment 5AM519.2. Based on this finding, FHWA may make a determination of de minimis finding for the Section 4(f) requirements for this historic resource.

We request your concurrence with these determinations of eligibility and effects outlined above and acknowledgement of the potential Section 4(f) de minimis finding. Thank you in advance for your prompt attention to this matter. If you require additional information, please contact Region 1 Historian Ashley L. Bushey at (303) 757-9397 or ashley.bushey@state.co.us.

Sincerely,



Charles Attardo
Region 1 Planning and Environmental Manager

Attachments: Figure 4 APE Map
Figure 5 Acquisition Map
Figure 6 Table of Acquisitions
Site Forms and supporting
documentation (5AM519.2, 5AM3125)

cc: Amy Kennedy, Pinyon Environmental, Inc.
Lisa Schoch, CDOT Environmental Programs
Branch
File/CF

Figure 4.
I-76 and Bridge Street APE

Legend



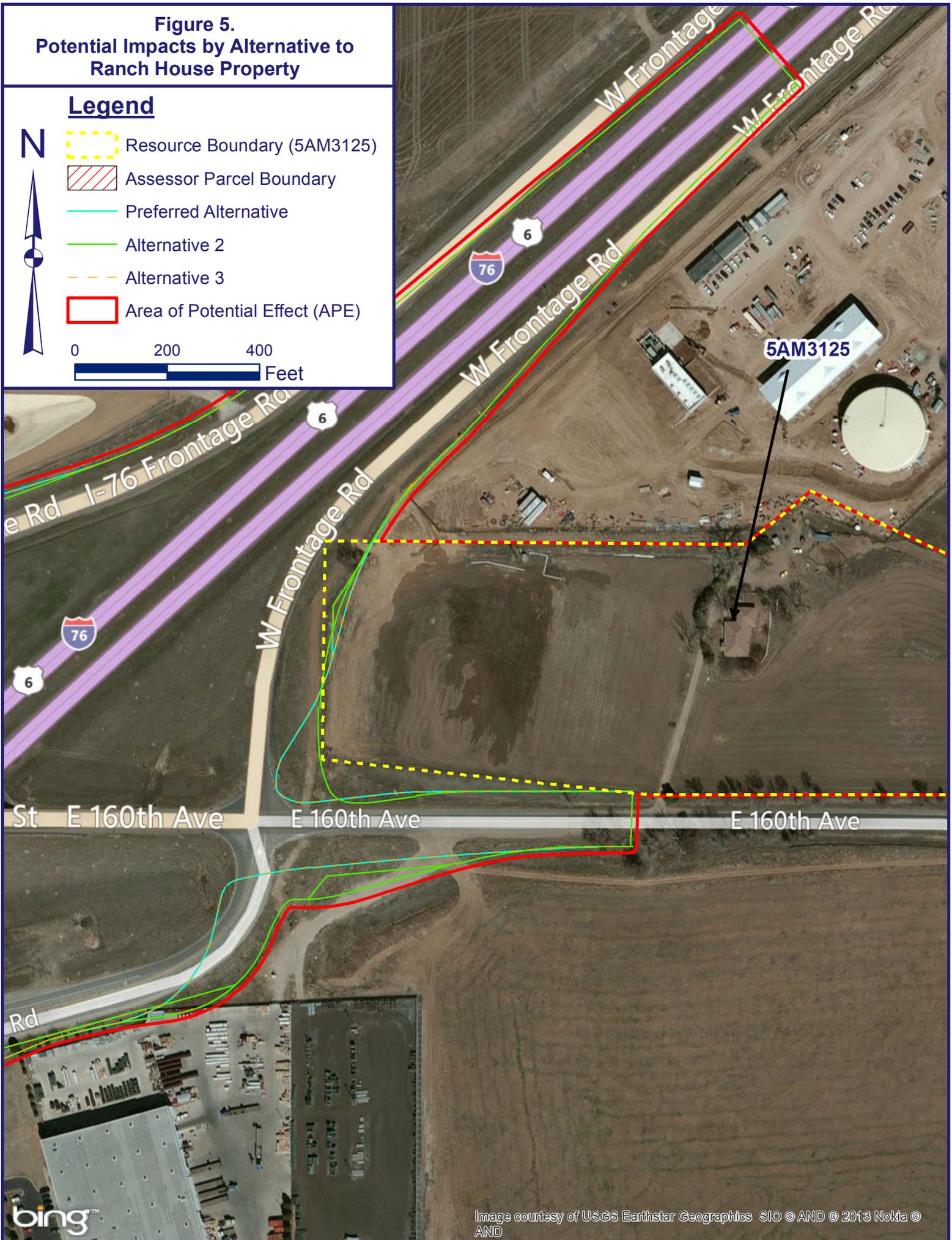
-  West Burlington Extension Ditch
 -  West Burlington Extension Ditch (Altered)
 -  Speer Canal
 -  Area of Potential Effect (APE)
 -  Historic Resource Boundary (5AM3125)
- 0 500 1,000
Feet



Figure 5.
Potential Impacts by Alternative to
Ranch House Property

Legend

-  N
 -  Resource Boundary (5AM3125)
 -  Assessor Parcel Boundary
 -  Preferred Alternative
 -  Alternative 2
 -  Alternative 3
 -  Area of Potential Effect (APE)
- 0 200 400
 Feet



City of Brighton Historic Preservation Commission Consultation



City of Brighton
500 South 4th Avenue
Brighton, CO 80601
303-655-2000 Office
www.brightonco.gov

April 17, 2014

Region 1. Planning and Environmental
Attn: Charles Attardo – Region 1 Planning and Environmental Manager
2000 South Holly Street
Denver, CO 80222
(303) 757-9929

**RE: Brighton Historic Preservation Section 106 Review
I-76 & Bridge Street Interchange – Project Number: CC 0761-202/17313**

Dear Mr. Attardo;

On April 4, 2014 packet was received requesting a Section 106 Review of four different alternatives (one without change) for the Interchange at Interstate 76 and Bridge Street.

After review of the proposed alternatives and performing additional property research, staff finds that the three proposals for change will not negatively impact the historic significance of the area. The three potential historic resources are not eligible for historic designation because of their lack of integrity or historical value. In addition, your report indicates that the interchange proposals will not physically modify the resources. While, the visual setting of all three resources will be impacted with the changes, this has already occurred through the approval and future construction of surrounding development.

Please note that this review is separate from the planning and permitting review process required by regulation within the Municipal Code. The above response is specific to your request of historic impact.

Thank you for consulting with the City of Brighton during the planning process. Please feel free to contact me if you need further assistance.

Sincerely,

Aja Tibbs

Long Range & Historic Preservation Planner
Community Development Department
City of Brighton
303-655-2015
atibbs@brightonco.gov

STATE OF COLORADO

DEPARTMENT OF TRANSPORTATION

Region 1, Planning and Environmental
2000 South Holly Street
Denver, CO 80222
(303) 757-9929
(303) 757-9036 FAX



April 1, 2014

Ms. Aja Tibbs, Long Range & Historic Preservation Planner
City of Brighton Historic Preservation Commission
500 South 4th Avenue
Brighton, CO 80601

SUBJECT: Determinations of Eligibility and Effects, Project Number: CC 0761-202/17313 –
Environmental Assessment I-76 and Bridge Street (State Highway 7), Adams County, Colorado

Dear Ms. Tibbs:

As you may be aware, the Colorado Department of Transportation (CDOT), Federal Highway Administration (FHWA), and the City of Brighton (Brighton) propose construction of a new interchange at I-76 and Bridge Street in Brighton, Adams County. As part of the Section 106 obligation to consider effects of the project on historic properties eligible for or listed on the National Register of Historic Places (NRHP), we are providing the City of Brighton Historic Preservation Commission with the opportunity to comment on our effects determinations for the project.

Project Description and Alternatives

The project proposes to construct a new interchange at I-76 and Bridge Street (SH7). The current I-76 overpass has no interchange at Bridge Street. Traffic currently accesses the highway via interchanges at Baseline Road (168th Avenue) or Bromley Lane (152nd Avenue). The subject project is located at mile marker 81.626 in Brighton. This interchange has been identified in Adams County's Top-Ten Ranked Urbanized Road Priority Projects. Bridge Street provides an opportunity to increase regional east-west connectivity that will become increasingly important with future population growth and increased travel demand. Four design alternatives, including a No Action Alternative, were examined as a part of this study.

No Action Alternative

The No Action Alternative is the baseline for the other proposed alternatives. Under the No Action Alternative, no further improvements, aside from ongoing operations and maintenance, would be made to the Bridge Street overpass at I-76.

Alternative #1 (Preferred Alternative)

The Preferred Alternative consists of a two roundabout interchange. This alternative combines the frontage roads and ramp terminals to make one 6-legged roundabout on both the east and west sides of I-76. The existing bridge (E-18-AO) will not be replaced. Each roundabout has an outside diameter of 200 feet including a 12-foot truck apron for truck traffic. Both roundabouts have been placed off center of the existing Bridge Street centerline to develop approach angles as a traffic calming technique. Splitter islands are included to slow traffic coming into the roundabouts. The roundabouts are designed with 18-

foot single lane for circulation and exclusive right turn by-passes for the ramp to frontage road and frontage road to ramp movements.

Figure 1. Preferred Alternative – Two Roundabout Interchange



Alternative #2 Four Roundabout Interchange Design

Alternative 2 is a four roundabout interchange. This alternative creates two (4-legged) roundabouts on each side (east and west) of I-76. The existing bridge (E-18-AO) will not be replaced. The two 4-legged roundabouts on the east and west side of I-76 allow truck traffic to be separated from residential traffic. Each roundabout has an outside diameter of 110 feet, including a 12-foot truck apron for truck traffic. With each pairing on the west and east sides, the roundabouts have been placed off center of the existing Bridge Street center line slightly to develop approach angles as a traffic calming technique. Splitter islands are included to slow traffic coming into the roundabouts. The roundabouts are designed with 18-foot single lane for circulation and exclusive right turn by-passes for the ramp to frontage road and frontage road to ramp movements.

Figure 2. Alternative 2 – Four Roundabout Interchange

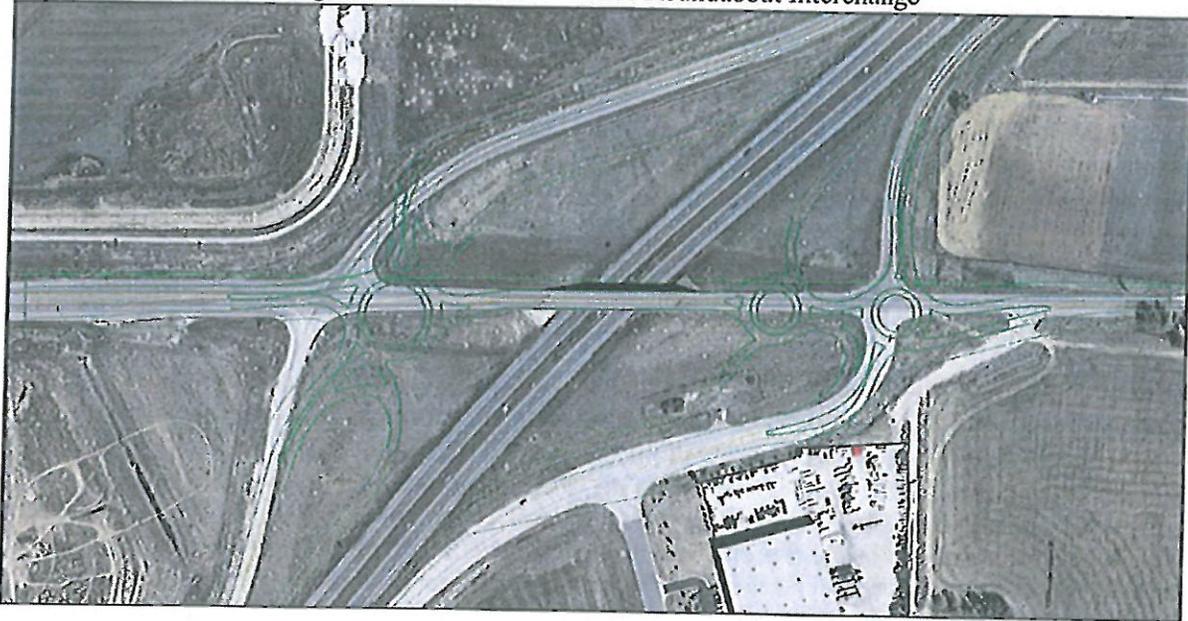


Alternative #3 Three Roundabout Interchange Design

This alternative consists of one large roundabout on the west side of I-76 and two smaller roundabouts on the east side of I-76. The west frontage road and I-76 westbound ramps are combined into one 6-legged roundabout with an outside diameter of 200 feet including a 12-foot truck apron. The east side combines the eastbound ramp terminal into one 4-legged roundabout and the frontage roads into a 4-legged roundabout. Each of the smaller roundabouts has an outside diameter of 150 feet including a 12-foot truck apron. This preserves the existing bridge and has minor right of way impacts, primarily to the east. The two 4-legged roundabouts on the east side of I-76 allow truck traffic to be separated from residential traffic. For the pairing on the east side and the single roundabout on the west side, the roundabouts have been placed off center of the existing Bridge Street center line to develop approach angles as a traffic calming technique. Splitter islands are included to slow traffic coming into the roundabouts. The roundabouts are designed with 18-foot single lane for circulation and exclusive right turn by-passes for the ramp to frontage road and frontage road to ramp movements.

There are no plans for widening the frontage road to accommodate the improvements and currently decisions for new curbs, gutters, and drainage will be decided with the final design. There are no proposed changes to I-76.

Figure 3. Alternative 3 – Three Roundabout Interchange



Area of Potential Effects

The APE was developed to account for direct and indirect effects created by the project and encompasses the project limits and historic boundaries for resources intersected or affected by the project. Because the project limits for alternatives are very close, the APE was drawn to encompass the limits of all three alternatives. Please refer to Figure 4 (APE Map) for additional information.

Survey Methodology

A search of the COMPASS database was completed, indicating the APE includes the West Burlington Canal Culvert (5AM1397). No additional, previously recorded historic resources were identified within the APE. A search of the Adams County Assessor's records was completed to identify construction dates for resources within the APE. Two unrecorded resources were identified: a segment of the West

Burlington Extension Ditch and a property at 21955 E. 160th Avenue, containing a house constructed in 1957. Additional research on these resources was completed at the Denver Public Library, Adams County Records Office, and a site visit was completed by a historian from Pinyon Environmental.

The resource located at 21955 E. 160th Avenue was evaluated using OAHF Form 1403. The West Burlington Extension Ditch segment was evaluated using OAHF Forms 1400 and 1418. The Bridge Street Bridge (E-18-AO) was constructed in 1986; the structure is not yet 50-years old and was not evaluated for the purposes of Section 106.

The project may require easements or right-of-way acquisitions from up to eleven (11) properties and parcels as reflected in Figure 6 (attached), including the property at 21955 E. 160th Avenue. The remaining ten (10) properties do not contain resources that meet or exceed fifty years of age. These resources were not evaluated for NRHP eligibility and are not further addressed in this submission.

Eligibility Determinations

West Burlington Extension Ditch Segment (5AM519.2): The West Burlington Extension Ditch in Adams County was previously designated *not eligible* by SHPO in 1988. Due to the age of this determination, the subject segment was evaluated for the purpose of this project. The overall resource was not re-evaluated, but is being treated as significant to the National Register of Historic Places (NRHP) under Criterion A for its role in the development of agriculture and irrigation systems in the area northeast of Denver and within Adams County. The West Burlington Extension Ditch is part of a larger ditch system; the current Standley Lake Irrigation System, operated by the Farmer's Reservoir and Irrigation Company (FRICO). The Burlington Ditch, Reservoir and Land Company of Denver constructed the West Burlington Extension Ditch in 1894. The segment of the West Burlington Extension Ditch recorded for this project is no longer active and has been destroyed in several places, compromising integrity of design, workmanship, and materials. The area surrounding this segment is undergoing newer residential and business development, compromising integrity of setting, feeling, and association. The segment no longer supports the eligibility of the overall resource and is determined *non-supporting* of the eligibility of the overall resource 5AM519.

21955 E. 160th Avenue, Brighton, CO (5AM3125): The property contains a Ranch-style house constructed in 1957. The house is not significant to the National Register of Historic Places (NRHP) under Criterion A because it is not associated with events that have made a significant contribution to the broad pattern of our history. The farm was not part of the early agricultural history of the Brighton area. Although it is assumed that the land was once part of a larger agricultural property, encroaching development of residential and businesses on the south and north of the property indicate that the land no longer holds a significant agricultural presence. The resource is not significant under Criterion B because there are no known significant persons who lived in the house or owned the farm property. The resource is not significant under Criterion C because it does not embody the distinctive characteristics of a type, period, method of construction, or represent the work of a master. The Ranch-style was a common building type in the 1950s and 1960s, and the subject resource lacks unique features or characteristics that distinguish the style and is not an early or exceptional example. The subject resource is a modest example of the ranch type, including modest eaves, hipped roof, attached garage, and a minimal front porch. The resource lacks the horizontal emphasis that is the hallmark of the style; the vertical casement windows on the south and front facades detract from any horizontal emphasis created by the siding material. There is a lack of picture window(s), back porch or patio, sliding doors, and landscaping elements typically included with better examples of the style. The resource does not include sufficient distinctive characteristics of the Ranch type to be considered a significant example of its type, period, or method of construction and therefore is not significant under Criterion C. Finally, the resource is not significant under Criterion D

because it does not likely have the potential to yield important historical information. Because the resource lacks significance, it is determined *not eligible*.

West Burlington Canal Culvert (5AM1397): The West Burlington Canal Culvert (5AM1397) carries the West Burlington Extension Ditch under I-76. The culvert was constructed in 1935 and determined *officially not eligible* in 2002 as part of the Colorado Historic Bridge Inventory.

Effects Determination

West Burlington Extension Ditch Segment (5AM519.2): The resource intersects the project limits; however, no part of the ditch will be disturbed during construction. Construction of a new interchange including on-ramps, off-ramps, and roundabouts will introduce new visual elements to the setting. Because the subject segment retains minimal integrity and has been determined *non-supporting*, the project will result in a finding of *no adverse effect* with regard to the resource 5AM519, including segment 5AM519.2

21955 E. 160th Avenue, Brighton, CO (5AM3125): The subject property is located east of the proposed interchange of I-76 and Bridge Street. All three Action Alternatives include the acquisitions from the western portion of the property as well as a temporary easement to accommodate the construction stage, as reflected in the table below.

Alternative	Permanent Acquisition	Temporary Easement
#1 Preferred Alternative	990.66 square feet (0.023 acres)	765.99 square feet (0.018 acres)
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Please refer to the attached map (Figure 5) for visual representations of the acquisitions on the property. Because the resource is determined *not eligible*, the project will result in a finding of *no historic properties affected*.

Notification of Section 4(f) De Minimis Determination

This project has been determined to have *no adverse effect* to the West Burlington Extension Ditch (5AM519), including segment 5AM519.2. Based on this finding, FHWA may make a determination of de minimis finding for the Section 4(f) requirements for this historic resource.

As a local government with a potential interest in this undertaking, we welcome your comments on these determinations. Should you elect to respond, we request you do so within thirty (30) days of receipt of these materials, as stipulated in the Section 106 regulations. For additional information on the Section 106 process, please visit the website of the Advisory Council on Historic Preservation (ACHP) at www.achp.gov. If you have questions or require additional information, please contact CDOT Region 1 Senior Staff Historian Ashley L. Bushey at 303.757.9397 or ashley.bushey@state.co.us.

Sincerely,



for Charles Attardo
Region 1 Planning and Environmental Manager

Attachments: Figure 4 APE Map
Figure 5 Acquisition Map
Figure 6 Table of Acquisitions
Site Forms and supporting documentation (5AM519.2, 5AM3125)

cc: Amy Kennedy, Pinyon Environmental, Inc.
Lisa Schoch, CDOT Environmental Programs Branch
File/CF

**Adams County Planning and Development Consultation on Historic
Resources**

STATE OF COLORADO

DEPARTMENT OF TRANSPORTATION

Region 1, Planning and Environmental
2000 South Holly Street
Denver, CO 80222
(303) 757-9929
(303) 757-9036 FAX



April 1, 2014

Adams County Planning & Development
4430 S. Adams County Parkway
1st Floor, Ste. W2000A
Brighton, CO 80601

SUBJECT: Determinations of Eligibility and Effects, Project Number: CC 0761-202/17313 –
Environmental Assessment I-76 and Bridge Street (State Highway 7), Adams County, Colorado

Dear Adams County Planning & Development:

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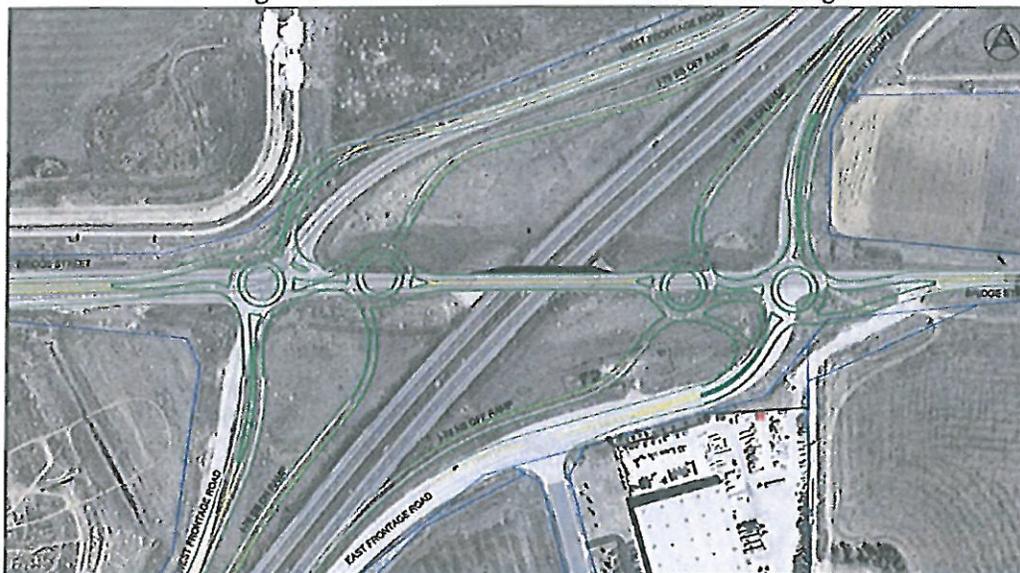
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Alternative #2 Four Roundabout Interchange Design

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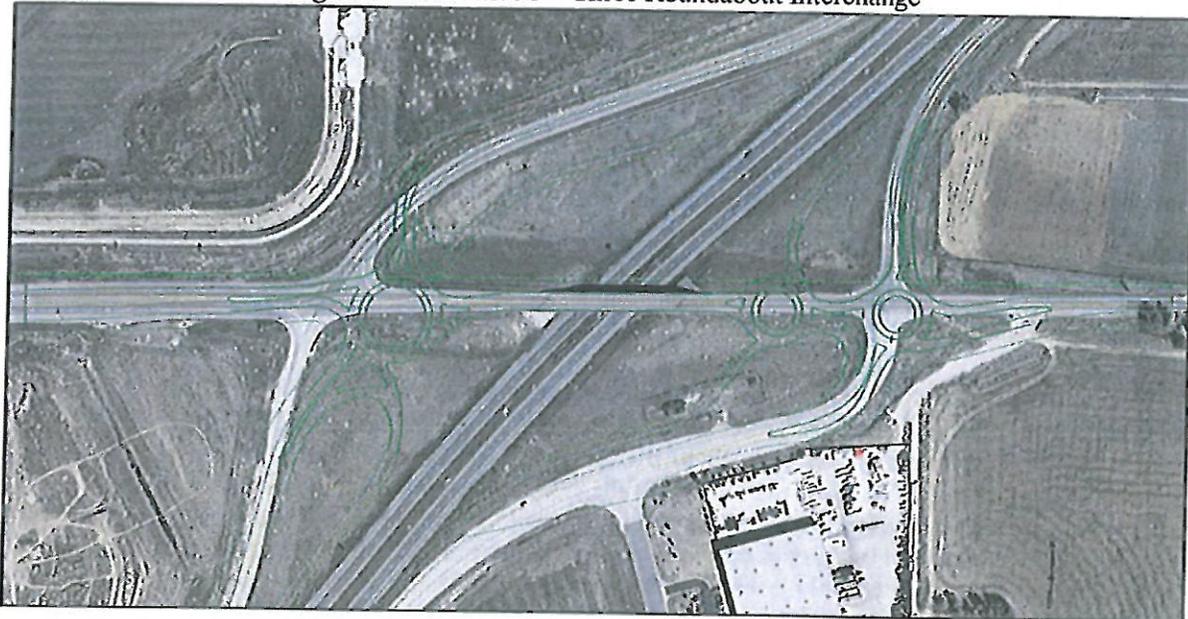


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Figure 3. Alternative 3 – Three Roundabout Interchange



Area of Potential Effects

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Notification of Section 4(f) De Minimis Determination

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Sincerely,



cc Charles Attardo
Region 1 Planning and Environmental Manager

Attachments: Figure 4 APE Map
Figure 5 Acquisition Map
Figure 6 Table of Acquisitions
Site Forms and supporting documentation (5AM519.2, 5AM3125)

cc: Amy Kennedy, Pinyon Environmental, Inc.
Lisa Schoch, CDOT Environmental Programs Branch
File/CF

Native American Tribal Consultation



STATE OF
COLORADO

Jepson - CDOT, Daniel <daniel.jepson@state.co.us>

Interstate 76/Bridge Street Interchange

1 message

Jimmy Arterberry <jimmya@comanchenation.com>

Wed, Jan 22, 2014 at 11:21 AM

To: "daniel.jepson@state.co.us" <daniel.jepson@state.co.us>

In response to your request, the above referenced project has been reviewed by staff of this office. Based on the information provided and a search within the Comanche Nation Site Files, we have determined that there are **no properties** affected by the proposed undertaking.

If you require additional information or are in need of further assistance, please contact this office at (580) 595-9960 or 9618.

This review is performed in order to identify and preserve the Comanche Nation and State's cultural heritage, in conjunction with the State Historic Preservation Office.

Jimmy W. Arterberry, THPO
Comanche Nation
P.O. Box 908
Lawton, Oklahoma 73502
(580) 595-9960 or 9618
(580) 595-9733 FAX

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U.S. Department
of Transportation
**Federal Highway
Administration**

Colorado Division

January 9, 2014

12300 W. Dakota Ave., Ste. 180
Lakewood, Colorado 80228
720-963-3000

Donnie Cabaniss, Chairman
Apache Tribe of Oklahoma
P.O. Box 1330
Anadarko, OK 73005

**Subject: Request for Section 106 Consultation, Interstate 76/Bridge Street Interchange
Environmental Assessment, Adams County, Colorado**

Dear Chairman Cabaniss:

The Federal Highway Administration (FHWA) and Colorado Department of Transportation (CDOT), in cooperation with the City of Brighton, Colorado, are preparing an Environmental Assessment (EA) that will address the effects of proposed construction of an interchange at Interstate 76 and Bridge Street, approximately 25 miles northeast of Denver (Figure: 1). The purpose of the project is to increase local and regional east-west connectivity, reduce travel delay, and improve traffic flow and access in a quickly expanding commercial and residential area. An overpass spanning I-76 presently exists but the project will add both eastbound and westbound entrance and exit ramps, as well as reconfigure the overpass to include traffic roundabouts (Figure: Alternative 1b). Pursuant to the National Environmental Policy Act (NEPA) of 1969 and the Council on Environmental Quality (CEQ) implementing regulations (40 CFR 1500-1508), FHWA and CDOT are documenting the potential social, economic and environmental consequences of this action.

FHWA will serve as the lead agency for this undertaking and CDOT staff will facilitate the tribal consultation process. As a consulting party under the Section 106 regulations, you are offered the opportunity to identify concerns about cultural resources and comment on how the project might affect them. Further, if it is found that the project will impact cultural resources that are eligible for inclusion on the National Register of Historic Places and are of religious or cultural significance to your tribe, your role in the consultation process would include participation in resolving how best to avoid, minimize, or mitigate those impacts. It is our hope that by describing the proposed undertaking we can be more effective in protecting areas important to American Indian people.

The project area is located almost entirely within the existing I-76 right-of-way, which is a largely disturbed shortgrass prairie environment. **No sites exhibiting evidence of Native American occupation are present within or near the project area.** However, any information you may have regarding places or sites important to your tribe that are located in proximity to the project area would assist us in our efforts to comprehensively identify and evaluate historic properties.

We are committed to ensuring that tribal governments are informed of and involved in decisions that may impact places with cultural significance. If you have specific interest in the I-76/Bridge Street Interchange project, please complete and return the enclosed Consultation Interest Response Form to CDOT Native American consultation liaison Dan Jepson **within 30 days** via US Mail, fax or email, as listed at the bottom of that sheet. The 30-day period has been established to encourage your participation at this early stage in project development. Failure to respond within this time frame will not prevent your tribe from entering consultation at a later date. However, studies and decision making will proceed and it may be difficult to reconsider previous determinations or findings, unless significant new information is introduced.

If you have questions or concerns about the project or the role of your tribe in the consultation process, please contact Dan Jepson at 303-757-9631 or daniel.jepson@state.co.us, or FHWA Colorado Division Environmental Program Manager Stephanie Gibson at 720-963-3013 or stephanie.gibson@dot.gov.

Thank you for considering this request for consultation.

Sincerely Yours,



John M. Cater, P.E.
Division Administrator

By: Monica Pavlik, P.E.
Senior Operations Engineer

Enclosures: Maps Showing Project Area
Consultation Interest Response Form

Cc: S. Gibson & M. Pavlik, FHWA
A. Eilers, CDOT Region 1
K. DePinto, Atkins
A. Kennedy, Pinyon Environmental

TRIBAL MAILING LIST
I-76/Bridge Street Interchange EA

Tribal Chair (Primary Contact):	Send Copy of Letter and Attachments to:
Mr. Donnie Cabaniss, Chairman Apache Tribe of Oklahoma P.O. Box 1330 Anadarko, OK 73005	N/A
Ms. Janice Prairie Chief-Boswell, Chairwoman Cheyenne and Arapaho Tribes of Oklahoma P.O. Box 38 Concho, OK 73022	Mr. Dale Hamilton, Arapaho Director Cultural Heritage Program Cheyenne and Arapaho Tribes of Oklahoma P.O. Box 145 Concho, OK 73022 Ms. Karen Little-Coyote, Cheyenne Director Cultural Heritage Program Cheyenne and Arapaho Tribes of Oklahoma P.O. Box 145 Concho, OK 73022
Ms. Amber Toppah, Chairwoman Kiowa Business Committee Kiowa Tribe of Oklahoma P.O. Box 369 Carnegie, OK 73015	Ms. Amie Tah-bone, NAGPRA Representative Kiowa Tribe of Oklahoma P.O. Box 369 Carnegie, OK 73015
Mr. Darryl O'Neal, Sr., Chairman Northern Arapaho Business Council Northern Arapaho Tribe P.O. Box 396 Fort Washakie, WY 82514	Ms. Darlene Conrad, THPO Northern Arapaho Tribe P.O. Box 396 Ft. Washakie, WY 82514
Mr. John Robinson, President Northern Cheyenne Tribal Council Northern Cheyenne Tribe P.O. Box 128 Lame Deer, MT 59043	Mr. Conrad Fisher, THPO Northern Cheyenne Tribe P.O. Box 128 Lame Deer, MT 59043
Mr. Cyril Scott, President Rosebud Sioux Tribe P.O. Box 430 Rosebud, SD 57570	Mr. Russell Eagle Bear, NAGPRA Coordinator Rosebud Sioux Tribe P.O. Box 430 Rosebud, SD 57570
Mr. Charles Murphy, Chairman Standing Rock Sioux Tribal Council Standing Rock Sioux Tribe P.O. Box D Fort Yates, ND 58538	Ms. Waste' Win Young, THPO Standing Rock Sioux Tribe P.O. Box D Fort Yates, ND 58538
Mr. Kevin Keckler, Chairman Cheyenne River Sioux Tribe P.O. Box 590 Eagle Butte, SD 57625	Mr. Steve Vance, THPO Cheyenne River Sioux Tribe P.O. Box 590 Eagle Butte, SD 57625
Mr. Wallace Coffey, Chairman % Comanche Tribal Business Committee Comanche Nation of Oklahoma P.O. Box 908 Lawton, OK 73502	Mr. Jimmy Arterberry, THPO Comanche Nation of Oklahoma P.O. Box 908 Lawton, OK 73502
Mr. Wilfred Keeble, Chairman Crow Creek Sioux Tribal Council P.O. Box 50 Fort Thompson, SD 57339	Ms. Wanda Wells, THPO Crow Creek Sioux Tribe P.O. Box 50 Fort Thompson, SD 57339

Mr. Bryan Brewer, President Oglala Sioux Tribal Council Oglala Sioux Tribe P.O. Box 2070 Pine Ridge, SD 57770	Mr. Willmar Mesteph, THPO Oglala Sioux Tribe P.O. Box 419 Pine Ridge, SD 57770
Mr. Marshall R. Gover, President Pawnee Nation of Oklahoma 881 Little Dee Drive Pawnee, OK 74058	Mr. Gordon Adams, THPO Pawnee Nation of Oklahoma P.O. Box 470 Pawnee, OK 74058
CDOT Region & Consultant (Send copies of one letter and the mailing list to):	
Aaron Eilers, CDOT Region 1 Environmental	
Mr. Ken DePinto, Project Manager 4601 DTC Blvd., Ste. 700 Denver, CO 80237	
Ms. Amy Kennedy Pinyon Environmental 9100 W. Jewell, Ste. 200 Lakewood, CO 80232	

Colorado Department of Transportation Paleontological Resources Memo

STATE OF COLORADO

DEPARTMENT OF TRANSPORTATION

4201 East Arkansas Avenue
Denver, Colorado 80222
(303) 757-9632
FAX (303) 757-9445



DATE: 26 December 2013

TO: Aaron Eilers

FROM: F. Nicole Peavey

SUBJECT: Paleontological assessment for the I-76 and Bridge Street Interchange

INTRODUCTION

The I-76 and Bridge Street Interchange Project has been proposed by the City of Brighton to increase local and regional east-west connectivity, reduce travel delay, and improve traffic flow and access in the immediate area surrounding the proposed interchange at the intersection of I-76 and Bridge Street (SH 7). This report documents preliminary consideration of the paleontological sensitivity of the project area. No on-the-ground reconnaissance was conducted for this report, as the project study area did not show sufficient topography, bedrock outcrops or soft sediment outcrops upon remote inspection to warrant a pre-construction survey of the project area. Conclusions herein have been based on searches of published maps and literature as well as museum fossil locality databases.

PROJECT AREA GEOLOGY AND PALEONTOLOGY

The geologic units mapped (Soister 1965; Trimble and Machette 1969) within the approximate project study area are, from youngest to oldest:

<u>Unit</u>	<u>Age</u>
Qp – Post-Piney Creek and Piney Creek Alluvium	Late Holocene
Qal – Unnamed alluvium	Holocene
Qes – Unnamed eolian sand	Holocene to late Pleistocene
Ql – Unnamed Loess	Pleistocene
Qsg – Unnamed river sand and gravel	Pleistocene
Qs – Slocum Alluvium	Middle Pleistocene
Qv – Verdos Alluvium	Middle Pleistocene
TKd – Denver Formation	Paleocene to Late Cretaceous
Kdw – Dawson Formation	Late Cretaceous

The **Post-Piney Creek Alluvium** and **Piney Creek Alluvium** can produce prehistoric bone, shell, and/or plant material, but because the sediments are less than 10,000 radiocarbon years old, any material found could be in an archaeological context and should be evaluated first by a qualified archaeologist.

The **unnamed eolian sand** unit has produced camel, pronghorn antelope, black-tailed prairie dog, Richardson's ground squirrel, and extinct peccary remains in Denver and Aurora (Hunt 1954; Lewis 1970).

The **unnamed loess** unit has produced horse and camel specimens from south of Littleton (Scott 1963).

Mammoth, camel, horse, bison, prairie dog, Richardson's ground squirrel, pocket gopher, field mouse, and rabbit specimens have been collected from the **Slocum Alluvium** south of Littleton and east of Byers (Scott 1963; unpublished U. S. Geological Survey and University of Colorado Museum fossil locality data). Lewis (1970) described a horncore of the extinct bison, *Bison latifrons*, from the Slocum Alluvium near Canon City.

Vertebrate fossils, including *Equus* sp. (horse) and camel are known from the **Verdos Alluvium** in northeastern Colorado (Scott 1978; unpublished U. S. Geological Survey fossil locality data). The Verdosa Alluvium has produced terrestrial snail fossils north of Golden (Van Horn 1976:62).

The **Denver and Dawson Formations** have produced Late Cretaceous leaves, dinosaur remains, and very rarely, mammal teeth, as well as early Paleocene leaves and mammal, reptile, and amphibian bones and teeth in the Denver Basin (Cannon 1906; Brown 1962; Middleton 1983; Carpenter and Young 2002; Johnson et al. 2003; Hutchison and Holroyd 2003; Eberle 2003; Middleton and Dewar 2004; Wilf et al. 2006; Reynolds et al. 2007). I am aware of only two published invertebrate fossil occurrences in the Denver Formation (Cross 1889:131; Cannon 1893:261; Brown 1943:79), but a third one has been recorded recently adjacent to State Highway 86 east of Kiowa, at University of Colorado Museum (UCM) fossil locality 91278. The Denver and Dawson Formations are paleontologically sensitive geologic units whose regular production of scientifically important leaf fossils and more sporadic production of scientifically important vertebrate fossils have resulted in the establishment of a general policy of construction monitoring wherever significant construction impacts to the unit are proposed.

CORRIDOR FOSSIL LOCALITIES

I know of no published or unpublished fossil localities within the study area limits in any of the mapped geologic units (Soister 1965; Trimble and Machette 1969).

CONCLUSIONS

The Denver and Dawson Formations present within the project study area are highly paleontologically sensitive, so any sub-surface excavation and construction that encounters these formations is likely to impact potentially scientifically important fossils. Surface activity and construction is less likely to impact these formations or any fossils they may contain. Determining the extent of potential impacts to the Denver and Dawson formations may be difficult prior to either drilling of geophysical study cores in the project study area or the beginning of project excavations, due to the variable depth of these formations below the much less sensitive Holocene and Pleistocene units above them; however, once the locations of Denver

and Dawson impact sites within the project area have been determined, monitoring of those locations by a qualified paleontologist is recommended. The Pleistocene units mapped within the study area have a much lower probability of having scientifically important fossils uncovered, damaged, and/or destroyed by future construction within the study area; however, spot-check monitoring at the discretion of the project or staff paleontologist would be warranted to ensure that disturbance of Denver and Dawson formation is not inadvertently overlooked during excavations of Pleistocene sediments.

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Section 4(f) Coordination



City of Brighton
500 South 4th Avenue
Brighton, CO 80601
303-655-2000 Office
www.brightonco.gov

September 29, 2014

Troy Halouska
Section 4(f) Specialist
Colorado Department of Transportation
Environmental Programs Branch
4201 East Arkansas Avenue, Shumate Building
Denver, CO 80222

Subject: I-76 and Bridge Street Interchange Project, City of Brighton, Colorado

Dear Mr. Halouska:

The Colorado Department of Transportation (CDOT) and the City of Brighton are proposing to construct a new interchange at I-76 and Bridge Street in the City of Brighton, Colorado. Currently there is no direct connection between the two transportation facilities; Bridge Street crosses over I-76. There will be approximately 0.2 acres of permanent right-of-way acquisition and 0.1 acres of temporary easements required to implement the project. The goal of the project is to improve local and regional connectivity, address existing and future congestion, and improve traffic flow. It is anticipated that the proposed construction activities will start mid-2016; construction is anticipated to extend through 2019.

Section 4(f) of the Department of Transportation Act protects significant publicly-owned parks, recreation areas, and wildlife and waterfowl refuges, as well as significant historic sites, whether they are publicly or privately owned. There are two proposed trails in the approved 2004 *City of Brighton Greenways and Trails Master Plan* that are within the construction envelope for the proposed interchange; these are considered significant public recreation resources. The City of Brighton Parks and Recreation Department and CDOT have been coordinating with each other regarding the proposed action and any potential impacts to recreational resources. As shown in the attached Figure 1, the future I-76 Trail follows I-76 along its length from Baseline Road to 112th Street using the highway right of way except for a section shared with the proposed Prairie Center Parkway on-street trail. The future Bridge Street Trail extends from Yosemite Street in the west to I-76 along the roadway in the Master Plan, but the City plans to extend it over I-76 on Bridge Street at which time bike and pedestrian provisions will be addressed. Neither trail is currently funded nor does either have a construction date assigned. The proposed interchange project will not preclude nor impact the proposed future trails, and therefore it is believed that no formal Section 4(f) clearance is required.

Please accept this letter as the acknowledgement that this issue has been discussed and addressed.

Sincerely,

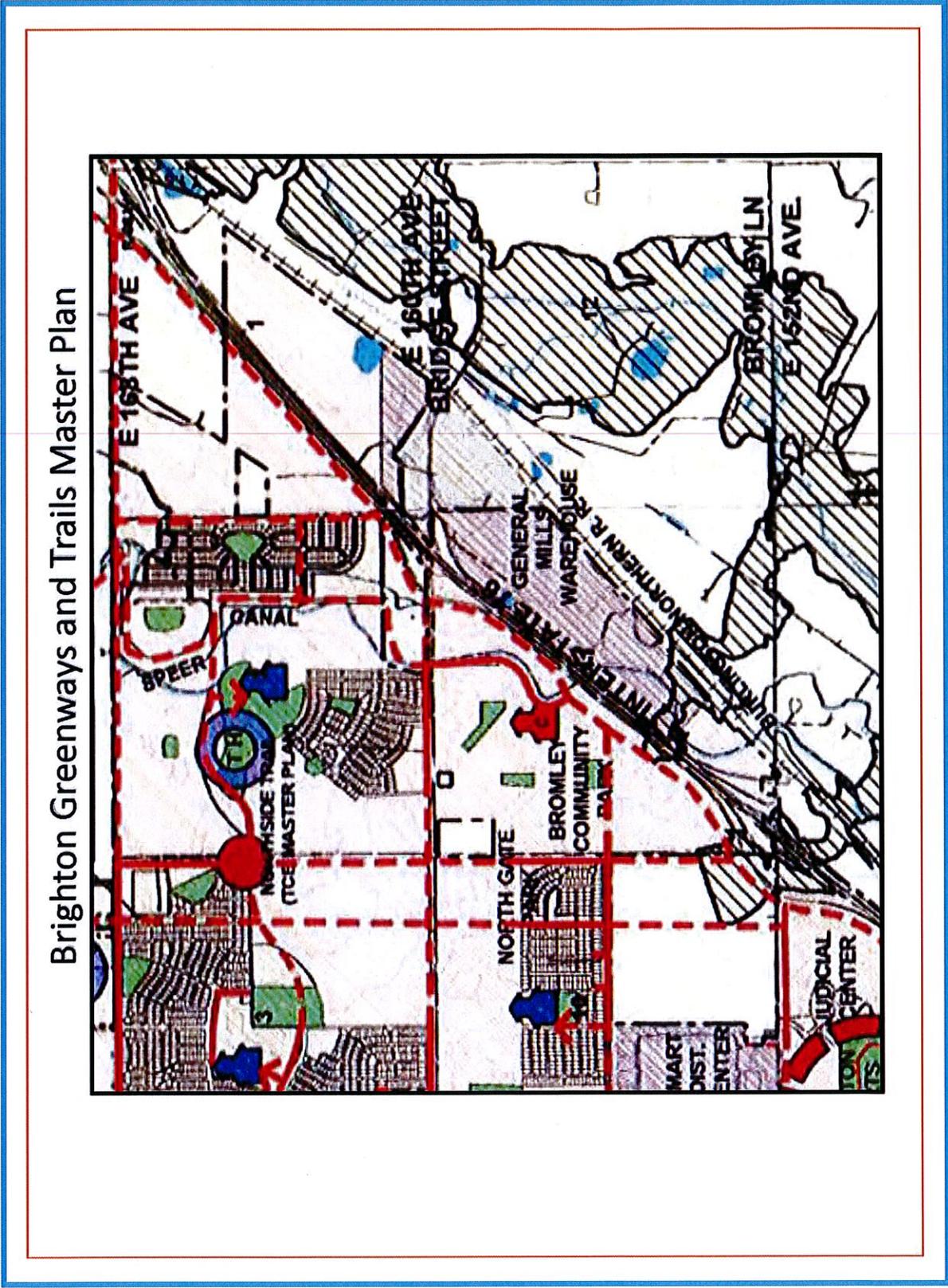
Mark Heidt
Assistant Parks and Recreation Director
City of Brighton

Attachments:

Figure 1: Brighton Greenway and Trails Master Plan Screen Shot of Project Vicinity

cc: File

Figure 1: Brighton Greenway and Trails Master Plan Screen Shot of Project Vicinity



United States Fish and Wildlife Service Concurrence of No Effect



United States Department of the Interior



FISH AND WILDLIFE SERVICE
COLORADO FIELD OFFICE/LAKEWOOD
P.O. BOX 25486, DENVER FEDERAL CENTER
DENVER, COLORADO 80225-0486

IN REPLY REFER TO:
ES/CO: CDOT
TAILS: 06E24000-2015-I-0137

DEC - 9 2014

Jillian K. Mauer
Pinyon Environmental, Inc.
9100 West Jewell Avenue, Suite 200
Lakewood, Colorado 80232

Dear Ms. Mauer:

Based on the authority conferred to the U.S. Fish and Wildlife Service (Service) by the Endangered Species Act of 1973 (ESA), as amended (16 U.S.C. 1531 *et seq.*), the Service reviewed your November 26, 2014, report regarding reconstruction of the I-76 and Bridge Street Interchange in Brighton, Adams County, Colorado, and its potential effects on federally protected species.

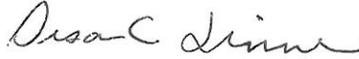
Historic land use in the project vicinity is agricultural, and areas in the immediate vicinity of the I-76 and Bridge Street intersection remain largely undeveloped. Residential and commercial development however, is planned on both the east and west sides of the interstate. The proposed project will be generally located within the existing roadway right-of-way in areas where the natural vegetation, soils, and hydrology have been altered by filling, grading, and road construction, maintenance, and operation activities. Habitat types within the area include upland native or planted grasses intermixed with weedy roadside habitat, two wetlands, and landscaped areas. No riparian habitats or adjacent wetlands occur in the project area.

Given your assessment of the habitat in the project area, the Service finds the report acceptable and agrees that habitat for any species federally listed as threatened or endangered is not present within the surveyed area. In addition, any impacts to species downstream in the Platte River system that may be affected by water depletions caused by the project are addressed by the Federal Highway Administration's programmatic consultation (06E24000-2012-F-0328; ES/LK-6-CO-12-F-020). Thus, the Service concurs with the determination that the impacts resulting from the proposed project will not impact any of these species.

Please note that should project plans change or if additional information regarding listed or proposed species becomes available, this determination may be reconsidered under the ESA. If the proposed project has not commenced within one year, please contact the Colorado Field Office to request an extension.

We appreciate your submitting this report to our office for review and comment. If the Service can be of further assistance, please contact Alison Deans Michael of my staff at (303) 236-4758.

Sincerely,



Susan C. Linner
Colorado Field Supervisor

ec: Michael

Ref: Alison\H:\My Documents\CDOT 2007+\Region 1\I-76_&_Bridge_Street_interchange_agree.docx