

Attachment C.

# **SHPO Consultation on Effects Determinations and Section 4(f)**

# Colorado Department of Transportation

## Historic Section 4(f) De Minimis Use Clearance Form

### COOT Request for De Minimis Finding

Based upon the information provided and this analysis below, COOT believes that the Section 4(f) use of this property is considered de minimis as defined in 23 CFR 774.17.

Vanessa Halladay

Digitally signed by Vanessa Halladay  
Date: 2022.06.23 08:58:30 -06'00'

Vanessa Halladay, Environmental Manager  
COOT Region 1

Date

### FHWA De Minimis Finding

STEPHANIE p GIBSON

Digitally signed by STEPHANIE P GIBSON  
Date: 2022.07.15 16:56:12 -06'00'

for John M. Cater, PE  
Division Administrator  
FHWA Colorado Division

Date

### Project Information

Date: June 23, 2022	Region: 1
Project Title: Vasquez Blvd. (US 6): 1-270 to 64th Ave.	Project Location: Commerce City, Adams County
Project Number: STU NHPP 00GA-069	Project Route: Vasquez Blvd. (US 6)
Lead Agency: FHWA	NEPA Class: N/A
<b>Project Description:</b> This project is early in the design process; if the design should substantively change, COOT will coordinate the changes with your office. The project includes intersection improvements at Vasquez Blvd. (U.S. Highway 6) and E 62nd Ave. and at Vasquez Blvd. and E 60 <sup>th</sup> Ave. In order to improve turning movements and traffic flow at the complicated E 60 <sup>th</sup> Ave. intersection, the project will add new local road connections on the west side of the intersection, as described in the enclosed materials. Additional improvements will be made to Parkway Dr., Dexter St., and Dahlia St. as well as the addition of water quality ponds.	

### Resource Information

Section 4(f) Resource: Pepper Tank Co./Plastics Inc. 5AM.4047 D For historic, check box if clearing multiple properties and attach table.	Type of 4(f) Resource: Historic Property
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## De Minimis Documentation:

- 1. Describe the Section 4(f) property and the attributes and features that qualify it for Section 4(f) protection;**

The Pepper Tank Co./Plastics, Inc. building at 5701 Dexter St. (5AM.4047) was constructed circa 1947 and is eligible under Criterion C. The building is a representative, intact, and early example of a post-World War II concrete block and metal manufacturing production shed in Commerce City. Production sheds are characterized by large and tall one-story-structures that housed an internal crane, which was able to move large and heavy items such as semi-trailers within the facility. Gable roofs, clerestory windows, and metal siding are common features of this property type. The building retains all of the character-defining features of this property type and is one of a small pool of surviving post-World War II production sheds in Commerce City. It is less altered than most of the other surviving production sheds in Commerce City, the only one with a full exposed facade of original clerestory windows, and one of only a couple without large modern additions. It is also one of only two known examples of this type in Commerce City that utilized concrete block.

- 2. Describe the impacts to the Section 4(f) property, and why they are considered *de minimis* as defined by 23 CFR 774.17. Include all avoidance, minimization and mitigation or enhancement measures.**

The project includes a new roadway alignment along the north property boundary, with minimal effects to the eligible Pepper Tank Co./Plastics Inc. (5AM.4047), after efforts to minimize and avoid impacts to the property during the Section 106 process. The project will require one ROW acquisition measuring approximately 400 SF and one TE measuring approximately 1,000 SF from the Pepper Tank Co./Plastics Inc. (5AM.4047) property to accommodate construction of the proposed concrete curb and gutter and associated grading. The TE is also required to accommodate removal and replacement of approximately 750 feet of an existing fence to the new proposed permanent acquisition line. The proposed fence will match the existing 6 feet tall chain link with barbed wire. The partial permanent acquisition and TE are driven by the requirement to provide access for the minimum sized freight vehicle (known as WB-67) into 5701 and 5699 Dexter St., the two properties at the south end of Dexter St. The closest distance of construction disturbance to the Pepper Tank Co./Plastics Inc. building is approximately 200 feet, where the new roadway will be constructed.

- 3. For historic resources, attach Section 106 Documentation. Include SHPO concurrence with project-level findings (Determinations of Eligibility and Findings of Effect) and Programmatic Agreement Memos for archaeological resources. Also include the letter to SHPO notifying them of *de minimis*.**

- a. Date of SHPO written concurrence of No Adverse Effect determination:**

June 3, 2022

- b. Date of COOT *de minimis* notification:**

June 23, 2022

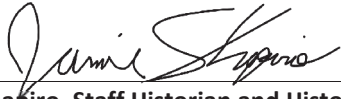
**Attach all required documentation as described above.**

# Colorado Department of Transportation

## Section 4(f) Historic Transportation Facilities Exception

### [23 CFR 774.13(a)] Clearance Form

Based upon the information provided and this analysis, CDOT understands that this project's effect from the restoration, rehabilitation, or maintenance of transportation facilities that are on or eligible for the National Register, as described below, satisfies the conditions set forth in 23 CFR 774.13(a).



Jamie Shapiro, Staff Historian and Historic 4(f) Specialist  
CDOT Region 1

June 23, 2022

Date

### Project Information

<b>Date:</b> June 23, 2022	<b>Region:</b> 1
<b>Project Title:</b> Vasquez Blvd. (US 6): I-270 to 64th Ave.	<b>Project Location:</b> Commerce City, Adams County
<b>Project Number:</b> STU NHPP 006A-069	<b>Project Route:</b> Vasquez Blvd. (US 6)
<b>Lead Agency:</b> FHWA	<b>NEPA Class:</b> N/A
<b>Project Description:</b> This project is early in the design process; if the design should substantively change, CDOT will coordinate the changes with your office. The project includes intersection improvements at Vasquez Blvd. (U.S. Highway 6) and E. 62nd Ave. and at Vasquez Blvd. and E. 60th Ave. In order to improve turning movements and traffic flow at the complicated E. 60th Ave. intersection, the project will add new local road connections on the west side of the intersection, as described in the enclosed materials. Additional improvements will be made to Parkway Dr., Dexter St., and Dahlia St. as well as the addition of water quality ponds.	

### Resource Information

<b>Section 4(f) Resource:</b> US 6 Segment (5AM.3924.3)	<b>Type of 4(f) Resource:</b> Historic Site
<b>Official with Jurisdiction:</b> SHPO	
<b>Resource Function/Significance:</b> Overall, US 6 was determined to be eligible under Criterion A following its evaluation as part of a Colorado Historic Highway Inventory (prepared by Mead & Hunt, Inc./Dill Historians, LLC). According to the inventory, "Overall, US 6 in Colorado possesses significance under Criterion A due to its role as an early farm-to-market road during the 1910s and 1920s at the local level, and the eastern segment is associated with the Good Roads Movement. Additionally, the western portion possesses significance in the area of Transportation at the state level and is directly associated with work completed by the WPA from 1937 to 1941." Additionally, "In Colorado, by 1938 work under the WPA to extend US 6 southwest of Wiggins through Hudson into Denver had commenced. Today, much of US 6 is cosigned with segments of I-25 and US 85 and I-76 near Commerce City in Denver. From Denver the route was extended westward to Utah through Mt. Vernon Canyon...." The segment in the project area measures 3.49 miles long. At its south end, it intersects with I-270 and travels north, where it gently curves to the northeast and joins I-76. The segment was determined to be	

non-supporting of the overall eligibility of the resource due to significant alignment and configuration changes over the past several decades, a determination with which the SHPO concurred.

**Impact to 4(f) Resource:** Corridor improvements include the construction of additional roadways with access to/from Vasquez, intersection redesign and new traffic signals, striping, and additional raised medians. Northbound Vasquez Blvd. will be widened by approximately 22 feet near the Highway 2 off-ramp to allow for intersection improvements at 64th and 62nd Avenues. At the intersection with 62nd Ave., a new traffic signal will be added to facilitate the movements that will be restricted from Parkway Dr. to Vasquez Blvd. A new traffic signal will provide full access to and from 62nd Ave. The southbound Highway 2 off-ramp will remain in its existing configuration, and southbound traffic on Vasquez Blvd. and the Highway 2 off-ramp will have continuous green time without stopping at the signal for 62nd Ave. traffic. The northbound lanes of Vasquez Blvd. will be shifted slightly to the east to accommodate changes at the intersection. A multi-modal path along the east side of Vasquez Blvd. will be extended from its current terminus approximately 585 feet from 62nd Ave. to the intersection with 60th Ave. At the intersection with 60th Ave., the current traffic flow will be impacted by no longer allowing a left turn from Parkway Drive to southbound Vasquez Blvd. All inbound movements to Parkway Dr. from Vasquez Blvd./60th Ave. will remain open as they are currently configured. New local access connections to Clermont St. (west of Vasquez Blvd.) will be constructed to provide full access between Dexter St. and 60th Ave.

Completion of proposed roadway improvements will result in minimal areas of widening between the Highway 2 off-ramp and 62nd Ave. No ROW acquisitions or easements will be needed in that section. At the intersection with 62nd Ave., a new traffic signal will be added to facilitate the movements that would be restricted from Parkway Dr. to Vasquez Blvd. A new traffic signal will provide full access to and from 62nd Ave. The proposed work will not impact the segment's existing alignment, and modifications will involve similar materials that will resemble the resource's existing appearance when complete. At the intersection with 60th Ave., the current traffic flow will be impacted by no longer allowing a left turn from Parkway Dr. to southbound Vasquez Blvd. All inbound movements to Parkway Dr. from Vasquez Blvd./60th Ave. will remain open as they are currently configured. New local access connections to Clermont St. (west of Vasquez Blvd.) will be constructed to provide full access between Dexter St. and 60th Ave.

**Mitigation Applicable to Resource:** NA

## Historic Transportation Facilities Exception Conditions:

- (1) The Administration concludes, as a result of the consultation under 36 CFR 800.5, that such work will not adversely affect the historic qualities of the facility that caused it to be on or eligible for the National Register; and**

The overall resource is approximately 261.46 miles long, and the segment was determined to be non-supporting of the overall eligibility of the resource due to significant alignment and configuration changes over the past several decades. The segment is non-supporting of the overall resource, and proposed improvements will result in no adverse effect to the overall resource.

**(2) The official(s) with jurisdiction over the Section 4(f) resource have not objected to the Administration conclusion above.**

CDOT made a determination of No Adverse Effect in a letter dated May 11, 2022 and the SHPO concurred in a letter dated June 3, 2022. CDOT also coordinated the project with the City of Commerce City and Adams County. Commerce City responded and stated that they have no comments and no response was received from Adams County.

**Form prepared by:** Jamie Shapiro, Staff Historian and Historic 4(f) Specialist, CDOT Region 1

**Attach Official with Jurisdiction Concurrence**

**Send form to FHWA Area Engineer and FHWA Environmental Manager**



# History Colorado

Ms. Jane Hann  
Manager, Environmental Programs Branch  
Colorado Department of Transportation  
2829 W. Howard Pl., 4<sup>th</sup> Floor  
Denver, Colorado 80204

RE: Assessment of Effects, Section 4(f) Notification  
Vasquez Boulevard US 6): 1-270 to 64th Avenue NEPA and Design Vasquez  
Blvd.: 1-270 to 64th Ave. Project), Commerce City, Adams County  
CDOT Project No. STU NHPP 006A-069, SA#22922  
History Colorado No. 80982

Dear Ms. Hann:

Thank you for your correspondence dated May 11, 2022, which our office received on May 12, 2022, regarding consultation for the aforementioned project under Section 106 of the National Historic Preservation Act of 1966, as amended (54 USC § 306108), and its implementing regulations, 36 CFR Part 800.

We have reviewed all documentation submitted for this project and agree the revised area of potential effect (APE) is appropriate for the undertaking. We provided comments regarding determinations of eligibility for fourteen (14) individual properties on March 1, 2022. We concur the undertaking as described will result in **no historic properties affected** regarding 5AM.4046, 5AM.4071, 5AM.4072, 5AM.4073, 5AM.4074, 5AM.4075, 5AM.4076, 5AM.4077, 5AM.4079, 5AM.4080, and 5AM.4083. We also concur the undertaking as described will result in **no adverse effect** to 5AM.3924.3, 5AM.4047, and 5AM.4078.

Lastly, we acknowledge FHWA may use a de minimis finding for 5AM.4078 and the **transportation facilities exemption** for US Highway 6 (5AM.3924) for the undertaking to comply with Section 4(f) of the U.S. Department of Transportation Act of 1966, as amended, and its implementing regulations (23 CFR Part 774).

Should unidentified archaeological resources be discovered in the course of the project, work must be interrupted until the resources have been evaluated in terms of the National Register eligibility criteria (36 CFR §60.4) in consultation with our office pursuant to 36 CFR §800.13. Also, should the consulted-upon scope of the work change, please contact our office for continued consultation under Section 106 of the National Historic Preservation Act.



# E+I History Colorado

We request being involved in the consultation process with the local government, which as stipulated in 36 CFR §800.3 is required to be notified of the undertaking, and with other consulting parties. Additional information provided by the local government or consulting parties might cause our office to re-evaluate our eligibility and potential effect findings. Please note that our compliance letter does not end the 30-day review period provided to other consulting parties.

Thank you for the opportunity to comment. If we may be of further assistance, please contact Mitchell K. Schaefer, Section 106 Compliance Manager, at (303) 866-2673 or [mitchell.schaefer@state.co.us](mailto:mitchell.schaefer@state.co.us).

Sincerely,

**Patrick A. Edman**

Digitally signed by Patrick A. Edman  
Date: 2022.06.03 13:25:14 -06'00'

Dawn DiPrince  
State Historic Preservation Officer



**COLORADO**  
**Department of Transportation**

Region 1  
Planning & Environmental  
2829 W. Howard Place,  
Denver, CO 80204

May 11, 2022

Ms. Dawn DiPrince,  
State Historic Preservation Officer  
History Colorado Center  
1200 Broadway  
Denver, CO 80203

Re: Determinations of Section 106 Effects, Vasquez Boulevard US 6): I-270 to 64<sup>th</sup> Avenue NEPA and Design (Vasquez Blvd.: I-270 to 64<sup>th</sup> Ave. Project), Commerce City, Adams County, CDOT Project STU NHPP 006A-069, SA#22922

Dear Ms. DiPrince,

This letter and the enclosed attachments constitute a request for concurrence on effects under Section 106 of the National Historic Preservation Act of 1966 (36 CFR 800) for the Vasquez Boulevard US 6): I-270 to 64<sup>th</sup> Ave. Project in Commerce City. The project will include federal funding from the Federal Highway Administration (FHWA). The Colorado Department of Transportation (CDOT) is serving as the lead agency for the Section 106 process. CDOT previously coordinated the APE and NRHP eligibility determinations with your office in a letter dated February 4, 2022. CDOT received agreement on the APE and concurrence on eligibility determinations in a letter signed March 1, 2022. See Appendix A. Previous Consultation in the enclosed Effects Report.

Consultant historian, Miniello Consulting, developed the enclosed Determinations of Effects and Historic 4(f) Report (Effects Report) for this project. The report provides background on the project, summarizes the APE and eligibility determinations, provides a brief summary of effects at non-historic properties, and provides a detailed review of project effects at historic properties. This letter provides a high-level summary.

**Project Description**

This project is early in the design process; if the design should substantively change, CDOT will coordinate the changes with your office. See enclosed Effects Report for a complete project description. Project improvements include:

- New water quality ponds
- Vasquez and 62<sup>nd</sup> intersection improvements, including:
  - Vasquez Blvd. widened within right-of-way (ROW) to add an additional southbound left turn lane onto 62nd Ave.
  - Existing barrier will be changed to a median to allow for left turns out of 62nd Ave.
  - New configuration reduces one lane onto Highway 2, and the other turn lane becomes a forced right turn onto 62nd Ave.
  - New traffic signal, which will give southbound traffic on Vasquez Blvd. and the Highway 2 off-ramp continuous green time without stopping at the signal for 62nd Ave. traffic.
- Vasquez Blvd./60th Ave./Parkway Dr. intersection improvements, including:
  - No left turn allowed from Parkway Dr. to southbound Vasquez Blvd. or 60th Ave. One lane will be removed, with the other becoming a right only lane onto northbound Vasquez Blvd.
  - Right turn lane on 60th Ave. to Vasquez Blvd. will be extended
  - Existing multi-modal path along the east side of Vasquez Blvd. will be extended from its current terminus approximately 585 feet from 62nd Ave. to the intersection with 60th Ave.
- New local roads to relieve intersections, including:

- A connector road between Clermont St. and Dexter St. consisting of two lanes, each measuring 12 feet wide, curb and gutter along the road, and a sidewalk on both sides measuring 5 feet wide.
- A connector road between 60th Ave. and Dexter St. consisting of two lanes, each measuring 12 feet wide, curb and gutter along the road, and a sidewalk on one side of the road measuring 5 feet wide. This road requires approximately 400 square feet (SF) of ROW acquisition and a 1,000 SF temporary easement (TE) at the northeast corner of 5701 Dexter Street (5AM.4047).

**Previous Consultation and Area of Potential Effects (APE)**

CDOT defined the APE and made determinations of eligibility in a letter sent to your office on February 4, 2022. SHPO agreed to this APE and concurred with eligibility determinations in a letter signed March 1, 2022. Since that consultation, the APE has changed slightly. Near the intersection of Vasquez Blvd. and 62<sup>nd</sup> Ave., the APE is shifting several feet to the east along Highway 2 and several feet to the north along 62<sup>nd</sup> Ave. This shift is occurring to accommodate proposed work within the right-of-way (ROW) for improvements at and around that intersection, including access to the former Greyhound Park along the north side of 62<sup>nd</sup> Ave. The APE is shown in **Figure 2** in the enclosed Effects Report.

As part of the prior consultation, CDOT identified 13 historic architectural resources (two previously evaluated) and one linear resource. OAHHP site forms were completed for each of these resources that were not previously evaluated. Two properties had been previously evaluated: 5AM.4046 (Officially Not Eligible, March 2021) and 5AM.4047 (Officially Eligible, March 2021). Of the 14 resources within the APE, 11 were found not eligible, two were found eligible, and one linear resource, US 6, was found non-supporting of an overall eligible resource.

**Determination of Effects**

A brief summary of effects findings is delineated below. As noted above, CDOT previously determined 11 resources at least 45 years of age within the APE to be individually NRHP not eligible. CDOT determines that the project results in a no historic properties affected determination for these properties, as shown in Table 1.

**Table 1. No Historic Properties Affected**

Site No.	Resource	Date	NRHP Eligibility	Effects Determinations
5AM.4046	5699 Dexter St.	1964	Not Eligible (2021)	No Historic Property Affected
5AM.4071	5901 Dexter St. (Pepper Tank Co. Complex)	1947	Not Eligible (2022)	No Historic Property Affected
5AM.4072	4540 E. 60 <sup>th</sup> Ave. (Schmidt Incinerator Co.)	1973/75	Not Eligible (2022)	No Historic Property Affected
5AM.4073	4500 E. 60 <sup>th</sup> Ave. (Pepper Tank Co./Banderet Equipment Co.)	1964	Not Eligible (2022)	No Historic Property Affected
5AM.4074	4701 E. 60 <sup>th</sup> Ave. (Hast Lumber Co.)	1939/60	Not Eligible (2022)	No Historic Property Affected
5AM.4075	4545 E. 60 <sup>th</sup> Ave. (Western Filter Co.)	1967	Not Eligible (2022)	No Historic Property Affected
5AM.4076	4407 E. 60 <sup>th</sup> Ave. (Colorado Machinery & Supply Co.)	1965	Not Eligible (2022)	No Historic Property Affected
5AM.4077	6101 Dexter St. (ARMCO Steel)	1956/57	Not Eligible (2022)	No Historic Property Affected
5AM.4079	6290 Clermont St. (Comtech Engineered Solutions)	1962	Not Eligible (2022)	No Historic Property Affected
5AM.4080	6121 Clermont St. (Columbine Pipe & Tube Co.)	1958	Not Eligible (2022)	No Historic Property Affected
5AM.4083	6301 Dexter St. (Industrial Building)	1956	Not Eligible (2022)	No Historic Property Affected

Within the APE, CDOT determined one of the newly surveyed historic architectural resources to be NRHP-eligible (5AM.4078), and one previously surveyed resource is eligible (5AM.4078). Per OAHP guidelines regarding linear resources, U.S. 6 (5AM.3924) is assumed eligible; however, CDOT found the segment of this resource within the APE (5AM.3924.3) to be non-supporting of the resource’s overall eligibility.

**Table 2. Section 106 Determinations of Effects for NRHP Eligible Properties**

Site No.	Resource	Date	NRHP Eligibility	CDOT Effects Determinations
5AM.3924.3	U.S. 6, Segment	1932-1938	Non-Supporting Segment, Treat Overall Resource as Eligible (2022)	No Adverse Effect
5AM.4047	5701 Dexter St. (Pepper Tank Co./Plastics, Inc.)	1944	Officially Eligible (2021)	No Adverse Effect
5AM.4078	6255 Dexter St. (Clermont Realty Co./Steel Inc./Hooper Corp.)	1958	Eligible (2022)	No Adverse Effect

The enclosed Effects Report includes detailed information and illustrations regarding the effects of the proposed improvements on all surveyed resources, with particular attention paid to the three eligible resources.

**Section 4(f) De Minimis Notification**

Section 4(f) of the U.S. Department of Transportation (USDOT) Act of 1966 requires special consideration when a potential project requires the use of park and recreation lands, wildlife and waterfowl refuges, and/or historic sites is identified during transportation project development. The law is implemented by the FHWA through the regulation 23 CFR 774. Section 4 f) de minimis impact involves the use of a Section 4(f) property that is generally minor in nature, results in a determination of no adverse effects or no historic properties affected under the Section 106 process.

This project requires ROW purchase and an easement at 5701 Dexter S., Pepper Tank Co./Plastics, Inc. (5AM.4078). As described in the enclosed report, CDOT makes a determination that the project will result in **no adverse effects** to this property. Therefore, a Section 4(f) de minimis will be applied in this case. The SHPO has been notified of the FHWA’s intent to make a de minimis impact determination, and the FHWA will consider the views of any consulting parties participating in the Section 106 consultation.

**Section 4(f) Transportation Facilities Exception**

The finding of **no adverse effects** under Section 106 for US 6 reflects CDOT's finding that this project will not "alter directly or indirectly any of the characteristics of [the] historic properties that qualify the properties for listing in the NRHP in a manner that would diminish the integrity of the property’s location, design, setting, materials, workmanship, feeling, or association” as described in 36 CFR § 800.5(a)(1). Based on this finding, FHWA may apply the Historic Transportation Facility exception for such facilities with a new use proposed by a transportation project. FHWA intends to apply the Historic Transportation Facilities Exception to US 6.

**Summary**

We are concurrently sending this information and the enclosed effects report to Commerce City and Adams County as consulting parties. We will keep you informed of any comments received from these consulting parties or the public. We will coordinate any changes to the project's effects resulting from updated designs with your office and with consulting parties.

At this time, we request your concurrence with the effects determinations outlined above. For additional information, contact CDOT Region 1 Historian Jamie Shapiro at (303) 512-4627 or [jamie.shapiro@state.co.us](mailto:jamie.shapiro@state.co.us).

Sincerely,

*Danny Herrmann for*

Vanessa Halladay  
Region 1 Environmental Manager

Enclosed: Determination of Effects and Historic Section 4(f)



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## Section 106 Review - CDOT Vasquez Improvements 22922

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**Wasinger, Stacy - CD** <swasinger@c3gov.com>  
To: "Shapiro - CDOT, Jamie" <jamie.shapiro@state.co.us>

Tue, May 31, 2022 at 1:39 PM

Good afternoon Jamie,

We've reviewed the materials and Commerce City Planning has no comment on the proposal. If you have any questions or need anything else, please just let me know.

Thanks, have a good afternoon,

Stacy



Stacy Wasinger, AICP | City Planner

7887 E. 60<sup>th</sup> Ave. | Commerce City, CO 80022

(303) 286-4874 | [swasinger@c3gov.com](mailto:swasinger@c3gov.com)

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**From:** Timms, Steve - CD <[stimms@c3gov.com](mailto:stimms@c3gov.com)>  
**Sent:** Thursday, May 12, 2022 9:27 AM  
**To:** Wasinger, Stacy - CD <[swasinger@c3gov.com](mailto:swasinger@c3gov.com)>  
**Subject:** FW: Section 106 Review - CDOT Vasquez Improvements 22922

**From:** Shapiro - CDOT, Jamie <[jamie.shapiro@state.co.us](mailto:jamie.shapiro@state.co.us)>  
**Sent:** Thursday, May 12, 2022 6:35 AM  
**To:** Timms, Steve - CD <[stimms@c3gov.com](mailto:stimms@c3gov.com)>; [jgrafton@adcogov.org](mailto:jgrafton@adcogov.org)

**Cc:** Ryer - CDOT, Basil <basil.ryer@state.co.us>; Austin Curry - CDOT <austin.curry@state.co.us>  
**Subject:** Section 106 Review - CDOT Vasquez Improvements 22922

Good Morning,

I am contacting you as consulting parties under Section 106 of the National Historic Preservation Act, for comments regarding effects to historic properties resulting from CDOT's proposed improvements to Vasquez Blvd, as described in the attached letter and report.

Please email comments no later than **June 13, 2022**. If you do not have comments, please reply to help us expedite this process. If we do not hear from you within this 30 day period, we will assume you have no comments.

Let me know if you have any questions.

Thank you,

Jamie

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**Jamie Shapiro**

Staff Historian, Region 1 Planning & Environmental


[Redacted]

[Quoted text hidden]

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## 2 attachments

 **Vasquez Blvd NEPA (22922)\_Determination of Effects and 4(f) Report.pdf**  
2881K

 **CP\_EffectsLetter\_22922\_VasquezBlvd\_051122.pdf**  
171K



**COLORADO**  
**Department of Transportation**

Region 1  
Planning & Environmental  
2829 W. Howard Place,  
Denver, CO 80204

May 11, 2022

Jenni Grafton  
Director, Adams County Community & Economic Development  
4430 S. Adams County Parkway 1<sup>st</sup> Floor, Suite W2000  
Brighton, CO 80601

Steve Timms  
Planning Manager, Commerce City  
7887 E. 60<sup>th</sup> Ave.  
Commerce City, CO 80022

Re: Determinations of Section 106 Effects, Vasquez Boulevard US 6): I-270 to 64<sup>th</sup> Avenue NEPA and Design (Vasquez Blvd.: I-270 to 64<sup>th</sup> Ave. Project), Commerce City, Adams County, CDOT Project STU NHPP 006A-069, SA#22922

Dear Ms. Grafton and Mr. Timms,

This letter and the enclosed attachments constitute a request for comments on effects under Section 106 of the National Historic Preservation Act of 1966 (36 CFR 800) for the Vasquez Boulevard US 6): I-270 to 64<sup>th</sup> Ave. Project in Commerce City. The project will include federal funding from the Federal Highway Administration (FHWA). The Colorado Department of Transportation (CDOT) is serving as the lead agency for the Section 106 process. CDOT previously coordinated the APE and NRHP eligibility determinations with your office in a letter dated February 4, 2022. CDOT received agreement on the APE and concurrence on eligibility determinations in a letter signed March 1, 2022. See Appendix A. Previous Consultation in the enclosed Effects Report.

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  - New configuration reduces one lane onto Highway 2, and the other turn lane becomes a forced right turn onto 62nd Ave.
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- No left turn allowed from Parkway Dr. to southbound Vasquez Blvd. or 60th Ave. One lane will be removed, with the other becoming a right only lane onto northbound Vasquez Blvd.
- Right turn lane on 60th Ave. to Vasquez Blvd. will be extended
- Existing multi-modal path along the east side of Vasquez Blvd. will be extended from its current terminus approximately 585 feet from 62nd Ave. to the intersection with 60th Ave.
- New local roads to relieve intersections, including:
  - A connector road between Clermont St. and Dexter St. consisting of two lanes, each measuring 12 feet wide, curb and gutter along the road, and a sidewalk on both sides measuring 5 feet wide.
  - A connector road between 60th Ave. and Dexter St. consisting of two lanes, each measuring 12 feet wide, curb and gutter along the road, and a sidewalk on one side of the road measuring 5 feet wide. This road requires approximately 400 square feet (SF) of ROW acquisition and a 1,000 SF temporary easement (TE) at the northeast corner of 5701 Dexter Street (5AM.4047).

### **Previous Consultation and Area of Potential Effects (APE)**

CDOT defined the APE and made determinations of eligibility in a letter sent to your office on February 4, 2022. SHPO agreed to this APE and concurred with eligibility determinations in a letter signed March 1, 2022. Since that consultation, the APE has changed slightly. Near the intersection of Vasquez Blvd. and 62<sup>nd</sup> Ave., the APE is shifting several feet to the east along Highway 2 and several feet to the north along 62<sup>nd</sup> Ave. This shift is occurring to accommodate proposed work within the right-of-way (ROW) for improvements at and around that intersection, including access to the former Greyhound Park along the north side of 62<sup>nd</sup> Ave. The APE is shown in *Figure 2* in the enclosed Effects Report.

As part of the prior consultation, CDOT identified 13 historic architectural resources (two previously evaluated) and one linear resource. OAHP site forms were completed for each of these resources that were not previously evaluated. Two properties had been previously evaluated: 5AM.4046 (Officially Not Eligible, March 2021) and 5AM.4047 (Officially Eligible, March 2021). Of the 14 resources within the APE, 11 were found not eligible, two were found eligible, and one linear resource, US 6, was found non-supporting of an overall eligible resource.

### **Determination of Effects**

A brief summary of effects findings is delineated below. As noted above, CDOT previously determined 11 resources at least 45 years of age within the APE to be individually NRHP not eligible. CDOT determines that the project results in a no historic properties affected determination for these properties, as shown in Table 1.

**Table 1. No Historic Properties Affected**

Site No.	Resource	Date	NRHP Eligibility	Effects Determinations
5AM.4046	5699 Dexter St.	1964	Not Eligible (2021)	No Historic Property Affected
5AM.4071	5901 Dexter St. (Pepper Tank Co. Complex)	1947	Not Eligible (2022)	No Historic Property Affected
5AM.4072	4540 E. 60 <sup>th</sup> Ave. (Schmidt Incinerator Co.)	1973/75	Not Eligible (2022)	No Historic Property Affected
5AM.4073	4500 E. 60 <sup>th</sup> Ave. (Pepper Tank Co./Banderet Equipment Co.)	1964	Not Eligible (2022)	No Historic Property Affected
5AM.4074	4701 E. 60 <sup>th</sup> Ave. (Hast Lumber Co.)	1939/60	Not Eligible (2022)	No Historic Property Affected
5AM.4075	4545 E. 60 <sup>th</sup> Ave. (Western Filter Co.)	1967	Not Eligible (2022)	No Historic Property Affected
5AM.4076	4407 E. 60 <sup>th</sup> Ave. (Colorado Machinery & Supply Co.)	1965	Not Eligible (2022)	No Historic Property Affected

		1956/57	Not Eligible (2022)	No Historic Property Affected
5AM.4079	6290 Clermont St. (Comtech Engineered Solutions)	1962	Not Eligible (2022)	No Historic Property Affected
5AM.4080	6121 Clermont St. (Columbine Pipe & Tube Co.)	1958	Not Eligible (2022)	No Historic Property Affected
5AM.4083	6301 Dexter St. (Industrial Building)	1956	Not Eligible (2022)	No Historic Property Affected

Within the APE, CDOT determined one of the newly surveyed historic architectural resources to be NRHP-eligible (5AM.4078), and one previously surveyed resource is eligible (5AM.4078). Per OAHP guidelines regarding linear resources, U.S. 6 (5AM.3924) is assumed eligible; however, CDOT found the segment of this resource within the APE (5AM.3924.3) to be non-supporting of the resource's overall eligibility.

**Table 2. Section 106 Determinations of Effects for NRHP Eligible Properties**

Site No.	Resource	Date	NRHP Eligibility	CDOT Effects Determinations
5AM.3924.3	U.S. 6, Segment	1932-1938	Non-Supporting Segment, Treat Overall Resource as Eligible (2022)	No Adverse Effect
5AM.4047	5701 Dexter St. (Pepper Tank Co./Plastics, Inc.)	1944	Officially Eligible (2021)	No Adverse Effect
5AM.4078	6255 Dexter St. (Clermont Realty Co./Steel Inc./Hooper Corp.)	1958	Eligible (2022)	No Adverse Effect

The enclosed Effects Report includes detailed information and illustrations regarding the effects of the proposed improvements on all surveyed resources, with particular attention paid to the three eligible resources.

### **Summary**

At this time, we request your comments on the effects determinations outlined above. Please respond within 30 days, no later than June 13, 2022, or we will assume you have no comments. Please respond if you have no comments, to assist us in expediting our process. For additional information, contact CDOT Region 1 Historian Jamie Shapiro at (303) 512-4627 or [jamie.shapiro@state.co.us](mailto:jamie.shapiro@state.co.us).

Sincerely,

*Danny Herrmann for*

Vanessa Halladay  
Region 1 Environmental Manager

Enclosed: Determination of Effects and Historic Section 4(f)

**Asquesz Boulevard (US 6): I-270 to 64<sup>th</sup> Avenue  
NEPA and Design**

Project number: 22922

**Determination of Effects and Historic Section 4(f) Report**

Prepared for:  
Colorado Department of Transportation, Region 1



&

David Evans and Associates, Inc.



Prepared by:  
risti H. Miniello, M.S.  
Miniello Consulting, LLC



May 2022

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## Abbreviations/Acronyms

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APE	Area of Potential Effects
CDOT	Colorado Department of Transportation
CHD	Colorado Highway Department
MP	Mile Post
NHPA	National Historic Preservation Act
NRHP	National Register of Historic Places
OAHP	Office of Archaeology and Historic Preservation
ROW	Right of Way
SH	State Highway
SHPO	State Historic Preservation Officer
SRHP	State Register of Historic Places
USGS	United States Geological Survey

## **1.0 Introduction**

The Colorado Department of Transportation (CDOT) completed a Planning and Environmental Linkages (PEL) Study for Vasquez Boulevard in August 2018 to provide a framework for the long-term implementation of transportation improvements along the Vasquez Boulevard corridor between E. 64<sup>h</sup> Avenue and E. 52<sup>nd</sup> Avenue and to be used as a resource for future project National Environmental Policy Act (NEPA) documentation. CDOT, in cooperation with the Federal Highway Administration (FHWA) and local agencies including Adams County, Commerce City, City and County of Denver, Denver Regional Council of Governments (DRCOG), and the Regional Transportation District (RTD), conducted the PEL study following FHWA and CDOT PEL guidance. The study was informed by broad public outreach including a public open house and community focus groups, stakeholder interviews, as well as frequent agency coordination.

The PEL study identified long-term transportation improvements and evaluated potential projects that could be implemented with available funding as near-term improvements. Potential near-term improvements were identified to improve operations, safety, and connectivity along Vasquez Boulevard, focusing on the Vasquez Blvd./E. 62<sup>nd</sup> Ave. and Vasquez Blvd./E. 60<sup>h</sup> Ave. intersections. Transportation Improvement Program (TIP) funding, state funding, and other sources were obtained for this current project to construct these near-term improvements along Vasquez Boulevard.

This report summarizes the determinations of National Register of Historic Places (NRHP) eligibility previously coordinated with the State Historic Preservation Officer (SHPO), contains an update to the Area of Potential Effects (APE) based on revised project designs, and provides CDOT's determinations of effects for the resources located within the APE.

### **1.1 Project Description**

The project is located within the limits of the City of Commerce City in Adams County, Colorado. The project includes Vasquez Blvd. (U.S. Highway 6) and its intersection with E. 62<sup>nd</sup> Ave., as well as its intersection with E. 60<sup>h</sup> Ave., Parkway Dr., Dexter St., and Dahlia St. The APE includes Vasquez Blvd. from just south of the I-76 interchange to just north of the I-270 interchange. The APE follows the alignment of Vasquez Blvd. in the northern portion, while the southern portion is generally bounded between Clermont St. on the west and Grape Dr. on the east. It contains multiple roads, as well as commercial and industrial properties that date from around 1937 through 2017. See Section 1.3 for additional project details.

### **1.2 Purpose and Need**

The purpose of the project is to improve safety, optimize operations, and improve multi-modal connectivity along the Vasquez Blvd. corridor from E. 64<sup>h</sup> Ave. to E. 58<sup>h</sup> Ave. Transportation improvements are needed to address:

#### **Safety**

- The most common crash types experienced along Vasquez Blvd., rear-end and sideswipe (same direction), are related to intersection congestion and queuing.

- According to the safety analysis performed for the study area, frequency of rear-end crashes and sideswipe (same direction) crashes at the Vasquez Blvd./60<sup>h</sup> Ave. intersection are higher than expected for similar facilities.
- Crashes at the Vasquez Blvd./60<sup>h</sup> Ave. intersection occur throughout the day due to the complexity of the intersection configuration and operations.
- The relatively incomplete pedestrian/bicyclist network, vehicular turning conflicts, and high speeds along and across Vasquez Blvd. in the study area create an environment that is not conducive to safe and comfortable multi-modal movements.

### **Operations**

- Drivers along Vasquez Blvd. experience substantial delays and queues during commuter peak periods. A bottleneck with congestion and long queues regularly occurs at the Vasquez Blvd./60<sup>h</sup> Ave. intersection.
- Congestion at the Vasquez Blvd./60<sup>h</sup> Ave. intersection and along Vasquez Blvd. is expected to worsen by 2040 with longer recurring periods of delay and longer queues.
- The Vasquez Blvd. corridor serves regional freight movements, in addition to serving local community freight needs of the industrial areas directly east and west of the corridor.
- The delays and queuing at the Vasquez Blvd./60<sup>h</sup> Ave. intersection impact vehicular access to the local street network and adjacent area businesses.

### **Multi-modal Connectivity**

- Mobility for pedestrians and bicyclists is impeded by the lack of adequate pedestrian and bicyclist connections along and across Vasquez Blvd. and the intimidating nature of the Vasquez Blvd./60<sup>h</sup> Ave. intersection.
- Vasquez Blvd. serves as a barrier for east/west pedestrian and bicyclist travel, which leads to people without vehicles avoiding the area and being unable to access the local shopping centers, restaurants, and recreational centers.
- Continued redevelopment will bring additional residential neighborhood population and multi-modal infrastructure, increasing the demand for safe and comfortable multi-modal connections through the area.

## **1.3 Improvements**

### **1.3.1 Water Quality Ponds**

The project includes improvements at the Vasquez Blvd./62<sup>nd</sup> Ave. and Vasquez Blvd./60<sup>h</sup> Ave. intersections, the local street network, and multi-modal facilities as described on the following pages (shown on Figures 1 and 2). In addition, the project will include permanent water quality ponds, the locations of which are still undergoing analysis and will be confirmed during final design. The three potential locations for the ponds are shown on Figures 1 and 2. There are two existing ponds on the north side of the property at 4540 60<sup>h</sup> Ave. that will be impacted by extending the right turn lane on 60<sup>h</sup> Ave., and they will be replaced just south of their current location. Moving the two ponds requires replacing an existing driveway as shown on Figure 2. Ponds will not be placed in any area other than one of those potential locations, and the APE takes into account all possibilities (see Figures 1 and 2).



### **1.3.2 Vasquez Blvd./62<sup>nd</sup> Ave.**

Currently, the intersection is a continuous T intersection. Vasquez Blvd. consists of four lanes in each direction, with the right two northbound lanes directing traffic onto Highway 2. A median separates the northbound and southbound lanes of Vasquez Blvd. 62<sup>nd</sup> Ave. consists of one lane in each direction with curb and gutter and sidewalk on both sides. The project includes the elements listed below for Vasquez Blvd./62<sup>nd</sup> Ave.:

- Create new intersection of Vasquez Blvd. and 62<sup>nd</sup> Ave.
  - Vasquez Blvd. widened to add an additional southbound left lane onto 62<sup>nd</sup> Ave.
  - Left turn lane added on Vasquez in and out of 62<sup>nd</sup> Ave., requiring slight widening of Vasquez Blvd. within right-of-way (ROW)
  - Existing barrier will be changed to a median to allow for left turns out of 62<sup>nd</sup> Ave.
- New configuration reduces one lane onto Highway 2, and the other turn lane becomes a right turn must turn right onto 62<sup>nd</sup> Ave.
- An existing right turn from Highway 2 to Vasquez north of the intersection will be maintained with widening of Vasquez Blvd. within the ROW.
- New traffic signal will be included with intersection improvements to provide movements restricted from Parkway Dr. to Vasquez Blvd.
- Traffic signal will provide full access to/from 62<sup>nd</sup> Ave. and Vasquez Blvd./Highway 2.
- Southbound Highway 2 off-ramp remains in existing configuration.
- Southbound traffic on Vasquez Blvd. and the Highway 2 off-ramp will have continuous green time without stopping at the signal for 62<sup>nd</sup> Ave. traffic.
- 62<sup>nd</sup> Ave. will consist of one eastbound lane, a new left turn lane into adjacent properties, and three westbound lanes: one for left turn onto southbound Vasquez Blvd., one for right turn onto northbound Vasquez Blvd., and one for right turn onto the northbound Highway 2 ramp

### **1.3.3 Vasquez Blvd./60<sup>th</sup> Ave./Parkway Dr.**

Vasquez Blvd. consists of four lanes in each direction north of the intersection and three lanes in each direction south of the intersection. A median separates the northbound and southbound lanes of Vasquez Blvd. East of the intersection, 60<sup>h</sup> Ave. consists of one through lane in each direction, one right turn lane and two left turn lanes onto Vasquez Blvd., and curb and gutter and sidewalk on both sides. West of the intersection, 60<sup>h</sup> Ave. consists of one through lane in each direction, as well as one right turn lane and one left turn lane onto Vasquez Blvd. Parkway Dr. consists of two through/turn lanes entering the intersection and two lanes traveling northeast.

The project includes the elements listed below for the Vasquez Blvd./60<sup>h</sup> Ave. intersection:

- No left turn allowed from Parkway Dr. to southbound Vasquez Blvd. or 60<sup>h</sup> Ave. One lane will be removed, with the other becoming a right only lane onto northbound Vasquez Blvd.
  - All inbound movements to Parkway Drive remain open as exists now.
- All inbound movements from Vasquez Blvd./60<sup>h</sup> Ave. to frontage roads remain as exists now, but outbound movements are restricted:
  - Right turn only from southeast frontage road and all in movements allowed (all movements remain as exists)
  - Right turn only from northwest frontage road and all in movements allowed (all movements remain as exists)
  - No movement out from southwest frontage road and all in movements allowed (in movements remain as exists)
  - New local access connections to Clermont St. west of Vasquez Blvd. constructed to provide full access between frontage roads and 60<sup>h</sup> Ave.
- Right turn lane on 60<sup>h</sup> Ave. to Vasquez Blvd. will be extended
- Improvements will be made to the Vasquez Blvd. median near 60<sup>h</sup> Ave.
- Existing multi-modal path along the east side of Vasquez Blvd. will be extended from its current terminus approximately 585 feet from 62<sup>nd</sup> Ave. to the intersection with 60<sup>h</sup> Ave.
- Driveways on 60<sup>h</sup> Ave., Parkway Dr., and frontage roads remain as exists.

#### 1.3.4 Local Road Connections

Due to the changes in the direct connections for the west side frontage road (Dexter St.) at the Vasquez Blvd./60<sup>h</sup> Ave. intersection, new and improved local road connections are included in the project.

- These will maintain and improve access for vehicular, truck, and multi-modal access to the properties located west of Vasquez Blvd. between approximately 63<sup>rd</sup> Ave. and 58<sup>h</sup> Ave.
- Alignments for new local road connections (Figures 2, 6, 7) best meet project goals by optimizing local vehicular circulation and operations along 60<sup>h</sup> Ave.
  - The connector road between Clermont St. and Dexter St. will consist of two lanes, each measuring 12 feet wide. Improvements will also include curb and gutter along the road, a sidewalk on both sides measuring 5 feet wide. Driveways will be provided to adjacent properties, with locations to be determined.
  - The connector road between 60<sup>h</sup> Ave. and Dexter St. will consist of two lanes, each measuring 12 feet wide. Improvements will also involve curb and gutter along the road, a sidewalk on one side of the road measuring 5 feet wide, direct stormwater runoff, and replacement of an existing fence in-kind on the north side of 5701 Dexter St. The majority of improvements will be outside of the property's ROW, with the exception of

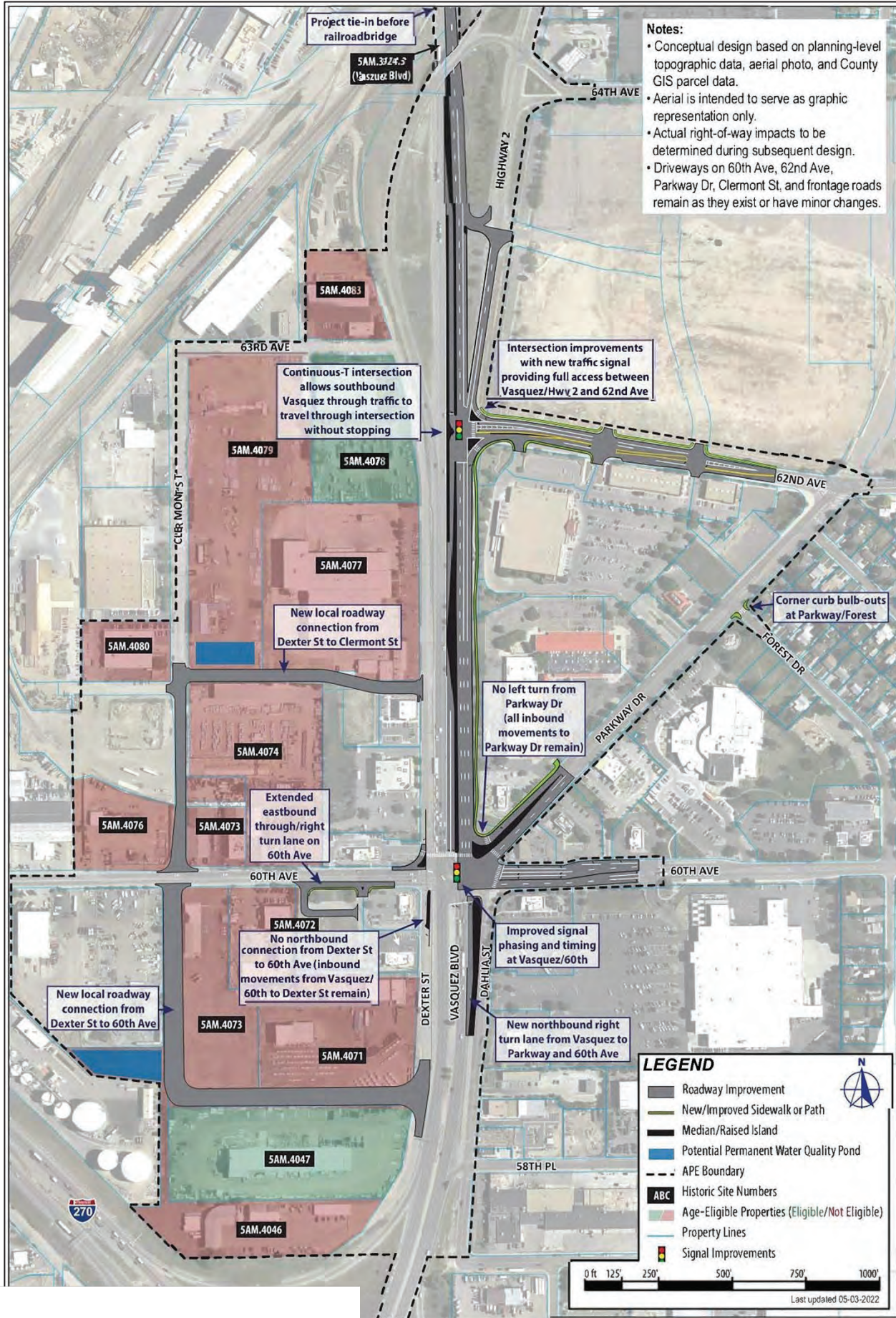
approximately 400 square feet (SF) of ROW acquisition and a 1,000 SF temporary easement (TE) to accommodate construction of the curb and gutter and associated grading at the northeast corner. Within the property boundary grading will occur, along with replacement of the previous fence.

- Alignments provide new multi-modal connection opportunities while minimizing property and environmental impacts.
- New connections should be open for traffic prior to construction of improvements at the Vasquez Blvd./60<sup>h</sup> Ave. intersection in order to maintain continuous local access and provide alternate traffic routes.



Figure 1: Overall project and APE, north panel



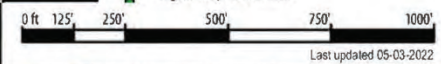


**Notes:**

- Conceptual design based on planning-level topographic data, aerial photo, and County GIS parcel data.
- Aerial is intended to serve as graphic representation only.
- Actual right-of-way impacts to be determined during subsequent design.
- Driveways on 60th Ave, 62nd Ave, Parkway Dr, Clermont St, and frontage roads remain as they exist or have minor changes.

**LEGEND**

- Roadway Improvement
- New/Improved Sidewalk or Path
- Median/Raised Island
- Potential Permanent Water Quality Pond
- APE Boundary
- Historic Site Numbers
- Age-Eligible Properties (Eligible/Not Eligible)
- Property Lines
- Signal Improvements



**2.0 Previous Section 106 Consultation**

CDOT initiated Section 106 consultation in correspondence dated February 4, 2021. In that submittal, CDOT requested SHPO concurrence on the APE and determinations of eligibility for 14 resources, two of which previously received eligibility determinations. The SHPO concurred with the APE and CDOT’s determinations of eligibility in correspondence dated March 1, 2022 (HC #80982). See Appendix A.

**2.1 Area of Potential Effects**

The APE boundary experienced minor changes since the prior consultation on NRHP eligibilities with the SHPO on February 4, 2022 (as illustrated in Figures 1 and 2). In the project area near the intersection of Vasquez Blvd. and 62<sup>nd</sup> Ave., the APE shifted several feet to the east along Highway 2 and several feet to the north along 62<sup>nd</sup> Ave. The shift occurred in order to accommodate proposed work within the right-of-way (ROW) for the improvements at and around that intersection, including access to the former Greyhound Park property along the north side of 62<sup>nd</sup> Ave. The APE includes properties that may be subject to direct and indirect effects by the proposed project, including areas where permanent and temporary easements and ROW purchases are anticipated. It encompasses an area measuring roughly 200 acres.

**2.2 National Register Eligibility Determinations**

On March 1, 2022 (HC #80982), the SHPO concurred with the proposed APE and CDOT’s determinations of NRHP eligibility. Eleven (11) resources are not eligible for listing in the NRHP, including:

ite Number	Address
5AM.4046	5699 Dexter St.
5AM.4071	5901 Dexter St.
5AM.4072	4540 E. 60 <sup>th</sup> Ave.
5AM.4073	4500 E. 60 <sup>th</sup> Ave.
5AM.4074	4701 E. 60 <sup>th</sup> Ave.
5AM.4075	4545 E. 60 <sup>th</sup> Ave.
5AM.4076	4407 E. 60 <sup>th</sup> Ave.
5AM.4077	6101 Dexter St.
5AM.4079	6290 Clermont St.
5AM.4080	6121 Clermont St.
5AM.4083	6301 Dexter St.

Table 1: NRHP Not Eligible Resources

Three resources are eligible for listing in the NRHP, including:

ite Number	Address	Property Name
5AM.3924.2	US 6	Vasquez Blvd.
5AM.4047	5701 Dexter St.	Hooper Tank Co./Plastics Inc.
5AM.4078	6255 Dexter St.	Clermont Realty Co./Steel Inc./Hooper Corp.

Table 2: NRHP Eligible Resources



**3.0 Effects Determinations for NRHP Not Eligible Resources** The following table (Table 3) summarizes the NRHP eligibility and effects determinations for resources that are not eligible for listing in the NRHP, based on CDOT’s determination and concurrence from the SHPO. As these resources have been determined officially not eligible for listing in the NRHP, CDOT has made a determination of **no historic properties affected**.

ite Number	Address	HP Eligibility	Effect Determination
5AM.4046	5699 Dexter St.	ot Eligible	No Historic Properties Affected
5AM.4071	5901 Dexter St.	ot Eligible	No Historic Properties Affected
5AM.4072	4540 E. 60 <sup>th</sup> Ave.	ot Eligible	o Historic Properties Affected
5AM.4073	4500 E. 60 <sup>th</sup> Ave.	ot Eligible	o Historic Properties Affected
5AM.4074	4701 E. 60 <sup>th</sup> Ave.	ot Eligible	o Historic Properties Affected
5AM.4075	4545 E. 60 <sup>th</sup> Ave.	ot Eligible	o Historic Properties Affected
5AM.4076	4407 E. 60 <sup>th</sup> Ave.	ot Eligible	o Historic Properties Affected
5AM.4077	6101 Dexter St.	ot Eligible	No Historic Properties Affected
5AM.4079	6290 Clermont St.	ot Eligible	o Historic Properties Affected
5AM.4080	6121 Clermont St.	ot Eligible	o Historic Properties Affected
5AM.4083	6301 Dexter St.	ot Eligible	No Historic Properties Affected

Table 3: Effect Determinations for Resources Determined Not Eligible

**4.0 Effects Determinations for NRHP-Eligible Resources**

Three NRHP-eligible resources were identified within the APE, including one linear resource and two industrial resources. What follows is a summary with effect determinations for each NRHP-eligible resource.

**4.1 5AM.3924.2 US 6 Segment**

Historical Summary

Overall, US 6 was determined to be eligible under Criterion A following its evaluation as part of a Colorado Historic Highway Inventory (prepared by Mead & Hunt, Inc./Dill Historians, LLC). According to the inventory, “Overall, US 6 in Colorado possesses significance under Criterion A due to its role as an early farm-to-market road during the 1910s and 1920s at the local level, and the eastern segment is associated with the Good Roads Movement. Additionally, the western portion possesses significance in the area of Transportation at the state level and is directly associated with work completed by the WPA from 1937 to 1941.” Additionally, “In Colorado, by 1938 work under the WPA to extend US 6 southwest of Wiggins through Hudson into Denver had commenced. Today, much of US 6 is cosigned with segments of I-25 and US 85 and I-76 near Commerce City in Denver. From Denver the route was extended westward to Utah through Mt. Vernon Canyon....”

The segment in the project area measures 3.49 miles long. At its south end, it intersects with I-270 and travels north, where it gently curves to the northeast and joins I-76. The segment was determined to be non-supporting of the overall eligibility of the resource due to significant alignment and configuration changes over the past several decades, a determination with which the SHPO concurred.

### Proposed Improvements

Corridor improvements include the construction of additional roadways with access to/from Vasquez, intersection redesign and new traffic signals, striping, and additional raised medians. Northbound Vasquez Blvd. will be widened by approximately 22 feet near the Highway 2 off-ramp to allow for intersection improvements at 64<sup>h</sup> and 62<sup>nd</sup> Avenues.

At the intersection with 62<sup>nd</sup> Ave., a new traffic signal will be added to facilitate the movements that will be restricted from Parkway Dr. to Vasquez Blvd. A new traffic signal will provide full access to and from 62<sup>nd</sup> Ave. The southbound Highway 2 off-ramp will remain in its existing configuration, and southbound traffic on Vasquez Blvd. and the Highway 2 off-ramp will have continuous green time without stopping at the signal for 62<sup>nd</sup> Ave. traffic. The northbound lanes of Vasquez Blvd. will be shifted slightly to the east to accommodate changes at the intersection. A multi-modal path along the east side of Vasquez Blvd. will be extended from its current terminus approximately 585 feet from 62<sup>nd</sup> Ave. to the intersection with 60<sup>h</sup> Ave. (see Figure 3 below and Figures 4-8 on the following pages).

At the intersection with 60<sup>h</sup> Ave., the current traffic flow will be impacted by no longer allowing a left turn from Parkway Drive to southbound Vasquez Blvd. All inbound movements to Parkway Dr. from Vasquez Blvd./60<sup>h</sup> Ave. will remain open as they are currently configured. New local access connections to Clermont St. (west of Vasquez Blvd.) will be constructed to provide full access between Dexter St. and 60<sup>h</sup> Ave.

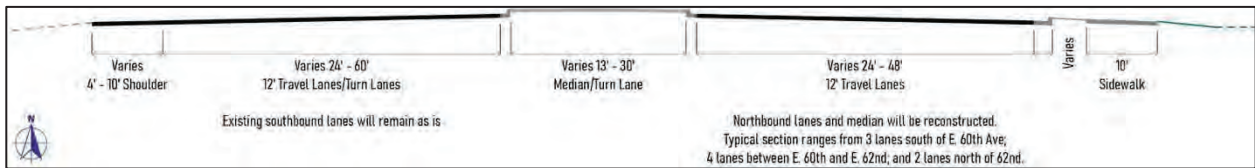
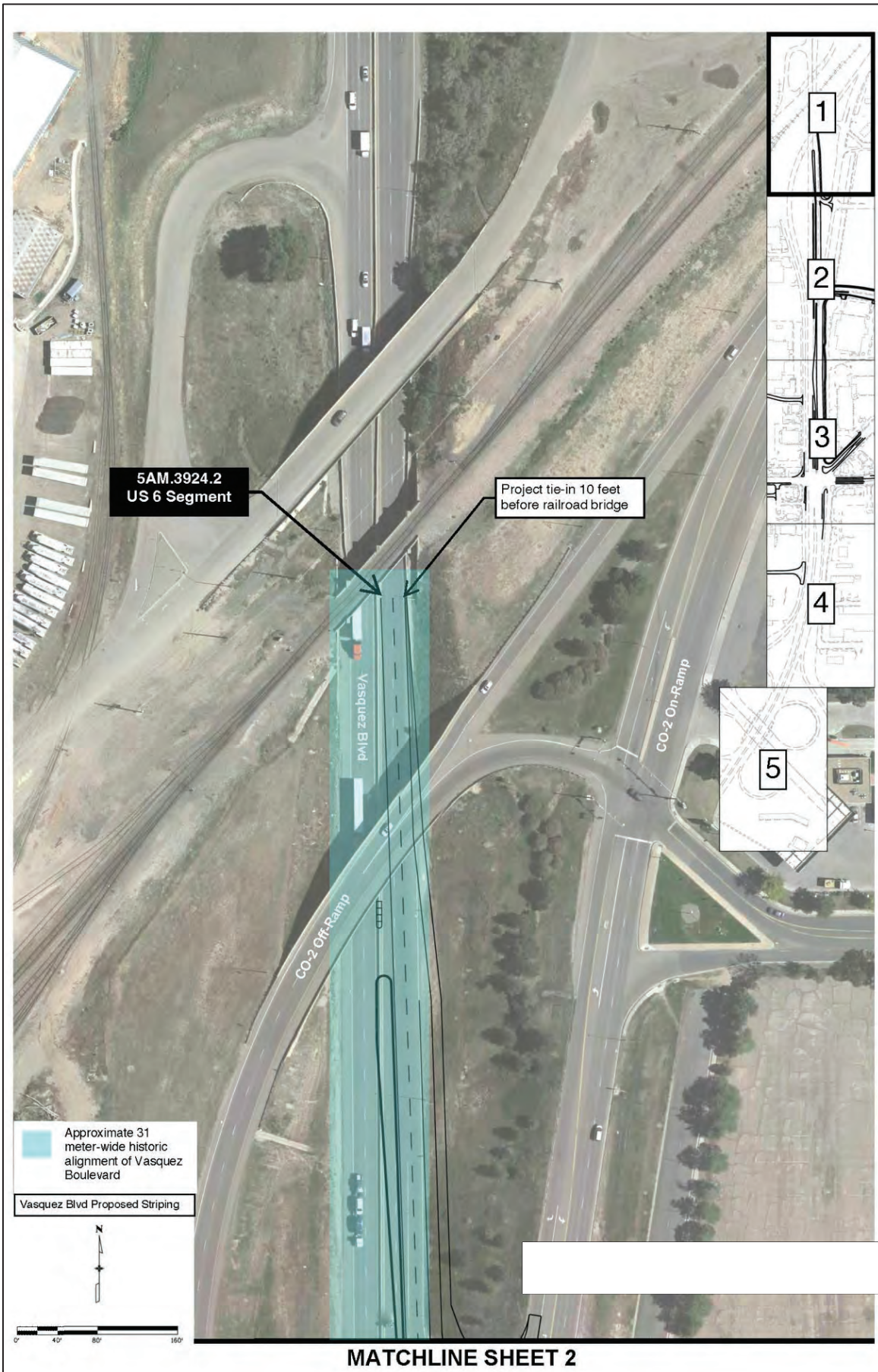
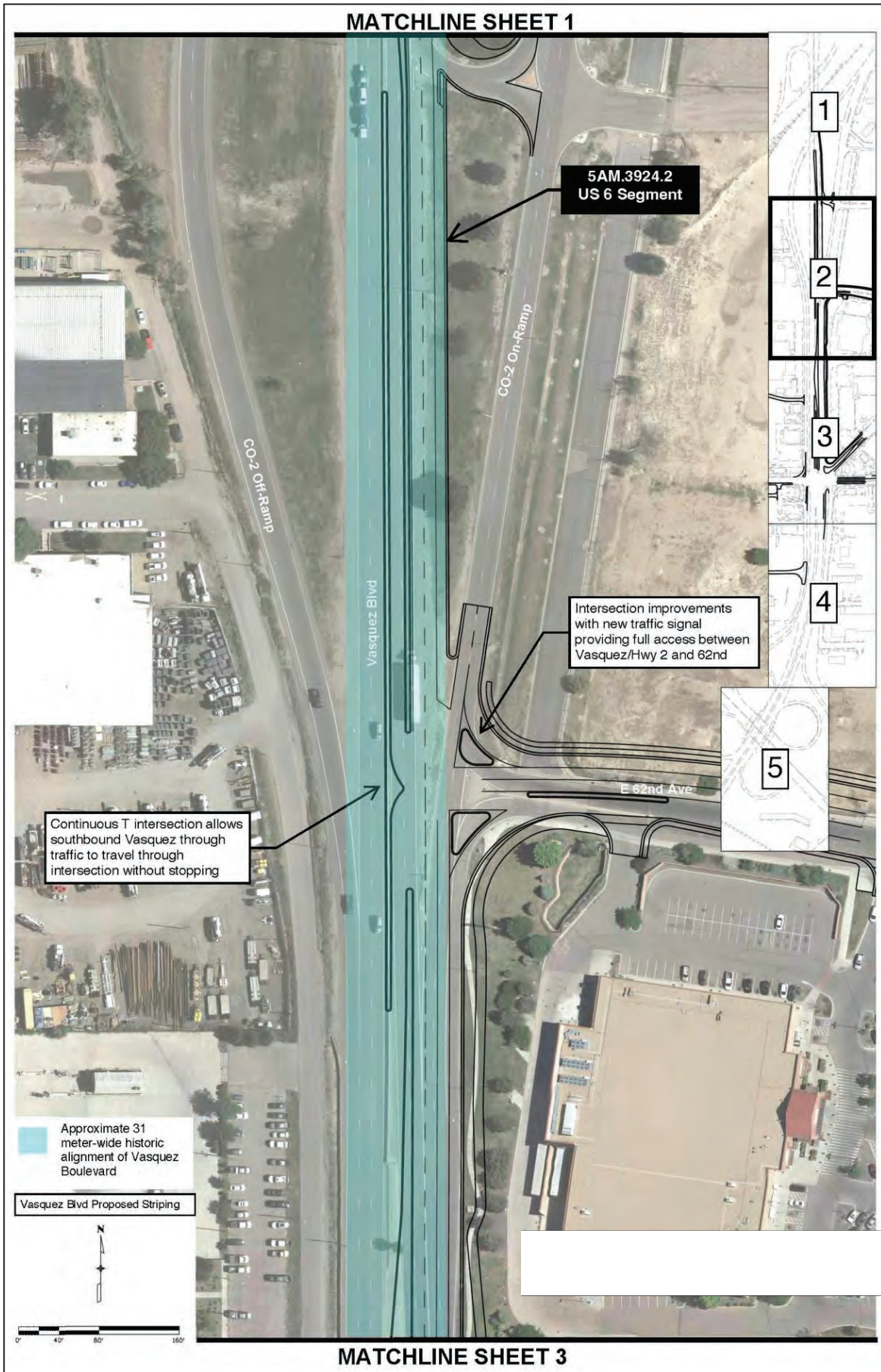


Figure 3: Cross section of proposed Vasquez lanes

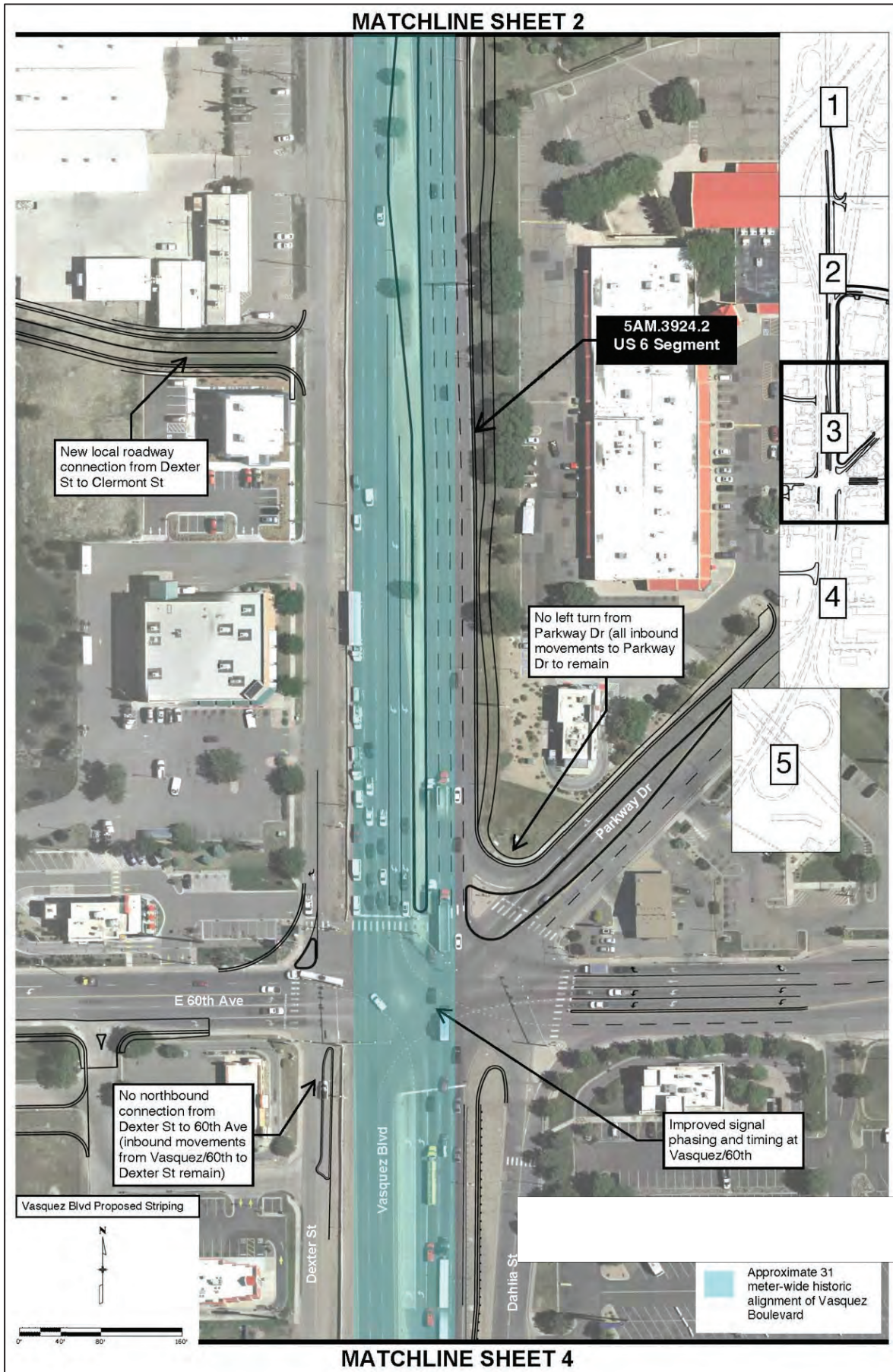




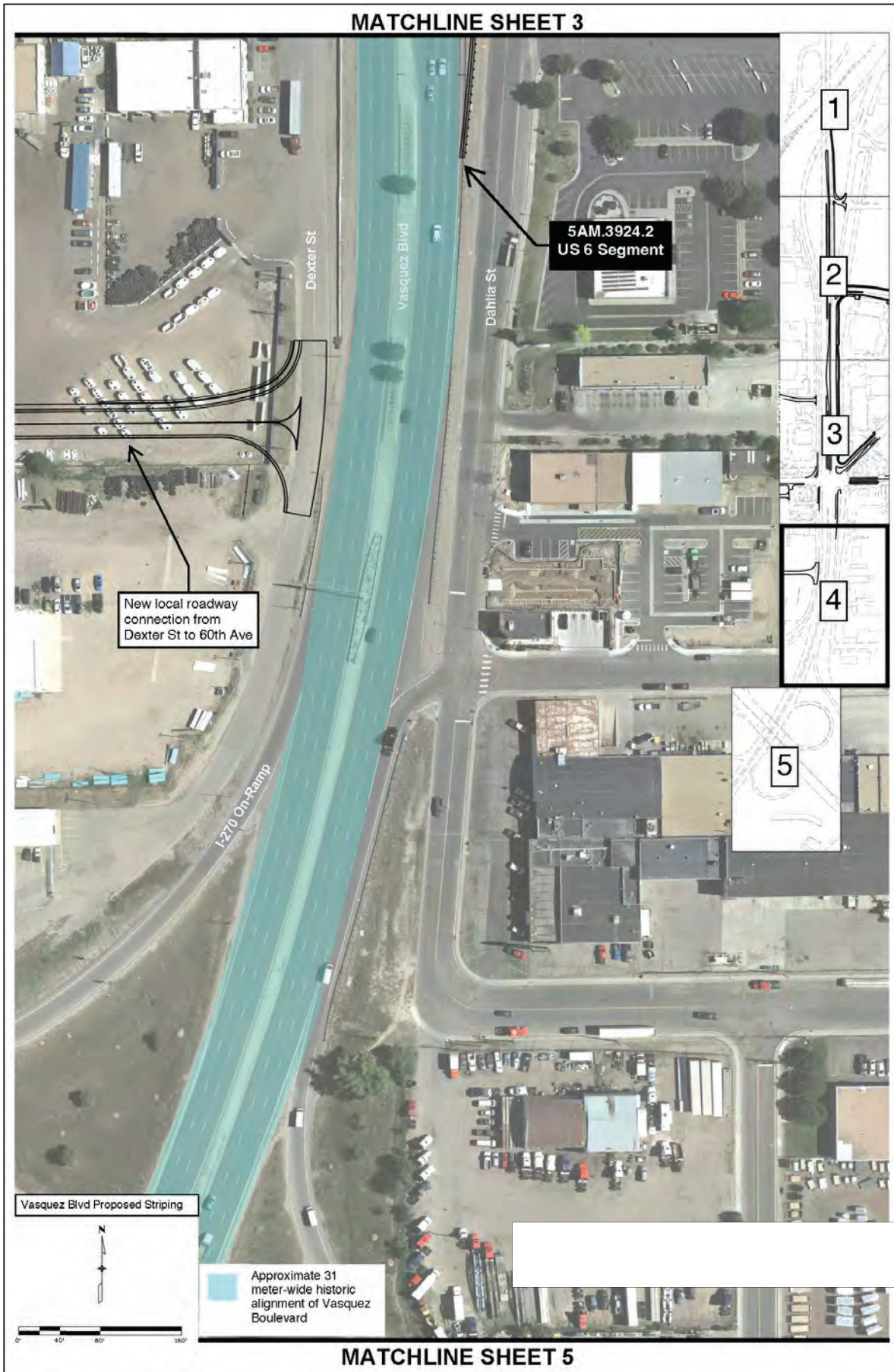














**MATCHLINE SHEET 4**



## Section 106 Determination of Effects

Completion of proposed roadway improvements will result in minimal areas of widening between the Highway 2 off-ramp and 62<sup>nd</sup> Ave. No ROW acquisitions or easements will be needed in that section. At the intersection with 62<sup>nd</sup> Ave., a new traffic signal will be added to facilitate the movements that would be restricted from Parkway Dr. to Vasquez Blvd. A new traffic signal will provide full access to and from 62<sup>nd</sup> Ave. The proposed work will not impact the segment's existing alignment, and modifications will involve similar materials that will resemble the resource's existing appearance when complete.

At the intersection with 60<sup>h</sup> Ave., the current traffic flow will be impacted by no longer allowing a left turn from Parkway Dr. to southbound Vasquez Blvd. All inbound movements to Parkway Dr. from Vasquez Blvd./60<sup>h</sup> Ave. will remain open as they are currently configured. New local access connections to Clermont St. (west of Vasquez Blvd.) will be constructed to provide full access between Dexter St. and 60<sup>h</sup> Ave.

The overall resource is approximately 261.46 miles long, and the segment was determined to be non-supporting of the overall eligibility of the resource due to significant alignment and configuration changes over the past several decades. The segment is non-supporting of the overall resource, and proposed improvements will result in **no adverse effect** to the overall resource.

### **4.2 5AM.4047 Pepper Tank Co./Plastics Inc. (5701 Dexter St.)**

#### Historical Summary

The Pepper Tank Co./Plastics, Inc. building at 5701 Dexter St. was constructed circa 1947 and is eligible under Criterion C. The building is a representative, intact, and early example of a post-World War II concrete block and metal manufacturing production shed in Commerce City. Production sheds are characterized by large and tall one-story-structures that housed an internal crane, which was able to move large and heavy items such as semi-trailers within the facility. Gable roofs, clerestory windows, and metal siding are common features of this property type. The building retains all of the character-defining features of this property type and is one of a small pool of surviving post-World War II production sheds in Commerce City. It is less altered than most of the other surviving production sheds in Commerce City, the only one with a full exposed façade of original clerestory windows, and one of only a couple without large modern additions. It is also one of only two known examples of this type in Commerce City that utilized concrete block.

#### Proposed Improvements

Originally, proposed roadway improvements involved an access road connecting 60<sup>h</sup> Ave. to Dexter St., and the alignment under consideration involved the road traveling south from 60<sup>h</sup> Ave. through the western portion of the property and curving to the east through the southern portion of the property to connect to Dexter St. Prior to consultation with the SHPO and early in the field eligibility process, it was apparent that the property was likely eligible and the

proposed alignment would result in an adverse effect due to a significant area of the property being redeveloped with the new access road. The design was revisited, and the alignment currently proposed along the north property boundary was the result of efforts to minimize and avoid impacts to the property.

Current proposed roadway improvements include construction of the new access road adjacent to resource 5AM.4047 along the north side of the parcel. The new road will connect 60<sup>h</sup> Ave. to the existing alignment of Dexter St. It will measure approximately 1,450 feet long and consist of two lanes each measuring 12 feet wide, Type 2 curb and gutter (per Section IIB of CDOT standards) measuring 2.5 feet wide, and a sidewalk measuring 5 feet wide. Stormwater will be redirected to the southwest and away from the property via roadside ditches on either side of the new roadway (see Figures 9 and 10). The exact alignment of the roadway, sidewalk, and drainage ditches will be determined during final design but will not extend beyond the footprint shown in Figure 10.



Figure 9: Cross section of new road

The closest distance of construction disturbance to the Pepper Tank Co./Plastics Inc. building is approximately 200 feet, where the new roadway will be constructed. The project will require one ROW acquisition measuring approximately 400 SF and one TE measuring approximately 1,000 SF to accommodate construction of the proposed concrete curb and gutter and associated grading. The TE is also required to accommodate removal and replacement of approximately 750 feet of an existing fence to the new proposed permanent acquisition line. The proposed fence will match the existing 6 feet tall chain link with barbed wire. The partial permanent acquisition and TE are driven by the requirement to provide access for the minimum sized freight vehicle (known as WB-67) into 5701 and 5699 Dexter St., the two properties at the south end of Dexter St. (see Figure 11).



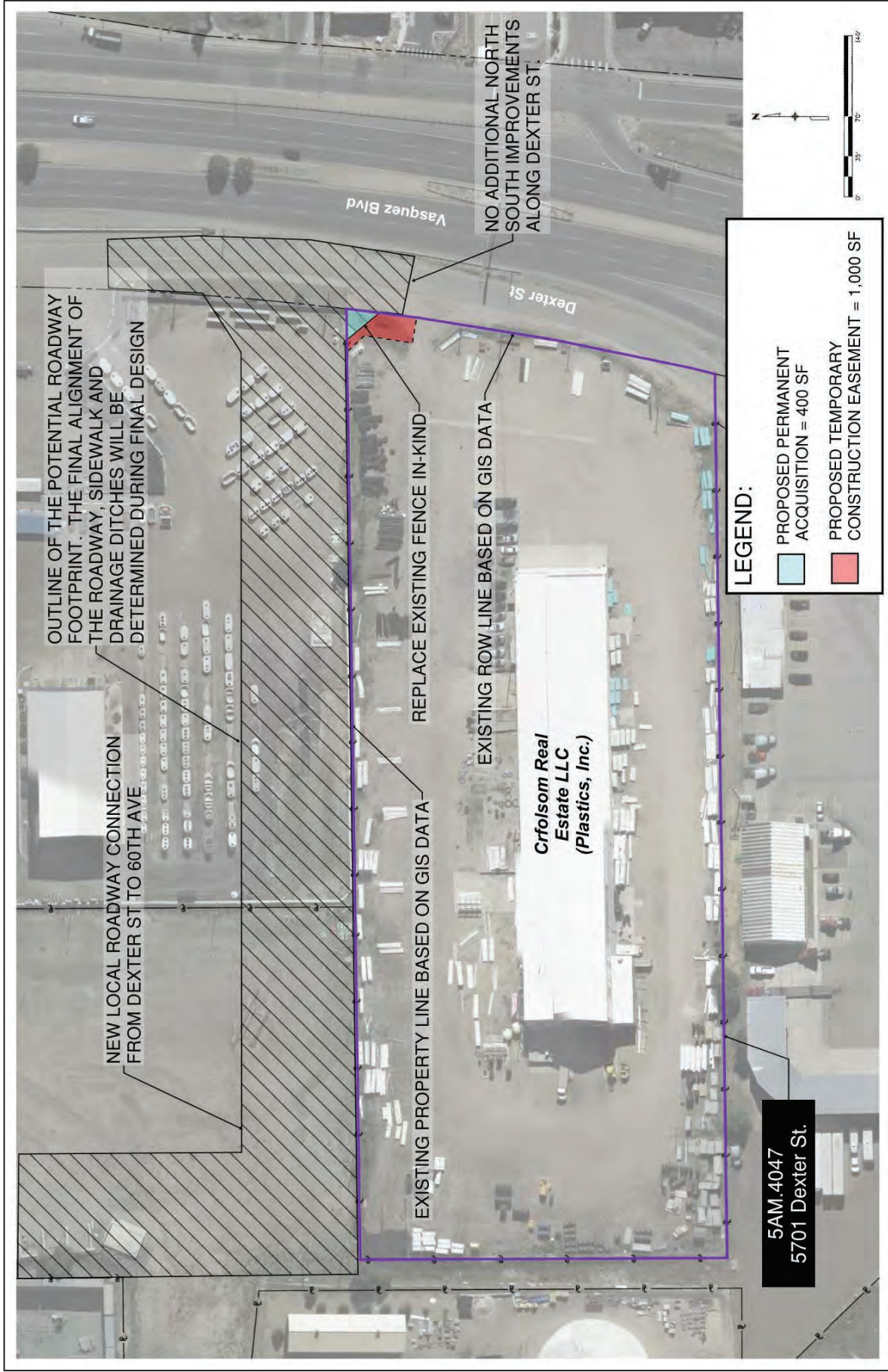


Figure 10: Proposed work adjacent to 5AM.4047



### Section 106 Determination of Effects

As previously stated, the original alignment under consideration involved the road traveling south from 60<sup>th</sup> Ave. through the western portion of the property and curving to the east through the southern portion of the property to connect to Dexter St. Prior to consultation with the SHPO and early in the field eligibility process, it was apparent that the property was likely eligible and the proposed alignment would result in an adverse effect due to a significant area of the property being redeveloped with the new access road. The design was revisited, and the alignment currently proposed along the north property boundary was the result of efforts to minimize and avoid impacts to the property.

Completion of the proposed roadway improvements will add a connector road north of the northern property boundary with lanes measuring 12 feet wide, install curb and gutter along the connector road, add a sidewalk measuring 5 feet wide, replace an existing fence in-kind, and direct stormwater runoff. The majority of proposed improvements will be outside of the property's ROW, with the exception of approximately 400 SF of ROW acquisition and a 1,000 SF TE to accommodate construction of the proposed curb and gutter and associated grading at the northeast corner. Within the property boundary, grading will occur along with replacement of the previous fence. There is no edge of pavement or curb and gutter within the property boundary.

No direct impacts will occur to the historic building that contributes to the significance of the site. Overall, the proposed connector road, curb and gutter, and sidewalk will have minimal changes to the visual setting of the resource and will improve drainage on the property and surrounding area. Given the industrial setting adjacent to US 6 (Vasquez Blvd.) and near I-270, any additional noise impacts will not affect the property's character defining features. Access to the property will not change. The proposed improvements will result in **no adverse effect** to the resource.

### **4.3 5AM.4078 Clermont Realty Co./Steel Inc./Hooper Corp. (6255 Dexter St.)**

#### Historical Summary

The one-story brick commercial building at 6255 Dexter St. was constructed in the Modern Movement style around 1958 and is eligible under Criterion C. The building's design emphasizes horizontal elements, has brick construction, multi-light metal windows, a flat roof, and limited ornamentation that is consistent with Post-World War II commercial properties. Within Commerce City, there are numerous examples of Post-World War II Modern Movement/manufacturing shed combinations; however, this property is one of the most intact examples of that type. It has experienced minimal alterations, retains its unpainted brick on the office portion and multi-light metal windows on the manufacturing portion, as well as its original footprint.

### Proposed Improvements

No proposed roadway improvements will be located on or immediately adjacent to resource 5AM.4078. The nearest work will occur approximately 98 feet to the east of the parcel's eastern boundary and involves the existing northbound lanes of Vasquez Blvd., as well as the interchange at 62<sup>nd</sup> Ave. At the intersection with 62<sup>nd</sup> Ave., a new traffic signal will be added to facilitate the movements that will be restricted from Parkway Dr. to Vasquez Blvd. A new traffic signal will provide full access to and from 62<sup>nd</sup> Ave. The southbound Highway 2 off-ramp will remain in its existing configuration, and southbound traffic on Vasquez Blvd. and the Highway 2 off-ramp will have continuous green time without stopping at the signal for 62<sup>nd</sup> Ave. traffic. The northbound lanes of Vasquez Blvd. will be shifted slightly to the east to accommodate changes at the intersection, and additional raised medians will be constructed. No construction disturbance will occur on or adjacent to the property, and no temporary or permanent easements or ROW are needed (see Figure 11 on the following page).

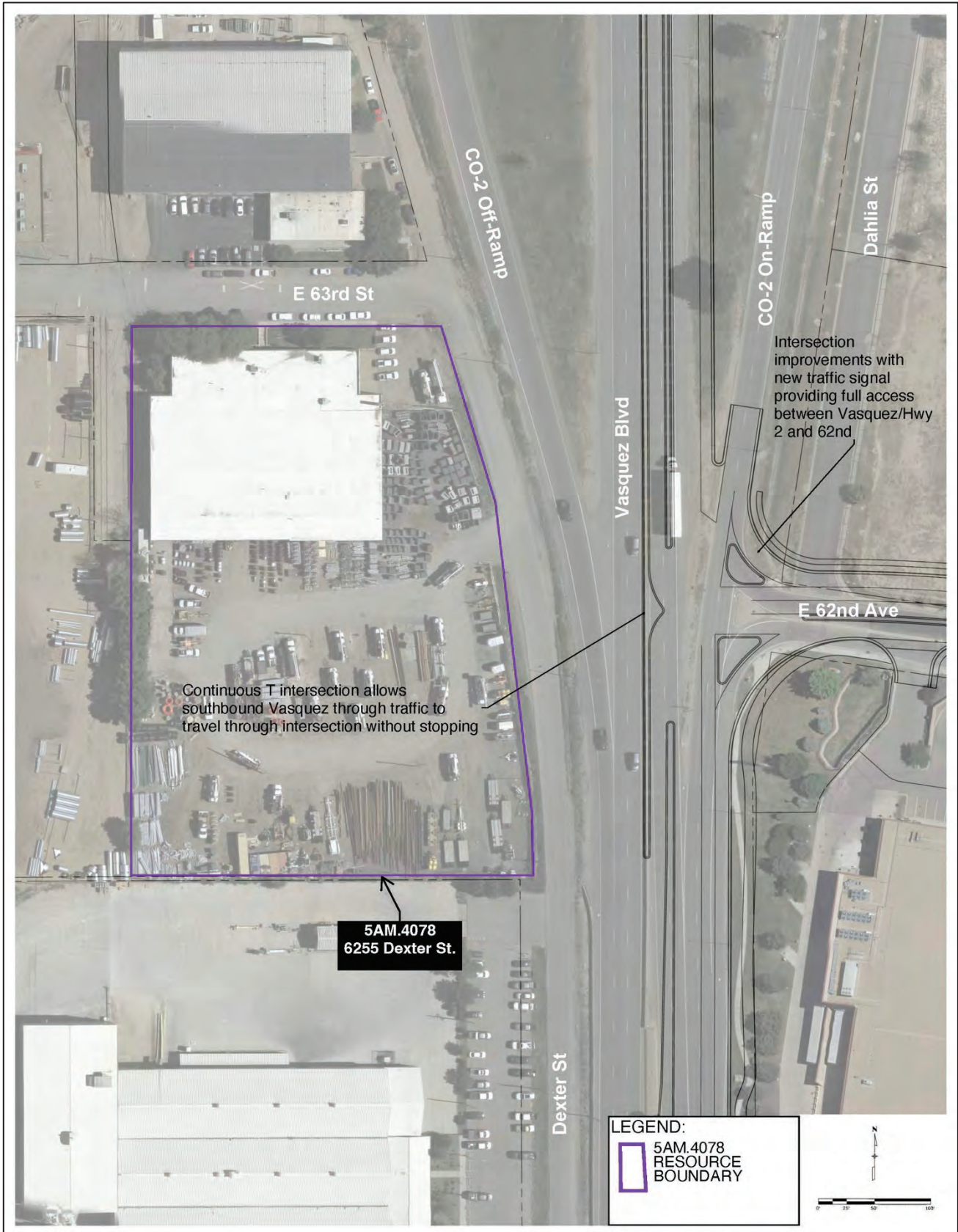


Figure 11: Proposed work near 5AM.4078

Section 106 Determination of Effects

Completion of proposed roadway improvements will result in minimal areas of widening between the Highway 2 off-ramp and 62<sup>nd</sup> Ave. The proposed work will modify an existing route that will involve similar materials and retain a similar appearance when complete. All proposed work will be well-removed from the property. The visual impact of the new traffic signal and associated infrastructure will be minimal given the industrial setting of the property. Access to the property will not change. The proposed improvements will result in **no adverse effect** to the resource.

**5.0 Summary of Effects Determinations**

CDOT’s determination of effect for the two NRHP-eligible resources and one linear resource within the APE for the “Vasquez Boulevard (US 6): I-270 to 64<sup>th</sup> Avenue NEPA and Design Project” are as follows:

Site Number	Address	NRHP Criteria	Effects Determination
5AM.3924.2	6	A	No Adverse Effect
5AM.4047	5701 Dexter St.	C	No Adverse Effect
5AM.4078	6255 Dexter St.	C	No Adverse Effect

Table 4: Summary of Effects Determinations

Overall, CDOT has determined that this undertaking will have **No Adverse Effect** on historic properties.

**6.0 Section 4(f) Determination**

Section 4(f) of the U.S. Department of Transportation (USDOT) Act of 1966 requires special consideration of park and recreation lands, wildlife and waterfowl refuges, and historic sites during transportation project development. The law is implemented by the Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) through regulation 23 Code of Federal Regulations (CFR) 774. A de minimis impact involves the use of Section 4(f) property that is generally minor in nature, results in a determination of no adverse effect or no historic properties affected, the SHPO has been notified of FHWA’s intent to make a de minimis impact determination, and FHWA has considered the views of any consulting parties participating in the Section 106 consultation.

**De Minimis Finding:** Implementation of proposed improvements associated with the project will result in no adverse effect to one NRHP-eligible resource within the project APE. Based on this finding, FHWA intends to make a de minimis finding for the Section 4(f) requirements for 5AM.4047 (Pepper Tank Co./Plastics, Inc.).

**Historic Transportation Facilities Exception (23 CFR 774.13[a]):** The finding of no adverse effect under Section 106 for one linear resource, 5AM.3924.2, US 6 Segment, reflects CDOT’s finding that the project will not “alter directly or indirectly any of the characteristics of historic

properties that qualify the properties for listing in the NRHP in a manner that will diminish the integrity of the property's location, design, setting, materials, workmanship, feeling, or association" as described in 36 CFR 800.5(a)(1). Based on this finding, and because the work described in this report constitutes a "use" as defined by Section 4(f) of the DOT Act, FHWA may apply the Historic Transportation Facilities Exception for such facilities with a new use proposed by a transportation project. FHWA intends to apply the Historic Transportation Facilities Exception to 5AM.3924.2 (Vasquez Blvd./US 6).

**Attachment D.**

# **SHPO Concurrence on Eligibility and APE**







# History Colorado

Ms. Jane Hann  
Manager, Environmental Programs Branch  
Colorado Department of Transportation  
2829 W. Howard Pl., 4<sup>th</sup> Floor  
Denver, Colorado 80204

RE: Vasquez Boulevard (US 6): I-270 to 64th Avenue NEPA and Design (Vasquez Blvd.: I-270 to 64th Ave. Project), Commerce City, Adams County  
CDOT Project No. STU NHPP 006A-069, SA#22922  
History Colorado No. 80982

Dear Ms. Hann:

Thank you for your correspondence dated and received February 4, 2022, initiating consultation for the aforementioned project under Section 106 of the National Historic Preservation Act of 1966, as amended (54 USC § 306108), and its implementing regulations, 36 CFR Part 800.

We have reviewed all documentation submitted for this project and agree the defined area of potential effect (APE) and survey methodology are appropriate for the undertaking. We also concur with your recommendations of eligibility regarding the following twelve (12) properties:

- 5AM.3924.3 – Does not support integrity of overall linear resource
- 5AM.4071 – Officially Not Eligible
- 5AM.4072 – Officially Not Eligible
- 5AM.4073 – Officially Not Eligible
- 5AM.4074 – Officially Not Eligible
- 5AM.4075 – Officially Not Eligible
- 5AM.4076 – Officially Not Eligible
- 5AM.4077 – Officially Not Eligible
- 5AM.4078 – Officially Eligible under Criterion C
- 5AM.4079 – Officially Not Eligible
- 5AM.4080 – Officially Not Eligible
- 5AM.4083 – Officially Not Eligible

We also acknowledge that past consultation (see HC#79271) determined the eligibility of the following two (2) properties:

- 5AM.4046 – Officially Not Eligible
- 5AM.4047 – Officially Eligible under Criterion C

We look forward to reviewing additional information in the near future to assess the undertaking's potential to affect historic properties.



## History Colorado

We request being involved in the consultation process with the local government, which as stipulated in 36 CFR §800.3 is required to be notified of the undertaking, and with other consulting parties. Additional information provided by the local government or consulting parties might cause our office to re-evaluate our eligibility and potential effect findings. Please note that our compliance letter does not end the 30-day review period provided to other consulting parties.

Determinations of National Register eligibility subject to this letter were made in consultation pursuant to the implementing regulations of Section 106 of the National Historic Preservation Act, 36 CFR Part 800. Please note other Federal programs such as the National Register of Historic Places and the Federal Investment Tax Credit Program may have additional documentation and evaluation standards. Final determinations remain the responsibility of the Keeper of the National Register.

Thank you for the opportunity to comment. If we may be of further assistance, please contact Mitchell K. Schaefer, Section 106 Compliance Manager, at (303) 866-2673 or [mitchell.schaefer@state.co.us](mailto:mitchell.schaefer@state.co.us).

Sincerely,

**Dr. Holly Kathryn Norton** Digitally signed by Dr. Holly Kathryn Norton  
Date: 2022.03.01 13:17:40 -07'00'

Dawn DiPrince  
State Historic Preservation Officer



## Colorado Department of Transportation

### Historic Section 4(f) De Minimis Use Clearance Form

#### CDOT Request for *De Minimis* Finding

Based upon the information provided and this analysis below, CDOT believes that the Section 4(f) use of this property is considered *de minimis* as defined in 23 CFR 630.17.

Vanessa Halladay  
Digitally signed by Vanessa Halladay  
Date: 2022.06.23 08:58:30 -06'00'

Vanessa Halladay, Environmental Manager  
CDOT Region 1

Date

#### FHWA *De Minimis* Finding

TEPHANIE P GIBSON  
Digitally signed by STEPHANIE P GIBSON  
Date: 2022.07.15 16:56:12 -06'00'

for John M. Cater, PE  
Division Administrator  
FHWA Colorado Division

Date

#### Project Information

Date: June 23, 2022	Region: 1
Project Title: Vasquez Blvd. (US 6): I-270 to 64th Ave.	Project Location: Commerce City, Adams County
Project Number: STU NHPP 006A-069	Project Route: Vasquez Blvd. (US 6)
Lead agency: FHWA	NEPA Class: N/A
<b>Project Description:</b> This project is early in the design process; if the design should substantively change, CDOT will coordinate the changes with your office. The project includes intersection improvements at Vasquez Blvd. (U.S. Highway 6) and E. 62nd Ave. and at Vasquez Blvd. and E 60 <sup>th</sup> Ave. In order to improve turning movements and traffic flow at the complicated E. 60 <sup>th</sup> Ave. intersection, the project will add new local road connections on the west side of the intersection, as described in the enclosed materials. Additional improvements will be made to Parkway Dr., Dexter St., and Dahlia St. as well as the addition of water quality ponds.	

#### Resource Information

Section 4(f) Resource: Copper Tank Co./Plastics Inc. (5AM.4047) <input type="checkbox"/> For historic, check box if clearing multiple properties and attach table.	Type of 4(f) Resource: Historic Property
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## De Minimis Documentation:

- 1. Describe the Section 4(f) property and the attributes and features that qualify it for Section (f) protection;**

The Pepper Tank Co./Plastics, Inc. building at 5701 Dexter St. (5AM.4047) was constructed circa 1947 and is eligible under Criterion C. The building is a representative, intact, and early example of a post-World War II concrete block and metal manufacturing production shed in Commerce City. Production sheds are characterized by large and tall one-story-structures that housed an internal crane, which was able to move large and heavy items such as semi-trailers within the facility. Gable roofs, clerestory windows, and metal siding are common features of this property type. The building retains all of the character-defining features of this property type and is one of a small pool of surviving post-World War II production sheds in Commerce City. It is less altered than most of the other surviving production sheds in Commerce City, the only one with a full exposed façade of original clerestory windows, and one of only a couple without large modern additions. It is also one of only two known examples of this type in Commerce City that utilized concrete block.

- 2. Describe the impacts to the Section 4(f) property, and why they are considered de minimis as defined by 23 CFR 774.17. Include all avoidance, minimization and mitigation or enhancement measures.**

The project includes a new roadway alignment along the north property boundary, with minimal effects to the eligible Pepper Tank Co./Plastics Inc. (5AM.4047), after efforts to minimize and avoid impacts to the property during the Section 106 process. The project will require one ROW acquisition measuring approximately 400 SF and one TE measuring approximately 1,000 SF from the Pepper Tank Co./Plastics Inc. (5AM.4047) property to accommodate construction of the proposed concrete curb and gutter and associated grading. The TE is also required to accommodate removal and replacement of approximately 750 feet of an existing fence to the new proposed permanent acquisition line. The proposed fence will match the existing 6 feet tall chain link with barbed wire. The partial permanent acquisition and TE are driven by the requirement to provide access for the minimum sized freight vehicle (known as WB-67) into 5701 and 5699 Dexter St., the two properties at the south end of Dexter St. The closest distance of construction disturbance to the Pepper Tank Co./Plastics Inc. building is approximately 200 feet, where the new roadway will be constructed.

- For historic resources, attach Section 106 Documentation. Include SHPO concurrence with project-level findings (Determinations of Eligibility and Findings of Effect) and Programmatic Agreement Memos for archaeological resources. Also include the letter to SHPO notifying them of de minimis.**

- a. Date of SHPO written concurrence of No Adverse Effect determination:**

June 3, 2022

- b. Date of CDOT de minimis notification:**

June 23, 2022

**Attach all required documentation as described above.**