

**2002 South I-25 Corridor and US 85 Corridor Record of Decision
Reevaluation and Section 4(f) Evaluation
US 85 HIGHLANDS RANCH PARKWAY TO C-470
Appendix B: Agency Coordination
INDEX**

Date	Description
2016-04-04	Letter to Douglas County Historic Preservation Board from CDOT re: determinations of eligibility and effects and Section 106 assessment effects
2016-04-04	Letter to SHPO from CDOT re: determinations of eligibility and effects and Section 106 assessment effects
2016-04-20	Response letter from SHPO to CDOT re: determinations of eligibility and effects and Section 106 assessment effects
2016-06-28	Email correspondence from CPW to CDOT concurring with the "no impact" determination of any Section 6(f)-protected properties within Chatfield State Park.
2016-08-25	Letter to Cheyenne and Arapaho Tribes of Oklahoma from CDOT re: survey of Native American occupation along the project corridor
2016-08-25	Letter to Kiowa Tribe of Oklahoma from CDOT re: survey of Native American occupation along the project corridor
2016-09-07	Response letter from Cheyenne and Arapaho Tribes of Oklahoma to CDOT concurring with "no properties affected."
2016-11-22	Historic Section 4(f) De Minimis Use Clearance Form
2017-01-03	Memo to CPW from CDOT re: High Line Canal temporary non-conforming use
2017-03-14	NRCS Farmland Conversion Impact Rating Form
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2015-09-29	Meeting Minutes: U.S. Army Corps of Engineers property management experiences meeting
2016-04-12	Meeting Minutes: U.S. Army Corps of Engineers Section 408 coordination meeting
2016-06-08	Meeting Minutes: U.S. Army Corps of Engineers and HRMD coordination meeting



COLORADO
Department of Transportation
Region 1

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

April 14, 2016

Ms. Judy Hammer, Historic Preservation Board Administrator and Planner
Department of Community Development
Planning Services Division
100 Third Street
Castle Rock, CO 80104

RE: Determinations of Eligibility and Section 106 Assessment of Effects, Douglas County US 85 widening from Highlands Ranch Parkway to C-470

Dear Ms. Hammer,

This letter and the attached materials constitute a request for comments on Determinations of Eligibility and Effects for the project referenced above, which includes the refinement and implementation of US 85 corridor improvements as documented in the 2001 Final Environmental Impact Statement and 2002 Record of Decision (FEIS/ROD), *South I-25 Corridor and US 85 Corridor*. The selected alternative in the 2002 FEIS/ROD included widening to six lanes from C-470 to Highlands Ranch Parkway, addition of a bicycle facility, and a grade-separated crossing under US 85 for the High Line Canal. For the 2002 FEIS/ROD, CDOT and FHWA determined there were no adverse effects to historic properties in the US 85 corridor from the selected alternative from C-470 to Highlands Ranch Parkway and OAHF concurred (correspondence dated June 15, 2000). The currently proposed improvements match the parameters of the selected alternative in the 2002 FEIS/ROD with minimal design refinements. Additional details of the currently proposed project in the vicinity of historic properties are provided below.

Area of Potential Effect: The Area of Potential Effects (APE) delineated for the 2002 FEIS technical reports was a corridor centered on Santa Fe Drive extending 100 feet beyond the roadway on each side (see Attachment A). The current APE delineated for this project and used for the reevaluation includes the full footprint of any revised interchanges and intersection improvements and the full extent of all intersecting parcels. The current APE extends from just south of the C-470 interchange to the intersection with N Highlands Ranch Parkway. The APE extends further at the intersections with W Town Center Drive and N Highlands Ranch Parkway, where work will be occurring to improve these interchanges. Maps depicting the APE and historic properties found within the APE can be found in the attachments submitted with this correspondence.

Previously Identified Resources

A file search of OAHF records identified twelve previous investigations with results in the APE. Survey # DA.CH.R24 is a historic resources survey conducted in support of the 2001 FEIS. Survey # MC.CH.R180 is a historic resources survey conducted in support of a 2006 Environmental Assessment (EA) for the C-470 corridor. The C-470 EA was revised in 2015 and an updated survey in support of the revision was completed in 2013 for CDOT by Bunyak Resource Associates that was not part of the OAHF file search results. All three of these previous surveys were reviewed as part of the literature review for this survey.

Eight previously surveyed resources were identified in the file search results, including 5 segments of linear resources. These resources are summarized in Table 1.

Table 1. Previously Surveyed Resources Within the Area of Potential Effects.

Site #	Site Name	Site Type	NRHP Eligibility
5DA.1507	Marcey (Marcy) Gulch Culvert F-16-V	Structure	Officially Not Eligible
5DA.1913	Flyin' B Ranch	Site	Officially Not Eligible
5DA.2467.1	State Highway 85	Linear-Segment	Officially Not Eligible
5DA.600	High Line Canal (Highline)	Linear Resource	Officially Eligible
5DA.600.2	High Line Canal	Linear-Segment	Officially Does Not Support
5DA.921.1	D&RG Segment	Linear-Segment	Officially Does Support
5DA.922.1	AT&SF Segment	Linear-Segment	Officially Does Support
5DA.987.1	City Ditch - Segment	Linear-Segment	Officially Does Not Support

Segments 5DA.921.1, 5DA.922.1, and 5DA.987.1 all had re-evaluations in 2013 and therefore no revisitation forms were completed. 5DA.600.2 was last surveyed in 2000 and a revisitation form was not completed, but the portion of the resource extending from the west end of 5DA.600.2 through the rest of the APE was surveyed and documented.

Determinations of Eligibility

A survey of the APE was conducted in 2015 to document and evaluate the NRHP eligibility of any newly identified properties since the 2002 FEIS/ROD. Two properties and one segment of a linear resource, High Line Canal, were recorded on OAHF Forms 1403 and 1400/1418 respectively. A brief summary of each is provided below with more detail found in the accompanying attachments.

KDKO Radio Station (Jensen’s Wholesale Landscaping) (5DA3370): The property at 8980 S Santa Fe Drive currently houses a landscape supply wholesale business. The main building on the property that fronts Santa Fe Drive was constructed between 1967 and 1968 as the offices and studios of the KDKO radio station. KDKO was purchased in 1964 by Denver radio man David Segal and a year later changed its format to rhythm & blues and soul music and became the first radio station in the Denver market to cater to an African-American audience. The radio station subscribed to a black radio news service and had an ethnically diverse group of disc jockeys, led by James “Daddio” Walker. Walker would later leave Denver but returned in 1989 to purchase KDKO and become the first African-American radio station owner in Denver. The former KDKO radio station building is locally significant under Criterion A under the themes of Communication, Entertainment, and Ethnic Heritage for its association as the first radio station in the Denver market catering to an African-American audience. Additionally, it is locally significant under Criterion B for associations with two persons influential to Denver’s radio history—David Segal and James “Daddio” Walker. The building is in its original location and retains high levels of integrity of location, design, materials, and workmanship. The setting has changed from the historic period, but overall still reflects a sparsely developed, commercial/industrial mixed use area. Aspects of feeling and association are relatively high, but have been impacted by the loss of the radio tower in the adjacent lot to the south. CDOT has therefore determined the former KDKO Radio Station (5DA3370) is *Eligible* for listing in the NRHP.

13059 N US Highway 85 (5DA3371): The property at 13059 N US Highway 85 (5DA3371) is presently an animal hospital and kennel and contains two buildings constructed in 1962. The building fronting US 85 faces east and is a one-story, Ranch Style building with a cross-gable roof with a wing extending off the rear (west) façade. To the west of the animal hospital building and separated by an asphalt-paved drive is the kennel. Also constructed in 1962, it is a cross-shaped building with a gable roof. Research on the property did not reveal additional data on its original construction and use. However, based on the form of the kennel building, it is likely that it was originally constructed as a kennel and the property has been continuously used for veterinarian purposes. Research did not find any historical associations with significant historic events, themes, or persons. Generally, the property is representative of the commercial development along this portion of S Santa Fe Drive that began in the 1950s and 1960s. However, this alone does not constitute a significant historical association. Therefore, the property does not meet the NRHP significance Criteria A or B. The style and construction of either building is not noteworthy. Neither displays distinctive characteristics of a type, period, or method of construction. Rather, both are constructed in a modest mid-twentieth century style with a Ranch form, but exhibit few defining characteristics of the Ranch Style beyond the overall form. Therefore, the property does not meet Criterion C. The property also is not likely to yield important information in the future and is not significant under Criterion D. Therefore, CDOT has determined the buildings at 13059 N US Highway 85 (5DA3371) are *Not Eligible* for NRHP listing.

High Line Canal (5DA600.9): The High Line Canal (5DA600) is an officially eligible linear resource that spans several counties. The segment surveyed for this project (5DA600.9) extends approximately 2 miles running west from a culverted section under US 85 and continuing south in a sinuous path until exiting the APE approximately 1,700 feet south of the intersection of US 85 and N Highlands Ranch Parkway. The canal and associated path run adjacent throughout this segment, but the path alternates between crusher fines recreational path, co-located paved road, and unimproved double track. The latter likely represents the least altered portion of the original maintenance/rider path associated with the canal. Overall the segment retains sufficient integrity to convey the significance of the overall linear resource. CDOT has therefore determined that this segment *Does Support* the overall eligibility of 5DA600.

Determinations of Effect

Based on previous investigations and the present survey for this project, there are five linear resources and one building in the APE that either meet NRHP eligibility requirements or are assumed eligible because they have not been surveyed in their entirety. Historic properties in the APE include those assessed for effects in the 2001 FEIS/ROD and the associated Section 106 consultation, those identified through a review of records on file at OAHP, and those newly surveyed and evaluated as meeting NRHP eligibility requirements. Per the Programmatic Agreement between FHWA, CDOT, and OAHP (2010, updated 2014) effects to linear resources described below were assessed on the overall linear resource rather than to individual segments. A description of the project at the location of each of these historic properties and an assessment of effects from the project are provided below.

US 85/Santa Fe Drive (5DA2467.1): US 85/S Santa Fe Drive has not been evaluated in its entirety and is therefore assumed to be eligible for NRHP listing. The segment within the APE, 5DA2467.1, was surveyed in 2004 and Officially *Does Not Support* the overall linear resource's eligibility. According to Colorado Highways Department/Federal Aid Project design plans, this portion of US 85 was first constructed in 1925 and followed portions of or paralleled previously existing roads. From its original two-lane construction, improvements were made to the roadway circa 1947 and with more substantial improvements, including widening to four lanes with a variable median, occurring in 1982-83. The portion of US 85 within the APE does not in any way convey the historical significance of US 85 in its entirety other than its original alignment. The addition of two traffic lanes and a pedestrian path will not diminish any characteristics of US 85 that make it eligible for listing in the NRHP. Therefore, CDOT has determined that the proposed project will have *No Adverse Effect* on US 85/Santa Fe Drive (5DA2467), including segment 5DA2467.1.

High Line Canal (5DA600): The High Line Canal is presently conveyed underneath US 85 through a concrete box culvert (constructed in 1983 when US 85 was widened) and continues in a meandering alignment along the west side of the APE where the closest it approaches to US 85 is 120 feet at the south end of the APE. The previously surveyed segment of the High Line Canal (5DA600.2) was determined in 2000 with OAHPC concurrence as *Does Not Support* the overall linear resource eligibility. The portion of the High Line Canal through the rest of the APE was surveyed as a new segment (5DA600.9) and is determined as *Does Support* the overall linear resource eligibility.

5DA600.2

As part of the proposed widening of US 85 under the current project, the existing box culvert would be extended approximately 15 feet on the east and west sides of US 85 (see Attachment B). The extensions would include wing walls approximately 25 feet in length with a maximum height of 9 feet. The High Line Canal Trail, a multi-use pedestrian path paralleling the canal presently crosses US 85 at grade. Under the proposed project, an adjacent path would be constructed to the north of the current path to cross beneath US 85 through an underpass. The newly constructed trail to the north would include two retaining walls on either side of the new trail leading to the underpass from both the east and the west. The retaining wall between the underpass trail and the existing trail (former maintenance/rider path) would be approximately 16 feet in maximum height and include a 3.5-foot high safety rail atop the wall.

At segment 5DA600.2, the existing High Line Canal Trail follows the original alignment of the maintenance/rider path historically associated with the canal along its entire length. The canal is presently culverted under US 85 and the extension of this culvert to accommodate road widening does not further diminish the integrity of any characteristics of the resource that make it eligible for listing in the NRHP. The construction of the adjacent underpass trail and associated retaining wall and safety railing would introduce a new visual element, but one that does not fundamentally change the relationship between the canal and maintenance/rider path—the two constituent features historically associated with the High Line Canal. Effects from the proposed project at this location would not substantially alter any character-defining features or substantially diminish any aspects of the historic integrity of the High Line Canal in its entirety in any significant way.

5DA600.9

Segment 5DA600.9 starts approximately 200 feet west of the present culvert under US 85 and winds through the west portion of the APE. At the south half of the APE, the High Line Canal approaches within 120 feet of the current west edge of the US 85 pavement and is separated by an industrial/commercial lot. Widening at this location would be approximately 10 feet from the present road edge. Although traffic will be closer to the High Line Canal at this location, any indirect effects to the resource would be minor due to intervening development.

Therefore, CDOT has determined that the proposed project would have *No Adverse Effect* to the High Line Canal (5DA600), including segments 5DA600.2 and 5DA600.9.

Denver & Rio Grande Railroad (5DA921.1) and Atchison, Topeka, & Santa Fe Railroad (5DA922.1): The D & RG and AT & SF railroads cross US 85 at the north end of the APE across two parallel, but separate overpasses. The railroads run parallel in the same corridor throughout the APE and have similar histories and identical significance, so the assessment of effects for each is largely identical. Segments of both railroads (5DA921.1 and 5DA922.1, respectively) have been previously evaluated as *Officially Does Support* the eligibility of the respective linear resource. The overpasses are not historic, and were constructed in 1983 as part of the associated widening of US 85. Under the proposed project, US 85 would be widened within the existing area between the bridge piers (see Attachment C). Median barriers would be added surrounding the central pier and each direction of traffic would include, from center, a shoulder, three 12-foot traffic lanes, a 12-foot auxiliary lane, and regrading of the existing concrete slopes with curbs (southbound)

or retaining walls (northbound). Additionally, the northbound side would include a 10-foot wide, covered bicycle path along a bench cut into the existing concrete slope. In both instances, no component of the current project would alter any character-defining characteristics or detrimentally impact the historic integrity of either the D & RG or AT & SF railroads. No changes are being made to the conveyance of either railroad across the existing overpass. Therefore, CDOT has determined that the proposed project will have *No Adverse Effect* to either of these linear resources or their respective segments, 5DA921.1 and 5DA922.1..

City Ditch (5DA987.1): City Ditch has been determined an Officially Eligible linear resource and the majority of surveyed segments are in Arapahoe and Denver Counties. A portion of City Ditch is found in the northwest corner of the APE where it runs adjacent to US 85 for a short stretch. It is part of a previously surveyed segment, 5DA987.1, first evaluated as *Does Not Support* in 1993 and re-evaluated for surveys associated with the C-470 EA (2004) and Revised EA (2013). As noted in the 2013 survey report, City Ditch at this location is piped under the C-470 interchange and runs southwesterly to Chatfield Reservoir. The first four miles of City Ditch were submerged or destroyed by the reservoir's construction. The portion from Chatfield to C-470 is broken up by recent development and only recognizable as a former irrigation ditch where it is marked by cottonwood stands around a highly disturbed shallow linear depression. City Ditch is approximately 100 feet west of the current western edge of the southbound lanes of US 85. Improvements to US 85 at this location would be limited to widening by addition of one 12-foot lane and would not affect City Ditch. Indirect effects would be negligible given that the roadway is approximately 15-20 feet above the grade of the ditch remnant. Therefore CDOT has determined the proposed project would result in *No Adverse Effect* to the City Ditch or the segment at this location, 5DA987.1.

KDKO Radio Station (5DA3370): This property is located on the east side of US 85, just north of where US 85 crosses the High Line Canal. At this property, improvements associated with the project would consist of two additional lanes, a continuous acceleration/deceleration lane on each side of the highway, and a 10-foot wide pedestrian path on the east side (see Attachment D). Due to the steep grade between the highway and properties on the east side, a retaining wall will be constructed adjacent to the pedestrian path and the present access driveway relocated from the south end to the north end of the parcel. The retaining wall will vary in height along the west side of the parcel with an average height of 8 feet. The new access driveway will have a reduced grade and extend 250 feet into the property from the northwest corner. The new driveway will also require a retaining wall along its south side. The KDKO radio station building is significant under Criteria A and B for associations with historical themes and persons significant to Denver's history of communication, entertainment, and ethnic heritage. The character-defining features of the building are its location, siting on the parcel, setting in a moderately developed commercial/industrial area in the south suburbs, and mid-century commercial design. It retains high aspects of integrity of location, feeling, materials, workmanship, and design, but its integrity of setting and association have been impacted by new development in the vicinity and the loss of the radio tower that originally stood on the adjacent parcel to the south. The rest of the lot does not contribute to the significance of the property as it is associated with its current use as a landscape supply wholesale business. The project will also result in the ROW moving nine feet closer to the west façade of the building—from 42 feet to 32 feet. The effects of the project would not significantly diminish the historic integrity of the historic property or negatively impact any features that make the property eligible for listing in the NRHP. The proposed project would primarily impact the property's setting, which does not contribute to the property's significance as the site of the first radio station in the Denver metro area that catered to an African-American audience. Additionally, the setting of the property has been slightly changed since the period of significance, as the character of the area is now more suburban than commercial/industrial.

Description of the proposed project at the High Line Canal above also involves the southern edge of this parcel. Specifically, the northernmost retaining wall and resloping occurring at the trail underpass would occur within the legal parcel of the former KDKO radio station. However, although the property boundary is the legal parcel, as noted above, the rest of the property does not contribute to the significance of the building

as it is associated with the recent use as a landscape supply business. Components of the project associated with the trail underpass would have no effect on the features that make this property eligible for NRHP listing. Therefore, CDOT has determined the proposed project would have *No Adverse Effect* to the former KDKO radio station (5DA3370).

Overall, CDOT has determined the proposed project will have *No Adverse Effect* to historic properties. Design refinements and details of the proposed project are provided in this letter and in the attachments and augment with additional information the broad parameters of the preferred alternative in the 2001 FEIS/ROD. The determination of effects for the currently proposed project do not differ from the Section 106 determinations of effect associated with the 2001 FEIS/ROD.

Section 4(f) Notifications

The Section 106 finding of no adverse effect outlined for the above properties reflects a conclusion that for the Section 4(f) historic sites affected by the project, those effects will not “alter, directly or indirectly, any of the characteristics of [the] historic property that qualify the property for inclusion in the National Register in a manner that would diminish the integrity of the property’s location, design, setting, materials, workmanship, feeling, or association” as described in 36 Code of Federal Regulations (CFR) §800.5(a)(1). Based on this finding, FHWA intends to make a *de minimis* finding for the Section 4(f) requirements for the historic resources listed above. FHWA requests acknowledgement by Colorado SHPO of the above-described findings of *de minimis* impact on historic properties for the proposed project.

We request your comments with the eligibility and effect determinations outlined above. If you have questions or require additional information to complete your review, please contact Region 1 Historian Jane V. Daniels at jane.daniels@state.co.us.

Sincerely,



for Charles Attardo
Region 1 Planning and Environmental Manager

Enclosures:

APE Map

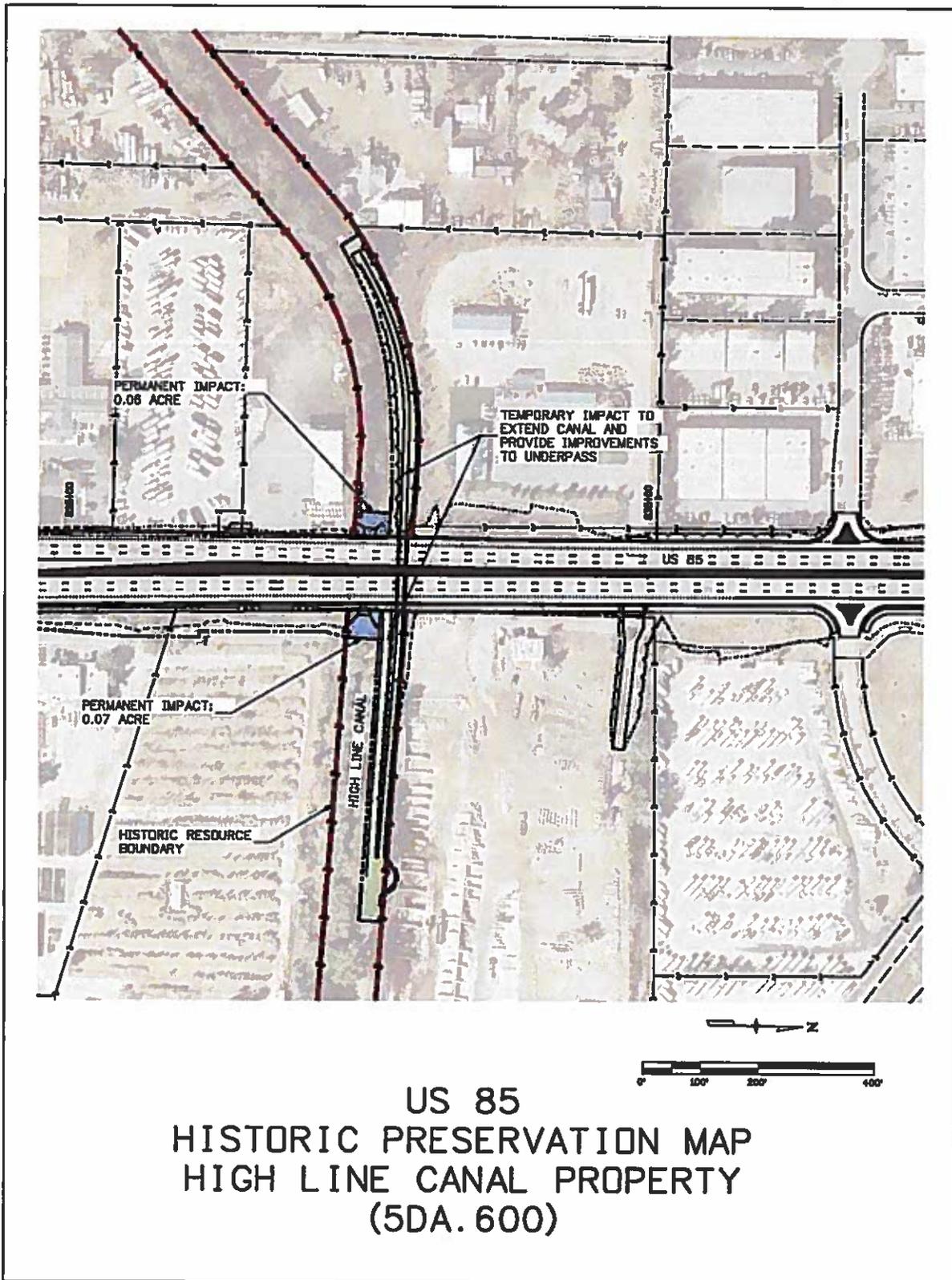
Design Plans

Historic Resources Report – US 85 Corridor Improvements, Highlands Ranch Parkway to C-470 - Reevaluation

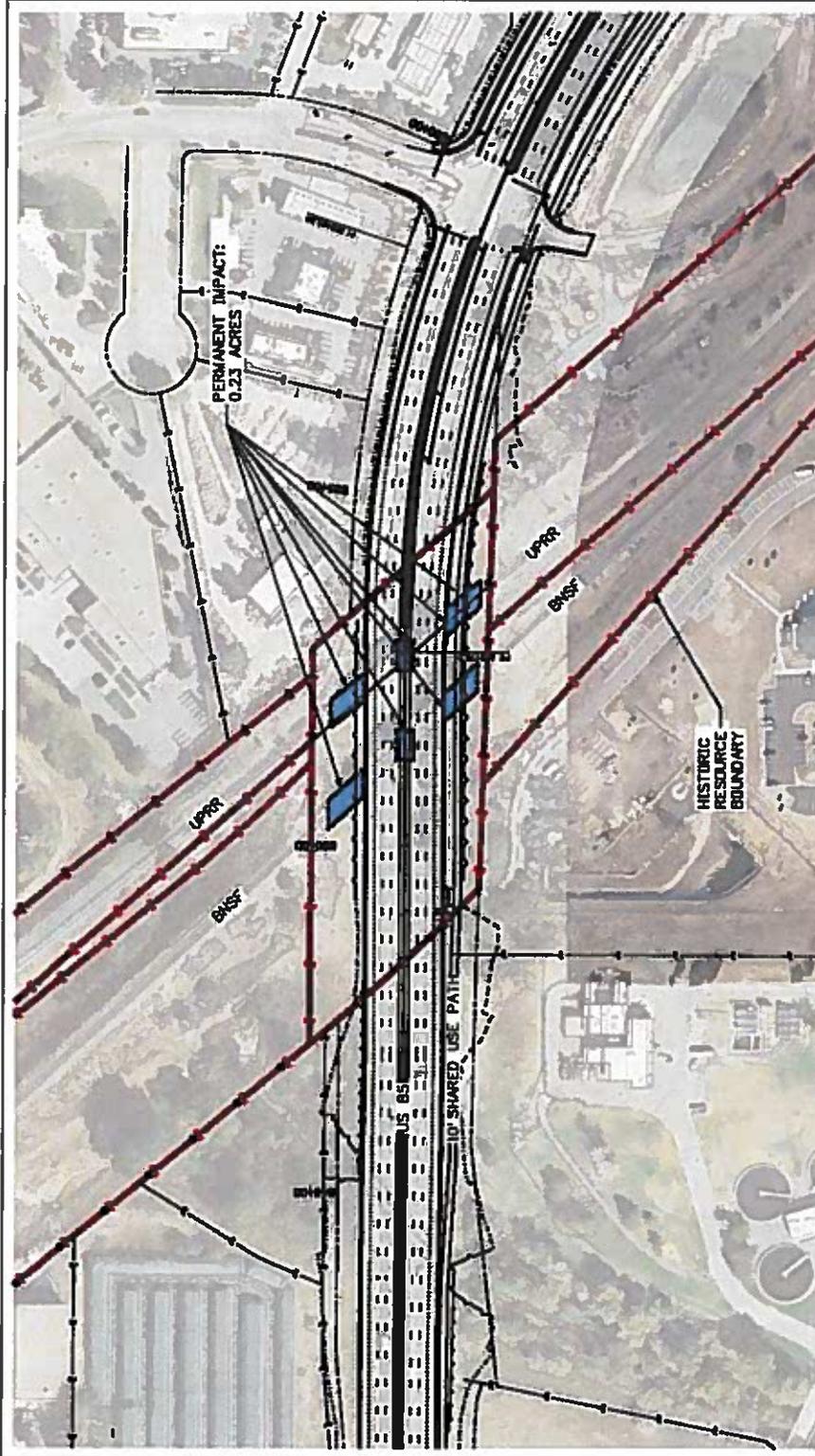
Attachment A: Area of Potential Effects Map



Attachment B: Project Design at High Line Canal (5DA600.2)

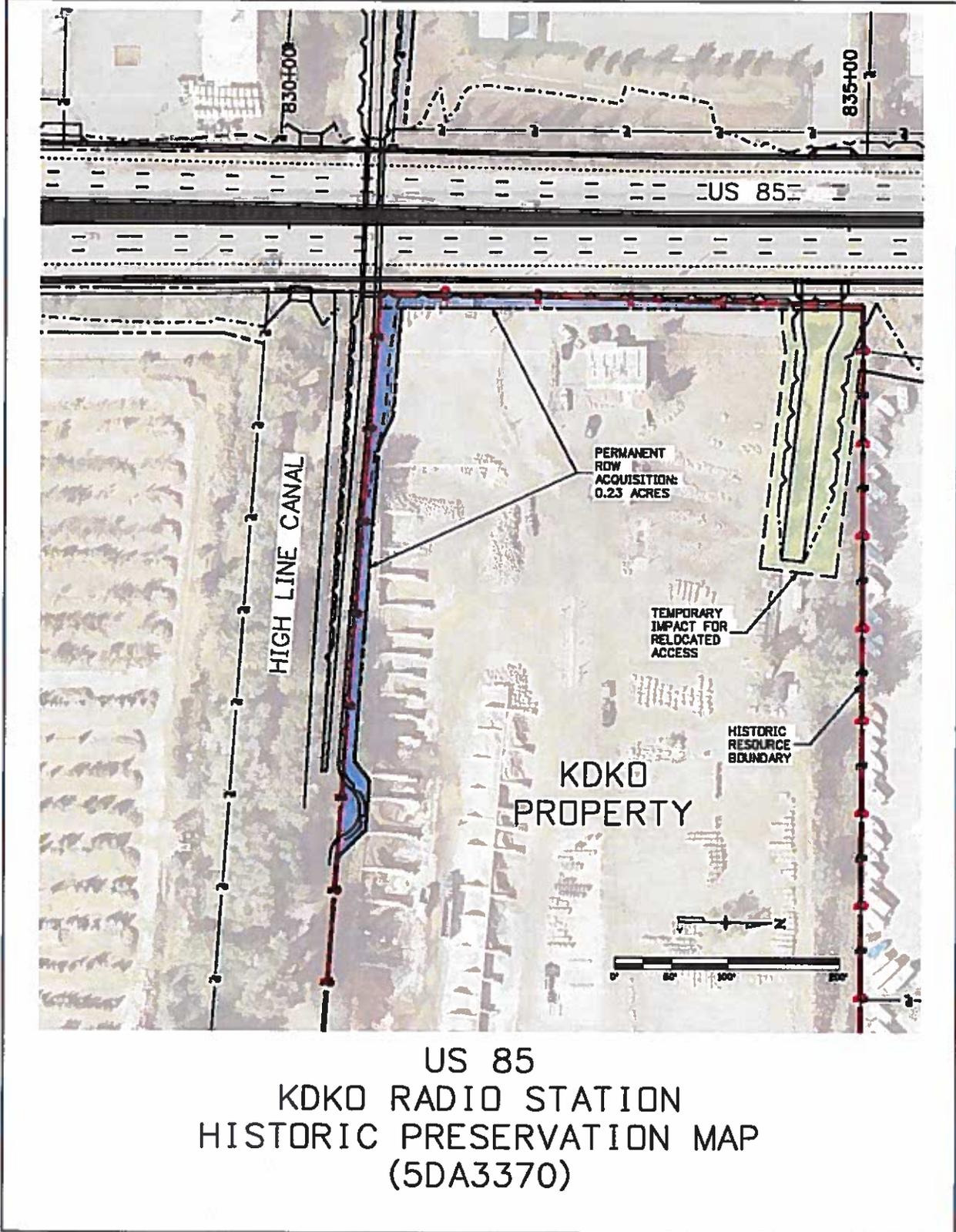


Attachment C: Project Design at D&RG (SDA921.1) and AT&SF (SDA922.1) Railroads



US 85
HISTORIC PRESERVATION MAP
DENVER & RIO GRANDE RAILROAD (SDA.921)
ATCHISON, TOPEKA & SANTA FE RAILROAD (SDA.922)

Attachment D: Project Designs at KDO Radio Station (5DA3370)



US 85
KDKO RADIO STATION
HISTORIC PRESERVATION MAP
(5DA3370)



COLORADO
Department of Transportation
Region 1

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

April 14, 2016

Mr. Steve Turner, AIA
State Historic Preservation Officer
History Colorado
1200 Broadway
Denver, CO 80203

RE: Determinations of Eligibility and Section 106 Assessment of Effects, Douglas County US 85 widening from Highlands Ranch Parkway to C-470

Dear Mr. Turner,

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Determinations of Effect

Based on previous investigations and the present survey for this project, there are five linear resources and one building in the APE that either meet NRHP eligibility requirements or are assumed eligible because they have not been surveyed in their entirety. Historic properties in the APE include those assessed for effects in the 2001 FEIS/ROD and the associated Section 106 consultation, those identified through a review of records on file at OAHP, and those newly surveyed and evaluated as meeting NRHP eligibility requirements. Per the Programmatic Agreement between FHWA, CDOT, and OAHP (2010, updated 2014) effects to linear resources described below were assessed on the overall linear resource rather than to individual segments. A description of the project at the location of each of these historic properties and an assessment of effects from the project are provided below.

US 85/Santa Fe Drive (5DA2467.1): US 85/S Santa Fe Drive has not been evaluated in its entirety and is therefore assumed to be eligible for NRHP listing. The segment within the APE, 5DA2467.1, was surveyed in 2004 and Officially *Does Not Support* the overall linear resource's eligibility. According to Colorado Highways Department/Federal Aid Project design plans, this portion of US 85 was first constructed in 1925 and followed portions of or paralleled previously existing roads. From its original two-lane construction, improvements were made to the roadway circa 1947 and with more substantial improvements, including widening to four lanes with a variable median, occurring in 1982-83. The portion of US 85 within the APE does not in any way convey the historical significance of US 85 in its entirety other than its original alignment. The addition of two traffic lanes and a pedestrian path will not diminish any characteristics of US 85 that make it eligible for listing in the NRHP. Therefore, CDOT has determined that the proposed project will have *No Adverse Effect* on US 85/Santa Fe Drive (5DA2467), including segment 5DA2467.1.

High Line Canal (5DA600): The High Line Canal is presently conveyed underneath US 85 through a concrete box culvert (constructed in 1983 when US 85 was widened) and continues in a meandering alignment along the west side of the APE where the closest it approaches to US 85 is 120 feet at the south end of the APE. The previously surveyed segment of the High Line Canal (5DA600.2) was determined in 2000 with OAHPC concurrence as *Does Not Support* the overall linear resource eligibility. The portion of the High Line Canal through the rest of the APE was surveyed as a new segment (5DA600/9) and is determined as *Does Support* the overall linear resource eligibility.

5DA600.2

As part of the proposed widening of US 85 under the current project, the existing box culvert would be extended approximately 15 feet on the east and west sides of US 85 (see Attachment B). The extensions would include wing walls approximately 25 feet in length with a maximum height of 9 feet. The High Line Canal Trail, a multi-use pedestrian path paralleling the canal presently crosses US 85 at grade. Under the proposed project, an adjacent path would be constructed to the north of the current path to cross beneath US 85 through an underpass. The newly constructed trail to the north would include two retaining walls on either side of the new trail leading to the underpass from both the east and the west. The retaining wall between the underpass trail and the existing trail (former maintenance/rider path) would be approximately 16 feet in maximum height and include a 3.5-foot high safety rail atop the wall.

At segment 5DA600.2, the existing High Line Canal Trail follows the original alignment of the maintenance/rider path historically associated with the canal along its entire length. The canal is presently culverted under US 85 and the extension of this culvert to accommodate road widening does not further diminish the integrity of any characteristics of the resource that make it eligible for listing in the NRHP. The construction of the adjacent underpass trail and associated retaining wall and safety railing would introduce a new visual element, but one that does not fundamentally change the relationship between the canal and maintenance/rider path—the two constituent features historically associated with the High Line Canal. Effects from the proposed project at this location would not substantially alter any character-defining features or substantially diminish any aspects of the historic integrity of the High Line Canal in its entirety in any significant way.

5DA600.9

Segment 5DA600.9 starts approximately 200 feet west of the present culvert under US 85 and winds through the west portion of the APE. At the south half of the APE, the High Line Canal approaches within 120 feet of the current west edge of the US 85 pavement and is separated by an industrial/commercial lot. Widening at this location would be approximately 10 feet from the present road edge. Although traffic will be closer to the High Line Canal at this location, any indirect effects to the resource would be minor due to intervening development.

Therefore, CDOT has determined that the proposed project would have *No Adverse Effect* to the High Line Canal (5DA600), including segments 5DA600.2 and 5DA600.9.

Denver & Rio Grande Railroad (5DA921.1) and Atchison, Topeka, & Santa Fe Railroad (5DA922.1): The D & RG and AT & SF railroads cross US 85 at the north end of the APE across two parallel, but separate overpasses. The railroads run parallel in the same corridor throughout the APE and have similar histories and identical significance, so the assessment of effects for each is largely identical. Segments of both railroads (5DA921.1 and 5DA922.1, respectively) have been previously evaluated as Officially *Does Support* the eligibility of the respective linear resource. The overpasses are not historic, and were constructed in 1983 as part of the associated widening of US 85. Under the proposed project, US 85 would be widened within the existing area between the bridge piers (see Attachment C). Median barriers would be added surrounding the central pier and each direction of traffic would include, from center, a shoulder, three 12-foot traffic lanes, a 12-foot auxiliary lane, and regrading of the existing concrete slopes with curbs (southbound)

or retaining walls (northbound). Additionally, the northbound side would include a 10-foot wide, covered bicycle path along a bench cut into the existing concrete slope. In both instances, no component of the current project would alter any character-defining characteristics or detrimentally impact the historic integrity of either the D & RG or AT & SF railroads. No changes are being made to the conveyance of either railroad across the existing overpass. Therefore, CDOT has determined that the proposed project will have *No Adverse Effect* to either of these linear resources or their respective segments, 5DA921.1 and 5DA922.1..

City Ditch (5DA987.1): City Ditch has been determined an Officially Eligible linear resource and the majority of surveyed segments are in Arapahoe and Denver Counties. A portion of City Ditch is found in the northwest corner of the APE where it runs adjacent to US 85 for a short stretch. It is part of a previously surveyed segment, 5DA987.1, first evaluated as *Does Not Support* in 1993 and re-evaluated for surveys associated with the C-470 EA (2004) and Revised EA (2013). As noted in the 2013 survey report, City Ditch at this location is piped under the C-470 interchange and runs southwesterly to Chatfield Reservoir. The first four miles of City Ditch were submerged or destroyed by the reservoir's construction. The portion from Chatfield to C-470 is broken up by recent development and only recognizable as a former irrigation ditch where it is marked by cottonwood stands around a highly disturbed shallow linear depression. City Ditch is approximately 100 feet west of the current western edge of the southbound lanes of US 85. Improvements to US 85 at this location would be limited to widening by addition of one 12-foot lane and would not affect City Ditch. Indirect effects would be negligible given that the roadway is approximately 15-20 feet above the grade of the ditch remnant. Therefore CDOT has determined the proposed project would result in *No Adverse Effect* to the City Ditch or the segment at this location, 5DA987.1.

KDKO Radio Station (5DA3370): This property is located on the east side of US 85, just north of where US 85 crosses the High Line Canal. At this property, improvements associated with the project would consist of two additional lanes, a continuous acceleration/deceleration lane on each side of the highway, and a 10-foot wide pedestrian path on the east side (see Attachment D). Due to the steep grade between the highway and properties on the east side, a retaining wall will be constructed adjacent to the pedestrian path and the present access driveway relocated from the south end to the north end of the parcel. The retaining wall will vary in height along the west side of the parcel with an average height of 8 feet. The new access driveway will have a reduced grade and extend 250 feet into the property from the northwest corner. The new driveway will also require a retaining wall along its south side. The KDKO radio station building is significant under Criteria A and B for associations with historical themes and persons significant to Denver's history of communication, entertainment, and ethnic heritage. The character-defining features of the building are its location, siting on the parcel, setting in a moderately developed commercial/industrial area in the south suburbs, and mid-century commercial design. It retains high aspects of integrity of location, feeling, materials, workmanship, and design, but its integrity of setting and association have been impacted by new development in the vicinity and the loss of the radio tower that originally stood on the adjacent parcel to the south. The rest of the lot does not contribute to the significance of the property as it is associated with its current use as a landscape supply wholesale business. The project will also result in the ROW moving nine feet closer to the west façade of the building—from 42 feet to 32 feet. The effects of the project would not significantly diminish the historic integrity of the historic property or negatively impact any features that make the property eligible for listing in the NRHP. The proposed project would primarily impact the property's setting, which does not contribute to the property's significance as the site of the first radio station in the Denver metro area that catered to an African-American audience. Additionally, the setting of the property has been slightly changed since the period of significance, as the character of the area is now more suburban than commercial/industrial.

Description of the proposed project at the High Line Canal above also involves the southern edge of this parcel. Specifically, the northernmost retaining wall and resloping occurring at the trail underpass would occur within the legal parcel of the former KDKO radio station. However, although the property boundary is the legal parcel, as noted above, the rest of the property does not contribute to the significance of the building

as it is associated with the recent use as a landscape supply business. Components of the project associated with the trail underpass would have no effect on the features that make this property eligible for NRHP listing. Therefore, CDOT has determined the proposed project would have *No Adverse Effect* to the former KDKO radio station (5DA3370).

Overall, CDOT has determined the proposed project will have *No Adverse Effect* to historic properties. Design refinements and details of the proposed project are provided in this letter and in the attachments and augment with additional information the broad parameters of the preferred alternative in the 2001 FEIS/ROD. The determination of effects for the currently proposed project do not differ from the Section 106 determinations of effect associated with the 2001 FEIS/ROD.

Section 4(f) Notifications

The Section 106 finding of no adverse effect outlined for the above properties reflects a conclusion that for the Section 4(f) historic sites affected by the project, those effects will not “alter, directly or indirectly, any of the characteristics of [the] historic property that qualify the property for inclusion in the National Register in a manner that would diminish the integrity of the property’s location, design, setting, materials, workmanship, feeling, or association” as described in 36 Code of Federal Regulations (CFR) §800.5(a)(1). Based on this finding, FHWA intends to make a *de minimis* finding for the Section 4(f) requirements for the historic resources listed above. FHWA requests acknowledgement by Colorado SHPO of the above-described findings of *de minimis* impact on historic properties for the proposed project.

We request your concurrence with the eligibility and effect determinations outlined above. If you have questions or require additional information to complete your review, please contact Region 1 Historian Jane V. Daniels at jane.daniels@state.co.us.

Sincerely,



for Charles Attardo
Region 1 Planning and Environmental Manager

Enclosures:

APE Map

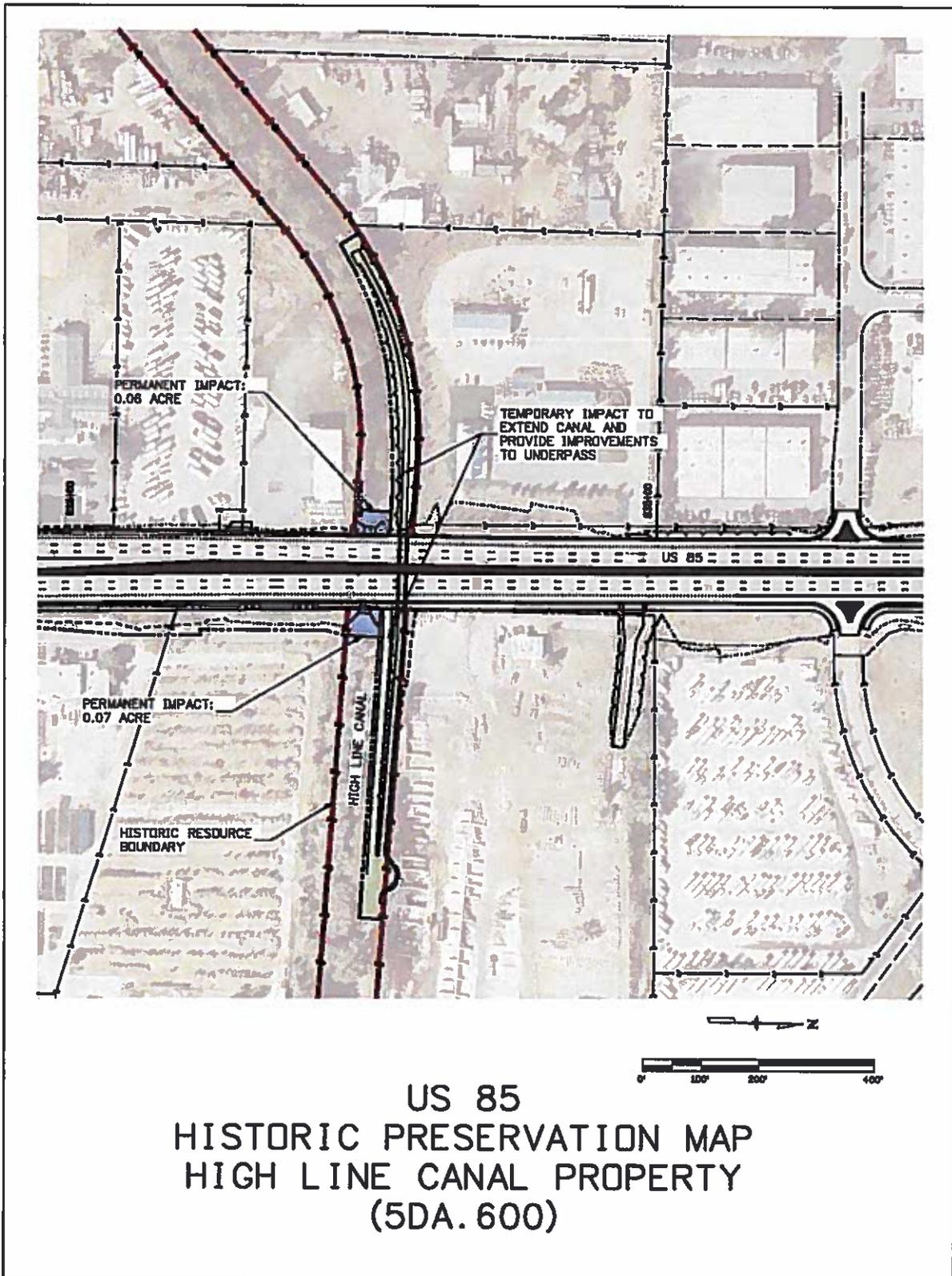
Design Plans

Historic Resources Report – US 85 Corridor Improvements, Highlands Ranch Parkway to C-470 - Reevaluation

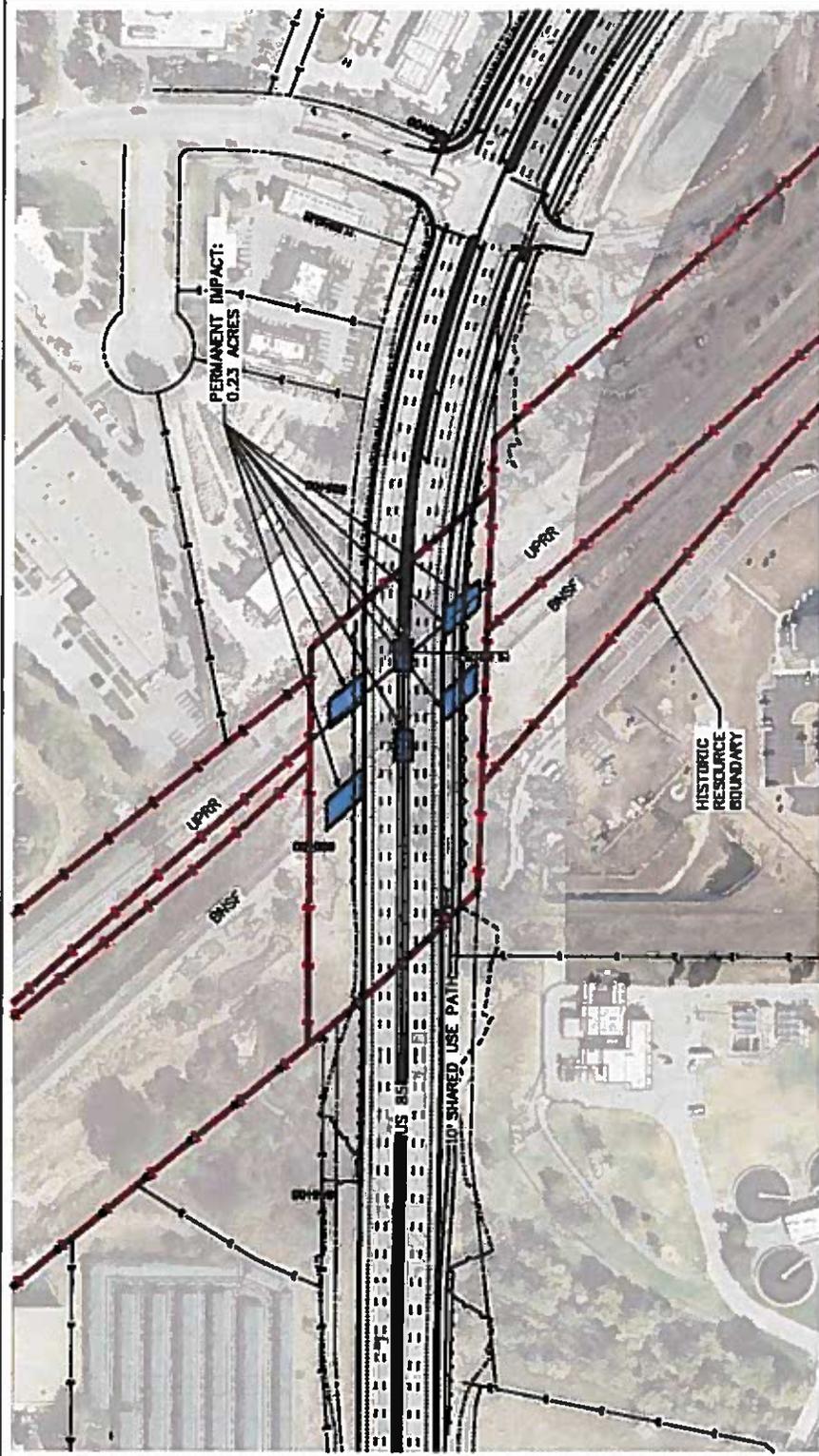
Attachment A: Area of Potential Effects Map



Attachment B: Project Design at High Line Canal (5DA600.2)

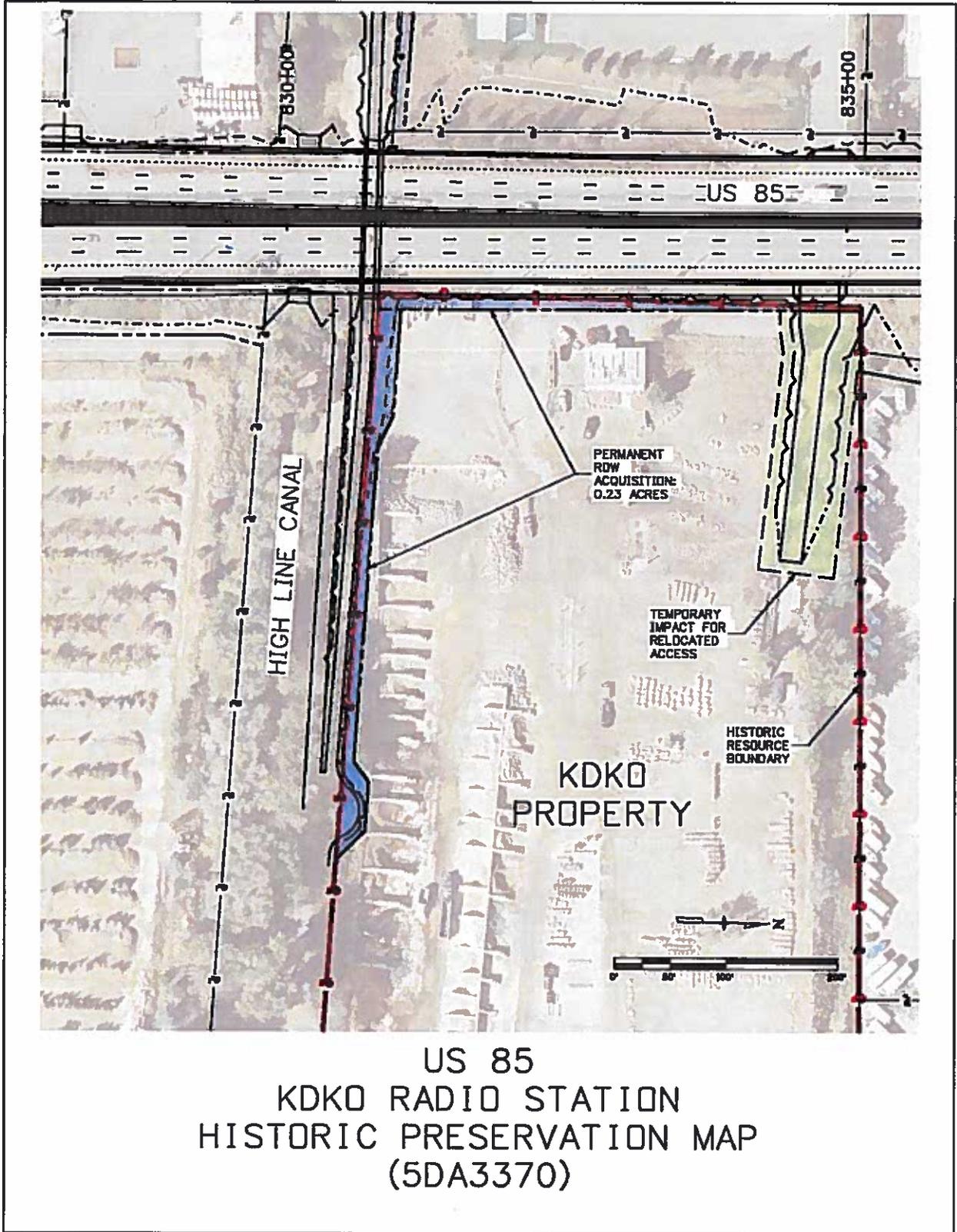


Attachment C: Project Design at D&RG (5DA921.1) and AT&SF (5DA922.1) Railroads



US 85
HISTORIC PRESERVATION MAP
DENVER & RIO GRANDE RAILROAD (5DA.921)
ATCHISON, TOPEKA & SANTA FE RAILROAD (5DA.922)

Attachment D: Project Designs at KDO Radio Station (5DA3370)





April 20, 2016

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

Re: Determinations of Eligibility and Section 106 Assessment of Effects, Douglas County US 85 widening from Highlands Ranch Parkway to C-470 (CHS #70098)

Dear Mr. Attardo:

Thank you for your correspondence dated April 14, 2016 and received on April 16, 2016 by our office regarding the consultation of the above-mentioned project under Section 106 of the National Historic Preservation Act (Section 106).

After review of the provided information, we do not object to the proposed Area of Potential Effects (APE) for the proposed project.

After review of the provided information, our previous eligibility concurrences remain. After review of the provided survey information, we concur that resource 5DA.3370/KDKO Radio Station is eligible for the National Register of Historic Places. We also concur that resource 5DA.3371/13059 N. US Highway 85 is not eligible for the National Register of Historic Places. Additionally, we concur that segment 5DA.600.9 supports the overall eligibility of resource 5DA.600 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(d)(1)] under Section 106 for the following resources.

- 5DA.600, including segments 5DA.600.2 and 5DA.600.9
- 5DA.921, including segment 5DA.921.1
- 5DA.922, including segment 5DA.922.1
- 5DA.987, including segment 5DA.987.1
- 5DA.2467, including segment 5DA.2467.1
- 5DA.3370

We concur with the recommended finding of *no historic properties affected* [36 CFR 800.4(d)(1)] under Section 106 for resource 5DA.3371.

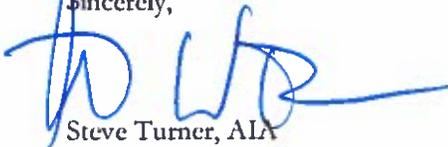
We acknowledge that FHWA intends to make a *de minimis* determination in respect to the requirements of Section 4(f).

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 36 CFR 800.

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.

If we may be of further assistance, please contact Jennifer Bryant, our Section 106 Compliance Manager, at 303) 866-2673 or jennifer.bryant@state.co.us.

Sincerely,

A handwritten signature in blue ink, appearing to read 'Steve Turner', with a long horizontal flourish extending to the right.

Steve Turner, AIA
State Historic Preservation Officer

From: "Morrissey - DNR, Thomas" <thomas.morrissey@state.co.us>
Date: June 28, 2016 at 10:05:01 AM MDT
To: "Halouska - CDOT, Troy" <troy.halouska@state.co.us>
Cc: <scot.roush@state.co.us>, Jeff Ver_Steeg - DNR <jeff.ver_steeg@state.co.us>, "Longsdorf, Jason" <Jason.Longsdorf@hdrinc.com>, "Wallach, Wendy" <wendy.wallach@hdrinc.com>, Ayman Salloum - CDOT <ayman.salloum@state.co.us>, Margaret Taylor - DNR <margaret.taylor@state.co.us>, Mark Leslie - DNR <mark.leslie@state.co.us>
Subject: Re: US 85 NEPA Re-Evaluation - Section 6(f) Coordination

Troy,

CPW concurs with DOT's assertion that this project will not impact any Section 6(f) protected properties within Chatfield State Park.

As a matter of public safety, please alert bicyclists and walkers as to the closure of the C-470 trail, if one occurs, as this project moves into construction phase. Also, we request that DOT provide CPW with periodic updates on the project once it moves into the construction phase.

Thank you for your attention and communication on this proposed renovation work.

Thomas Morrissey

Thomas M. Morrissey, PE
State Trails Program Manager
State Liaison Officer for the Land and Water Conservation Program



New Phone # 303.791.1957 Ext. 4129

13787 South Highway 85

Littleton, CO 80125

thomas.morrissey@state.co.us | www.cpw.state.co.us

On Thu, May 26, 2016 at 1:51 PM, Halouska - CDOT, Troy <troy.halouska@state.co.us> wrote:

Dear Tom and CPW Officials,

As you may know CDOT and Douglas County have secured construction funding and are designing improvements for US 85 (Santa Fe Drive) from C470 south to Highlands Ranch Parkway. This project will implement improvements that are consistent with the Refined Selected Alternative from the 2002 I-25/US 85 Record of Decision (ROD). These improvements would result in both permanent and temporary impacts within the boundaries of Chatfield State Park (Chatfield) which we know is a designated Section 6(f) property. Based on the attached US 85 Parks Map which includes an aerial and an overlay of our current design, the construction impacts would occur entirely on easements which have previously been set aside for future transportation improvements by the US Army Corps of Engineers (USACE).

These proposed improvements are anticipated to occur primarily in the southwest and southeast quadrants of the C-470 and US 85 interchange. These improvements include adding one through lane, an auxiliary lane, curb and gutter, and building a 10-foot multi-use path on both sides of US 85 .

In the southwest quadrant of the C-470/US 85 interchange the multi-use path will be approximately 10 feet wide and provide a new connection to the existing C-470 bikeway as well as a future grade separated underpass. A wall will be built adjacent to the bike path to minimize impacts associated with "cut" from lowering the multiuse path to meet the grade of the future proposed underpass. These improvements will all occur on the existing transportation easement (parcel 1065 on attached Revised ROW map) that CDOT has acquired from the USACE in the past.

In the southeast quadrant of the interchange, the proposed improvements include an additional 10-foot multi-use path adjacent to the east side of US 85. This path will connect with the existing C-470 multi-use path as well. In a future phase which is not part of this project, Douglas County has proposed improvements to include construction of a grade separated underpass (indicated on the attached US 85 Parks Map) to carry the C-470 trail under US 85. Current right-of-way information indicates that property owned by the USACE on the east side of US 85 may be impacted by these improvements; however, we have determined that CDOT also has easements in this area as indicated on the Revised ROW map (parcels 1068 and 1069).

All of the proposed improvements will occur in existing easements that CDOT has with the USACE property and will not impair the function, activities or the use of the property. Based on the location of the improvements within the existing easements, we would like to request concurrence that no Section 6(f) conversion or temporary non-conforming use will occur and no further coordination will be needed with Colorado Parks and Wildlife on this topic.

If there are any questions or concerns, please do not hesitate to contact me.

Thanks much,

Troy Halouska
Region 1 Environmental Program Manager



COLORADO
Department of Transportation
Division of Transportation Development

Environmental Programs Branch
4201 E. Arkansas Ave., Shumate Bldg.
Denver, CO 80222-3400
(303) 757-9281

August 25, 2016

Mr. Eddie Hamilton, Governor
Cheyenne & Arapaho Tribes of Oklahoma
c/o Cheyenne & Arapaho Business Committee
PO Box 38
Concho, OK 73022

SUBJECT: Updated Information for Consulting Tribes, US Highway 85 Reevaluation Environmental Assessment, Douglas County, Colorado

Dear Governor Hamilton:

In the early 2000s the Federal Highway Administration (FHWA) and Colorado Department of Transportation (CDOT) initiated an Environmental Impact Statement (EIS) to document the potential effects of highway improvements to lengthy sections of Interstate 25 and US Highway 85 at the far south end of the Denver metropolitan area. At that time your tribe expressed interest in becoming a consulting party for the project under Section 106 of the National Historic Preservation Act. FHWA and CDOT provided your office with documentation as the environmental process proceeded (including the results of archaeological excavations), which concluded with a Record of Decision (ROD) in 2002. Projects along I-25 and US 85 have progressed in the intervening years as a result of that EIS and ROD.

A 1.8-mile segment of US Highway 85 within the boundary of the original study is presently undergoing a reevaluation as an Environmental Assessment (EA) pursuant to the National Environmental Policy Act (NEPA) of 1969 and the Council on Environmental Quality (CEQ) implementing regulations (40 CFR 1500-1508). The project proposes to widen the existing highway from two to three lanes in each direction as well as complete associated upgrades specific to increasing safety and improving access in the corridor. As a consulting tribe for the initial NEPA project in 2001 and 2002, the Cheyenne and Arapaho Tribes of Oklahoma retain that status for the present undertaking. As always, FHWA will serve as the lead agency for the project and CDOT staff will facilitate the tribal consultation process.

As shown on the enclosed map, the project corridor is located in a significantly urbanized area bordering Chatfield Reservoir within Chatfield State Park; no areas exist along the highway that have not been extensively disturbed for several decades by commercial, light industrial and/or transportation-related development. **As a result of intensive-level surveys of the corridor, no sites exhibiting evidence of Native American occupation are known to exist within or near the project area.**

We are committed to keeping consulting tribes informed of the status of projects and the decisions that might affect them. If you have questions or concerns about the project or the role of your tribe in the consultation process, please contact CDOT Native American Liaison Dan Jepson at (303) 757-9631 or

Mr. Hamilton
August 25, 2016
Page 2

daniel.jepson@state.co.us, or FHWA Colorado Division Environmental Program Manager Stephanie Gibson at (720) 963-3013 or stephanie.gibson@dot.gov.

Sincerely,

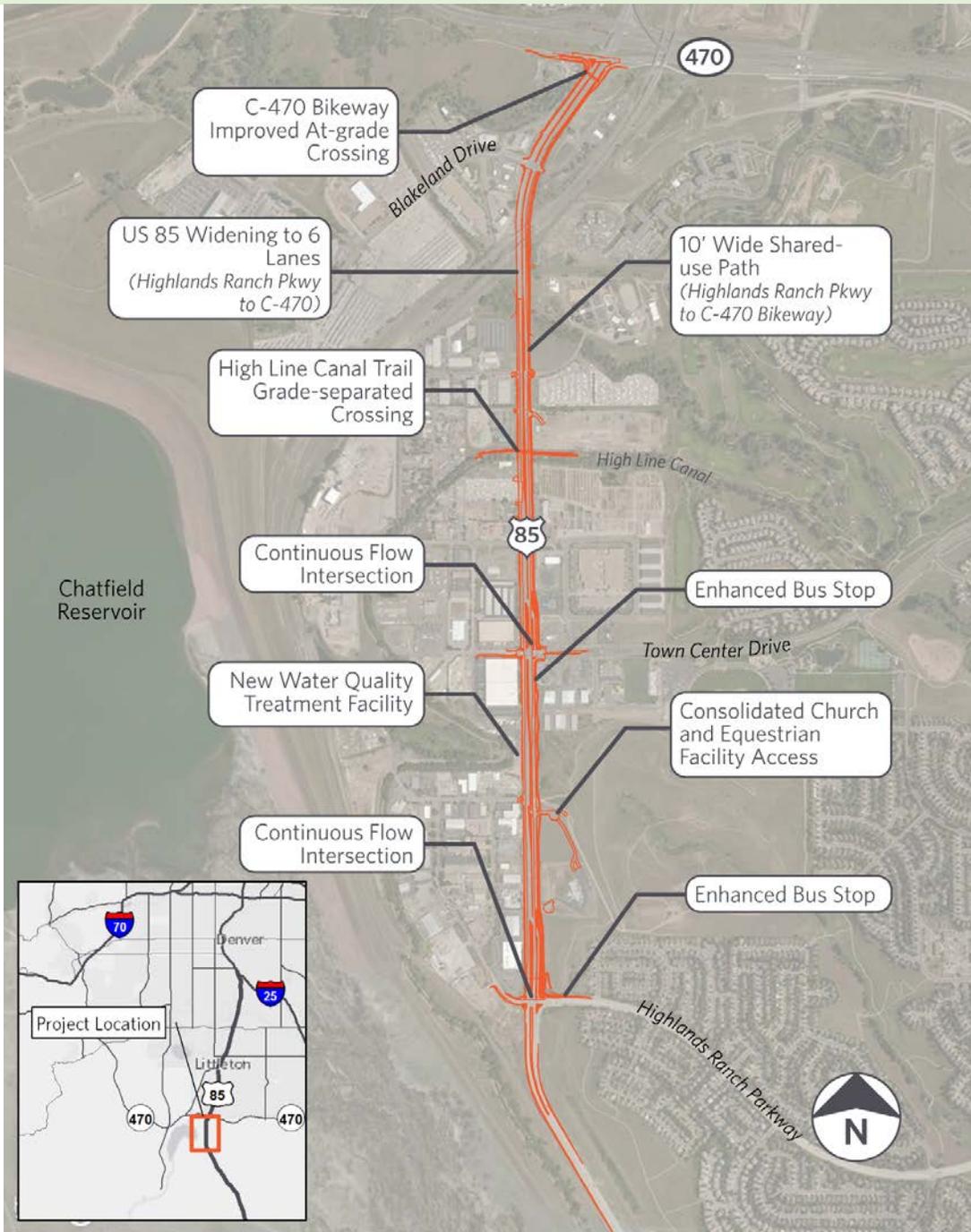


Dan Jepson, Senior Staff Archaeologist
Section 106 Native American Liaison

Enclosure: Map showing project area

cc: S. Gibson & N. Ezekwemba, FHWA
A. Salloum, CDOT Region 1
G. McAfee, HDR
M. Sutton, THPO, Cheyenne & Arapaho Tribes of OK

US 85 Highlands Ranch Parkway to C-470 Refined Selected Alternative



Source: HDR 2016



COLORADO
Department of Transportation
Division of Transportation Development

Environmental Programs Branch
4201 E. Arkansas Ave., Shumate Bldg.
Denver, CO 80222-3400
(303) 757-9281

August 25, 2016

Ms. Amber Toppah, Chairwoman
Kiowa Tribe of Oklahoma
c/o Kiowa Business Committee
PO Box 369
Carnegie, OK 73015

SUBJECT: Updated Information for Consulting Tribes, US Highway 85 Reevaluation Environmental Assessment, Douglas County, Colorado

Dear Ms. Toppah:

In the early 2000s the Federal Highway Administration (FHWA) and Colorado Department of Transportation (CDOT) initiated an Environmental Impact Statement (EIS) to document the potential effects of highway improvements to lengthy sections of Interstate 25 and US Highway 85 at the far south end of the Denver metropolitan area. At that time your tribe expressed interest in becoming a consulting party for the project under Section 106 of the National Historic Preservation Act. FHWA and CDOT provided your office with documentation as the environmental process proceeded (including the results of archaeological excavations), which concluded with a Record of Decision (ROD) in 2002. Projects along I-25 and US 85 have progressed in the intervening years as a result of that EIS and ROD.

A 1.8-mile segment of US Highway 85 within the boundary of the original study is presently undergoing a reevaluation as an Environmental Assessment (EA) pursuant to the National Environmental Policy Act (NEPA) of 1969 and the Council on Environmental Quality (CEQ) implementing regulations (40 CFR 1500-1508). The project proposes to widen the existing highway from two to three lanes in each direction as well as complete associated upgrades specific to increasing safety and improving access in the corridor. As a consulting tribe for the initial NEPA project in 2001 and 2002, the Kiowa Tribe of Oklahoma retains that status for the present undertaking. As always, FHWA will serve as the lead agency for the project and CDOT staff will facilitate the tribal consultation process.

As shown on the enclosed map, the project corridor is located in a significantly urbanized area bordering Chatfield Reservoir within Chatfield State Park; no areas exist along the highway that have not been extensively disturbed for several decades by commercial, light industrial and/or transportation-related development. **As a result of intensive-level surveys of the corridor, no sites exhibiting evidence of Native American occupation are known to exist within or near the project area.**

We are committed to keeping consulting tribes informed of the status of projects and the decisions that might affect them. If you have questions or concerns about the project or the role of your tribe in the consultation process, please contact CDOT Native American Liaison Dan Jepson at (303) 757-9631 or

Ms. Toppah
August 25, 2016
Page 2

daniel.jepson@state.co.us, or FHWA Colorado Division Environmental Program Manager Stephanie Gibson at (720) 963-3013 or stephanie.gibson@dot.gov.

Sincerely,

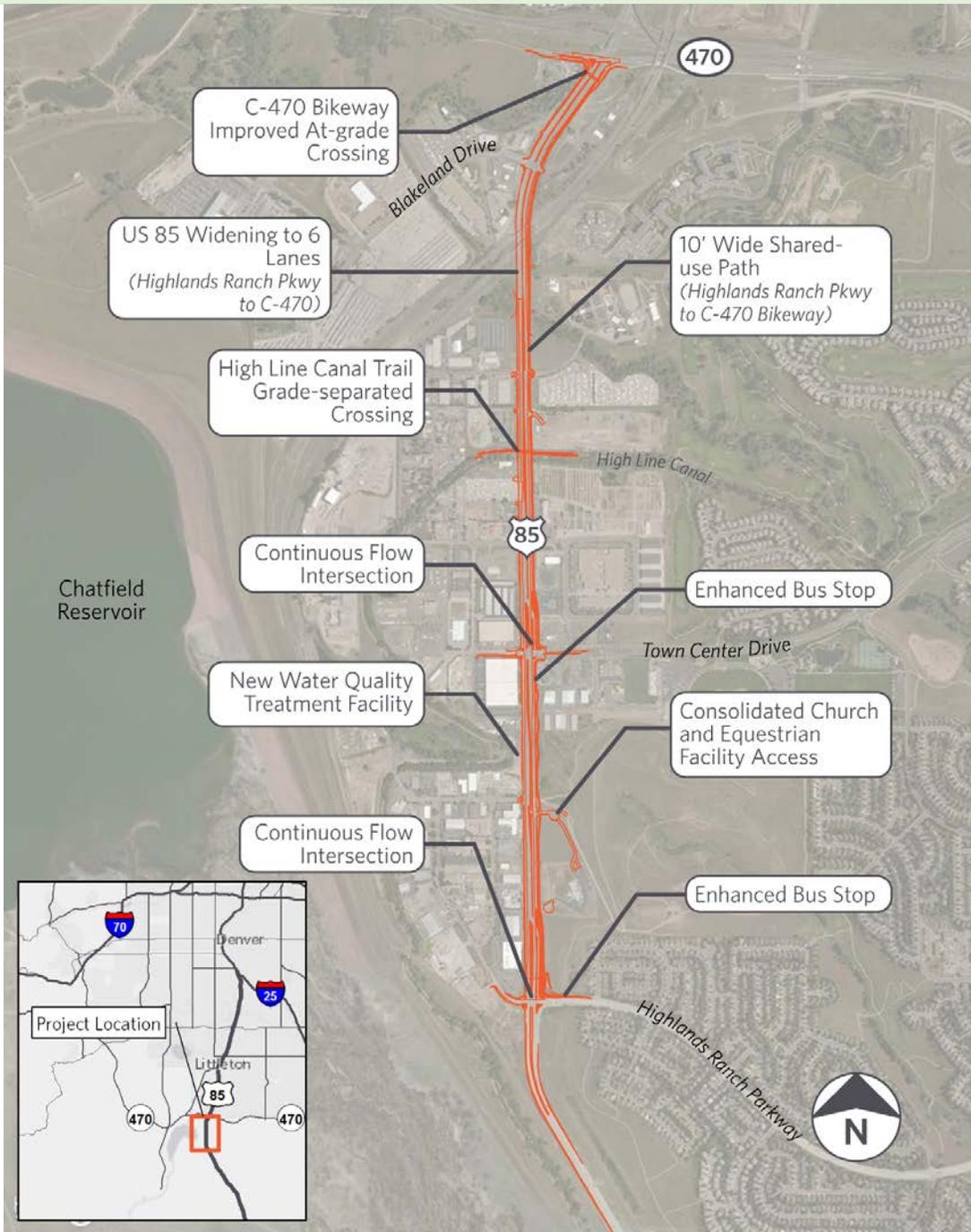
A handwritten signature in blue ink, appearing to read "Dan Jepson", with a stylized flourish underneath.

Dan Jepson, Senior Staff Archaeologist
Section 106 Native American Liaison

Enclosure: Map showing project area

cc: S. Gibson & N. Ezekwemba, FHWA
A. Salloum, CDOT Region 1
G. McAfee, HDR
K. Poolaw, Acting THPO, Kiowa Tribe of OK

US 85 Highlands Ranch Parkway to C-470 Refined Selected Alternative



Source: HDR 2016

TRIBAL
HISTORIC
PRESERVATION
OFFICE



P.O. BOX 167
CONCHO, OKLAHOMA 73022
1800-247-4612 Toll Free
405-422-7416 Telephone

September 7, 2016

Dan Jepson
Colorado DOT
Environmental Programs Branch
4201 E. Arkansas Ave., Shumate Bldg.
Denver, CO 80222-3400

RE: Updated Information for Consulting Tribes, US Highway 85 Reevaluation Environmental Assessment, Douglas County, Colorado

Dear Consultant:

On behalf of the Cheyenne and Arapaho Tribes, thank you for the notice of the referenced project. I have reviewed your Consultation request under section 106 of the National Historic Preservation Act regarding the project proposal and commented as follows:

At this time it is determined to be **No Properties**; however, if at any time during the project implementation inadvertent discoveries are made that reflect evidence of human remains, ceremonial or cultural objects, historical sites such as stone rings, burial mounds, village or battlefield artifacts, please discontinue work and notify the THPO Office immediately. If needed, we will contact the Tribes NAGPRA representatives.

Best Regards,

Margaret Sutton
Tribal Historic Preservation Officer
msutton@c-a-tribes.org

CC: Max Bear
Culture and Heritage Director

Colorado Department of Transportation
Historic Section 4(f) De Minimis Use Clearance Form

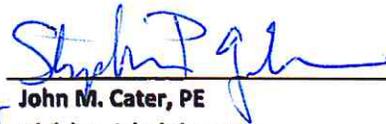
CDOT Request for *De Minimis* Finding

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 774.17.

for 
 Jane Mann, Manager
 CDOT Environmental Programs Branch

11/21/16
 Date

FHWA *De Minimis* Finding

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

11/22/16
 Date

Project Information

Date: November 21, 2016	Region: 1
Project Title: US 85 Widening from Highlands Ranch Parkway to C-470	Project Location: Douglas County, Highlands Ranch
Project Number: 0852-114, SA 21557	Project Route: US 85/S Santa Fe Drive
Lead Agency: Douglas County	NEPA Class: EA
<p>Project Description: The project involves widening US 85 between C-470 and Highlands Ranch Parkway to six lanes, plus two continuous acceleration/deceleration lanes and the addition of bicycle/pedestrian facilities. The proposed improvements match the parameters of the selected alternative in the 2002 FEIS/ROD with minimal design refinements. The project is the subject of a Reevaluation to update the 2002 FEIS/ROD to address changes to conditions that have occurred since it was issued by FHWA, and to reanalyze impacts of recommended improvements for the Highlands Ranch Parkway to C-470 Project. This de minimis includes one of the properties newly-identified since the 2002 FEIS/ROD: the KDKO Radio Station (5DA3370). It also addresses three previously-documented resources: High Line Canal (5DA600.2), Denver & Rio Grande Railroad (5DA921.1), and Atchison, Topeka & Santa Fe Railroad (5DA922.1).</p>	

Resource Information

Section 4(f) Resource: Click here to enter name of resource (one resource per form) <input checked="" type="checkbox"/> For historic, check box if clearing multiple properties and attach table.	Type of 4(f) Resource: Historic Property
Official with Jurisdiction: SHPO	

***De Minimis* Documentation:**

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

See attached table.

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.

See attached table.

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:

The State Historic Preservation Officer (SHPO) concurred with CDOT's determination of no adverse effect in correspondence dated April 20, 2016. The Douglas County Historic Preservation Board was also afforded an opportunity to comment on the project. Copies of the Section 106 correspondence are attached.

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

In correspondence dated April 14, 2016, both the SHPO and Douglas County Historic Preservation Board were notified of the intent to make a *de minimis* finding. Copies of the Section 106 correspondence are attached.

Form prepared by: Lisa Schoch, CDOT HQ Historian

Attach all required documentation as described above.

1. Section 4(f) Properties:

<u>Property Name</u>	<u>Eligibility</u>
High Line Canal (5DA600/Segment 5DA600.2)	Overall canal significant under NRHP Criterion A for association with agriculture and early settlement and development of communities in Denver metropolitan area. Segment 5DA600.2 is supporting.
Denver & Rio Grande RR (5DA.921.1)	Railroad is eligible; segment is supporting
Atchison, Topeka & Santa Fe RR (5DA922.1)	Railroad is eligible; segment is supporting
KDKO Radio Station (5DA.3370)	The radio station is significant under Criterion A as the first radio station in Denver market that served an African American audience. Also significant under Criterion B for association with David Segal and James Walker—two individuals significant in Denver radio history.

2. Section 4(f) Impacts:

<u>Property Name</u>	<u>Section 4(f) Use</u>
High Line Canal (5DA600/Segment 5DA600.2)	<p>The existing box culvert would be extended approximately 15 feet on the east and west sides of US 85. The extension would include wing walls approximately 25 feet in length with maximum height of 9 feet. The Highline Canal Trail parallels the historic canal and crosses US 85 at grade. An adjacent path will be constructed to the north of the current path to cross beneath US 85 through an underpass. The newly constructed trail to the north would include two retaining walls on either side of the new trail leading to the underpass from both the east and the west. The retaining wall between the underpass trail and the existing trail would be 16 feet in maximum height and include a 3.5 foot high safety rail atop the wall.</p> <p>Exact area of permanent easement or right of way (ROW) is not known but the assumption is that the project will require 1.07 acre of use that will likely be a permanent easement</p>
Denver & Rio Grande RR (5DA.921.1)	<p>US 85 would be widened within the existing area between the bridge piers. Median barriers would be added surrounding the central pier and each direction of traffic would include, from center, a shoulder, three 12-foot traffic lanes, a 12-foot auxiliary lane, and regrading of the existing concrete slopes with curbs or retaining walls. In both instances, no component of the current project would alter any character-defining characteristics or detrimentally impact the historic integrity of either the D&RG or AT&SF railroads. No changes are being made to the conveyance of either railroad across the existing overpass. Therefore, the project will have No Adverse</p>

	<p>Effect to either of these linear resources or their respective segments, 5DA921.1 and 5DA922.1.</p> <p>CDOT holds an easement on railroad-owned land but will need to obtain a Contractor Right of Entry Agreement</p>
<p>Atchison, Topeka & Santa Fe RR (5DA922.1)</p>	<p>US 85 would be widened within the existing area between the bridge piers. Median barriers would be added surrounding the central pier and each direction of traffic would include, from center, a shoulder, three 12-foot traffic lanes, a 12-foot auxiliary lane, and regrading of the existing concrete slopes with curbs or retaining walls. In both instances, no component of the current project would alter any character-defining characteristics or detrimentally impact the historic integrity of either the D&RG or AT&SF railroads. No changes are being made to the conveyance of either railroad across the existing overpass. Therefore, the project will have No Adverse Effect to either of these linear resources or their respective segments, 5DA921.1 and 5DA922.1.</p> <p>CDOT holds an easement on railroad-owned land but will need to obtain a Contractor Right of Entry Agreement</p>
<p>KDKO Radio Station (5DA.3370)</p>	<p>The property is located east of US 85. Due to the steep grade of the highway and properties to the east, a retaining wall will be constructed adjacent to the pedestrian path and the present access driveway relocated from the south end to the north end of the parcel. The retaining wall will vary in height along the west side of the parcel with an average height of 8 feet. The new access drive will have a reduced grade and extend 250 feet into the property from the northwest corner. The new driveway will require a retaining wall along its south side. The project will also result in the highway ROW moving nine feet closer to the west façade of the building, from 42 to 32 feet. The project results in no adverse effect to this property.</p> <p>ROW needs are preliminary but it is assumed that as much as 0.23 acres of permanent ROW would be acquired on the south and west edges of the historic property.</p>



COLORADO

Department of Transportation

Division of Engineering,
Design and Construction

Region 1 South Program
7328 S. Revere Pkwy, Room 204-A
Centennial, CO 80112

MEMORANDUM

TO: Megan Barton, Colorado Parks and Wildlife

FROM: Troy Halouska, Colorado Department of Transportation

DATE: January 3, 2017

SUBJECT: High Line Canal Temporary Non-Conforming Use: Highlands Ranch Parkway to C-470 Project

INTRODUCTION

Approximately 20 miles of the High Line Canal Trail in the vicinity of Chatfield State Park is identified as Section 6(f) property. As a part of the US 85 widening project, the trail is planned to be placed in a culvert that will run underneath US 85. The reason for this is to improve safety for trail users who are currently forced to cross US 85 at grade. This temporary change affects 0.2 mile of the trail, which is a very small portion of the 20 mile Section 6(f) resource. It would not restrict use of the remainder of the High Line Canal Trail. No permanent damage would occur to the Section 6(f) site and appropriate mitigation measures will be taken to ensure no residual impacts would occur on the site once the temporary use is concluded. No practical alternatives to the proposed temporary use exist. Therefore, CDOT has concluded this use meets the criteria for a Temporary Non-Conforming Use.

TIMEFRAME

Construction on this part of the US 85 widening project is anticipated to begin in November of 2019 and conclude in March of 2020. The period of construction would be no greater than 6 months.

ALTERNATIVES

The alternative considered instead of the proposed use consisted of leaving the at-grade crossing with US 85 in its current state. Currently, pedestrians, bicyclists and equestrians who are using the trail from east to west or vice versa are forced to stop at US 85 and cross multiple lanes of traffic in an unprotected area. This is a safety and trail user convenience issue which is anticipated to become a greater issue as traffic volumes grow on US 85. Since the US 85 project is a multi-modal project, one of its stated purposes is to improve pedestrian and bicycling uses. Therefore, not only would the alternative of leaving the at-grade crossing intact be unsafe and inconvenient, it also would not meet the multi-modal purpose of the US 85 project. It was not advanced for those reasons.



IMPACTS

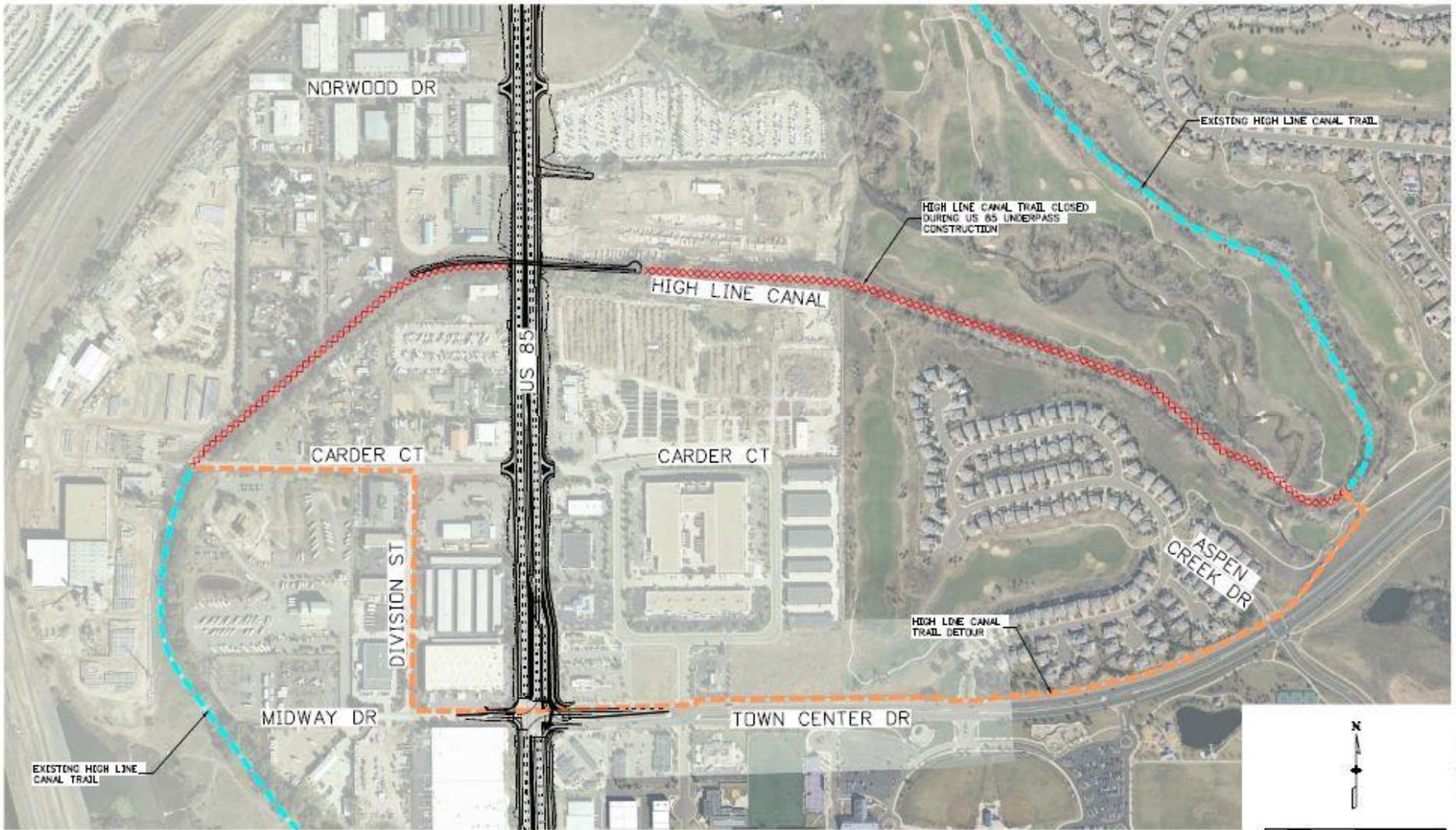
The portion of the 20 mile site that is affected (0.2 mile) is illustrated on the attached figure. The area needed is the minimum necessary to build the culvert for the new underpass. The immediate impact on the site as a result of the temporary use includes grading, noise, dust, gravel removal, trail detours, culvert placement and signage placement. The only long-term impact on the site's recreational use is positive since trail users would be able to cross under US 85 in a much safer environment. Lighting would be added as well to assist with safety.

MITIGATION

A detour will be signed and in place prior to the construction of this portion of the project. The detour is shown on a second attached graphic. With the detour in place, the recreational activity along the trail will not be interrupted during construction.

In addition, any impacts to vegetation along the trail or the detour will be mitigated in kind and reestablished.





US 85
HIGH LINE CANAL TRAIL DETOUR

**FARMLAND CONVERSION IMPACT RATING
FOR CORRIDOR TYPE PROJECTS**

PART I (To be completed by Federal Agency)		3. Date of Land Evaluation Request 8/23/16	4. Sheet 1 of 1
1. Name of Project US 85: Highlands Ranch Parkway to 470		5. Federal Agency Involved FHWA	
2. Type of Project Transportation		6. County and State Douglas County, CO	
PART II (To be completed by NRCS)		1. Date Request Received by NRCS 8/23/16	2. Person Completing Form Clark K. Harshbarger
3. Does the corridor contain prime, unique statewide or local important farmland? (If no, the FPPA does not apply - Do not complete additional parts of this form). YES <input checked="" type="checkbox"/> NO <input type="checkbox"/>		4. Acres Irrigated 3453	Average Farm Size 175
5. Major Crop(s) Wheat, Barley, Corn, Hayland	6. Farmable Land in Government Jurisdiction Acres: 189210 % 53	7. Amount of Farmland As Defined in FPPA Acres: 24230 % 7	
8. Name Of Land Evaluation System Used CO NRCS LE	9. Name of Local Site Assessment System N/A	10. Date Land Evaluation Returned by NRCS 3/14/17	

PART III (To be completed by Federal Agency)	Alternative Corridor For Segment			
	Corridor A	Corridor B	Corridor C	Corridor D
A. Total Acres To Be Converted Directly	0.92			
B. Total Acres To Be Converted Indirectly, Or To Receive Services	0.0			
C. Total Acres In Corridor	60.0			

PART IV (To be completed by NRCS) Land Evaluation Information	
A. Total Acres Prime And Unique Farmland	0
B. Total Acres Statewide And Local Important Farmland	0.92
C. Percentage Of Farmland in County Or Local Govt. Unit To Be Converted	0.0005
D. Percentage Of Farmland in Govt. Jurisdiction With Same Or Higher Relative Value	0.001

PART V (To be completed by NRCS) Land Evaluation Information Criterion Relative value of Farmland to Be Serviced or Converted (Scale of 0 - 100 Points)	50
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PART VI (To be completed by Federal Agency) Corridor Assessment Criteria (These criteria are explained in 7 CFR 658.5(c))	Maximum Points				
1. Area in Nonurban Use	15	10			
2. Perimeter in Nonurban Use	10	0			
3. Percent Of Corridor Being Farmed	20	0			
4. Protection Provided By State And Local Government	20	0			
5. Size of Present Farm Unit Compared To Average	10	0			
6. Creation Of Nonfarmable Farmland	25	0			
7. Availability Of Farm Support Services	5	5			
8. On-Farm Investments	20	0			
9. Effects Of Conversion On Farm Support Services	25	0			
10. Compatibility With Existing Agricultural Use	10	0			
TOTAL CORRIDOR ASSESSMENT POINTS	160	15	0	0	0

PART VII (To be completed by Federal Agency)					
Relative Value Of Farmland (From Part V)	100	50	0	0	0
Total Corridor Assessment (From Part VI above or a local site assessment)	160	15	0	0	0
TOTAL POINTS (Total of above 2 lines)	260	65	0	0	0

1. Corridor Selected: Corridor A	2. Total Acres of Farmlands to be Converted by Project: 0.92	3. Date Of Selection: 8/22/06	4. Was A Local Site Assessment Used? YES <input checked="" type="checkbox"/> NO <input type="checkbox"/>
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5. Reason For Selection:
Corridor A maximizes use of adjacent right-of-way which minimizes impacts to land uses when compared to an alternative on a new alignment. The site 0.92 acres that are being converted are a vegetated area adjacent to US 85 that is existing road right-of-way that is not being used for agricultural production.

Signature of Person Completing this Part: **/s/ Sandy Beazley** DATE **8/23/16**

NOTE: Complete a form for each segment with more than one Alternate Corridor

CORRIDOR - TYPE SITE ASSESSMENT CRITERIA

The following criteria are to be used for projects that have a linear or corridor - type site configuration connecting two distant points, and crossing several different tracts of land. These include utility lines, highways, railroads, stream improvements, and flood control systems. Federal agencies are to assess the suitability of each corridor - type site or design alternative for protection as farmland along with the land evaluation information.

(1) How much land is in nonurban use within a radius of 1.0 mile from where the project is intended?

- More than 90 percent - 15 points
- 90 to 20 percent - 14 to 1 point(s)
- Less than 20 percent - 0 points

(2) How much of the perimeter of the site borders on land in nonurban use?

- More than 90 percent - 10 points
- 90 to 20 percent - 9 to 1 point(s)
- Less than 20 percent - 0 points

(3) How much of the site has been farmed (managed for a scheduled harvest or timber activity) more than five of the last 10 years?

- More than 90 percent - 20 points
- 90 to 20 percent - 19 to 1 point(s)
- Less than 20 percent - 0 points

(4) Is the site subject to state or unit of local government policies or programs to protect farmland or covered by private programs to protect farmland?

- Site is protected - 20 points
- Site is not protected - 0 points

(5) Is the farm unit(s) containing the site (before the project) as large as the average - size farming unit in the County ?

(Average farm sizes in each county are available from the NRCS field offices in each state. Data are from the latest available Census of Agriculture, Acreage or Farm Units in Operation with \$1,000 or more in sales.)

- As large or larger - 10 points
- Below average - deduct 1 point for each 5 percent below the average, down to 0 points if 50 percent or more below average - 9 to 0 points

(6) If the site is chosen for the project, how much of the remaining land on the farm will become non-farmable because of interference with land patterns?

- Acreage equal to more than 25 percent of acres directly converted by the project - 25 points
- Acreage equal to between 25 and 5 percent of the acres directly converted by the project - 1 to 24 point(s)
- Acreage equal to less than 5 percent of the acres directly converted by the project - 0 points

(7) Does the site have available adequate supply of farm support services and markets, i.e., farm suppliers, equipment dealers, processing and storage facilities and farmer's markets?

- All required services are available - 5 points
- Some required services are available - 4 to 1 point(s)
- No required services are available - 0 points

(8) Does the site have substantial and well-maintained on-farm investments such as barns, other storage building, fruit trees and vines, field terraces, drainage, irrigation, waterways, or other soil and water conservation measures?

- High amount of on-farm investment - 20 points
- Moderate amount of on-farm investment - 19 to 1 point(s)
- No on-farm investment - 0 points

(9) Would the project at this site, by converting farmland to nonagricultural use, reduce the demand for farm support services so as to jeopardize the continued existence of these support services and thus, the viability of the farms remaining in the area?

- Substantial reduction in demand for support services if the site is converted - 25 points
- Some reduction in demand for support services if the site is converted - 1 to 24 point(s)
- No significant reduction in demand for support services if the site is converted - 0 points

(10) Is the kind and intensity of the proposed use of the site sufficiently incompatible with agriculture that it is likely to contribute to the eventual conversion of surrounding farmland to nonagricultural use?

- Proposed project is incompatible to existing agricultural use of surrounding farmland - 10 points
 - Proposed project is tolerable to existing agricultural use of surrounding farmland - 9 to 1 point(s)
 - Proposed project is fully compatible with existing agricultural use of surrounding farmland - 0 points
-



COLORADO

Parks and Wildlife

Department of Natural Resources

State Trails Program
13787 South Hwy 85 N.
Littleton, CO 80125
P 303.791.1957 | F 303.470.0784

Dear Mr. Halouska,

Given the conditions cited in the attached letter dated January 3, 2017 describing the relocation of the High Line Canal Trail through a culvert that will run under US 85, the request for a temporary non-conforming use is approved as the work will not result in any type of permanent conversion of Section 6(f) lands.

The project will provide a safer trail crossing of US 85 by creating an underpass instead of the existing at grade crossing. This will provide a safety and recreation traffic flow enhancement to that section of the High Line Canal Trail.

As the project proceeds, please be sure to maintain signage and any needed detour information for trail users throughout the duration of the project.

Thank you for your attention to this matter and potential LWCF, section 6(f) conversion issues.

Respectfully,

Nick Dellaca
State Trails Program Manager
Colorado Parks and Wildlife

Received from CPW via email on April 19, 2017



From: Vandenberg, Matthew D CIV USARMY CENWO (US)
[mailto:Matthew.D.Vandenberg@usace.army.mil]
Sent: Thursday, May 04, 2017 9:02 AM
To: Ezekwemba, Nnaemeka (FHWA)
Cc: Cossette, Brent J CIV USARMY CENWO (US)
Subject: US 85 FEIS Reevaluation

Emeka,

As a cooperating agency, the Corps has reviewed the document entitled: NEPA Reevaluation and Section 4(f) Evaluation, US 85 Highlands Ranch Parkway to C-470, Project Number: 0852-114, Project Code: 21557, Douglas County, Colorado prepared by the Federal Highway Administration and the Colorado Department of Transportation (Reevaluation) and found it to be acceptable.

Noted in the Reevaluation are the requirements that prior to any work being conducted on Corps land, a Section 408 decision document with accompanying NEPA assessment and real estate documentation will need to be completed by the Corps.

We are currently preparing those documents for review and approval by the Colonel. Once completed, those documents will be forwarded to your office.

Thanks

Matthew D. Vandenberg
Environmental Resources Specialist
Omaha District, US Army Corps of Engineers
1616 Capitol Avenue
Omaha, Nebraska 68102
402/995-2694



FINAL MEETING NOTES

USACE Project Intro/Cooperating Agency
September 29, 2015
CDOT Region 1, S. Revere Pkwy

Attendees: Douglas County – Art Griffith
USACE – Tim Rose (Property Management, Tri-Lakes Office), Amy Reif (Natural Resources, Omaha Office), Kelly Crane (Operations, Natural Resources, Omaha Office), Joe Maxwell (Operations Manager, Tri-Lakes Office), Aaron Eilers (Regulatory, Tri-Lakes Office)
CDOT Region 1 – Ayman Salloum, Roman Jauregui, Kevin Williams
FHWA – Dahir Egal, Melinda Urban
HDR – Greg Jamieson, Gina McAfee, Jason Longsdorf, Allan Brown

Action Items:

1. Gina will contact Francesca Tordonato to discuss the 0.45 Ac mitigation shortfall and start working on a strategy to resolve it.
2. Greg will look into the history and timing of the 30' easement in the vicinity of Spring Gulch to determine whether it is sufficient for the proposed widening, or if an additional easement will be required.

Summary of Discussion:

1. Allan gave an overview of the history of the US 85 Corridor since the signing of the South I-25/US 85 EIS/ROD in 2002, and of the two studies that are now being conducted. Douglas County obtained construction funding from the Denver Regional Council of Governments for the section from Highlands Ranch Parkway to Blakeland Drive, and that project is moving forward. A reevaluation of the EIS/ROD is being performed as the first step of advancing the project. The reevaluation will look at the travel demand and improvements for 2040. The second study is a Planning and Environmental Linkages (PEL) Study for a broader portion of the Corridor – from SH 67 in Sedalia to north of C-470. It is a planning study to determine the transportation needs beyond 2040, responding to additional development in northwest Douglas County that was not anticipated in the 2002 EIS.
2. Aaron indicated that since the Regulatory Office was the point of contact for the Cooperating Agency role during the FEIS process, it makes sense for them to take the lead for the Corps in their role as a Cooperating Agency for the Reevaluation project. He will also be the point of contact for regulatory issues.
3. Tim will be the point of contact for property management issues and the Section 408 process. Amy will process the Section 408 in Omaha.
4. Aaron reported that the Corps issued an Individual Permit (IP) after completion of the 2002 EIS/ROD. It has been amended seven times, most recently in 2013 to extend the expiration date.
5. Aaron informed the group that CDOT is 0.45 Ac short of meeting the wetland mitigation obligation in the permit. That issue needs to be addressed. No other amendment to the IP can be issued until

FINAL MEETING NOTES

US 85 Corridor Improvements
USACE Project Intro/Cooperating Agency
September 29, 2015
CDOT Region 1, S. Revere Pkwy

mitigation has been completed. CDOT needs to prepare a solid plan on how they'll make up that shortfall. Once that is resolved, amending the IP for other reasons associated with this project should be straightforward. **Action Item #1: Gina will contact Francesca Tordonato to discuss the 0.45 Ac mitigation shortfall and start working on a strategy to resolve it.**

6. Art suggested that Douglas County's property on Plum Creek (that is an existing wetland) just south of Titan Parkway could be used as a bank to help address the mitigation shortfall – as credit for land preservation. Aaron replied that they'd have to review a proposal for that concept. One of the primary things they'd look for would be connectivity to a water source. He also said that land preservation is likely to need an 8:1 or 10:1 ratio of replacement.
7. Gina noted that few wetland impacts are anticipated as part of this project, and inquired about the possibility of obtaining a Nationwide Permit in lieu of falling under the IP. Aaron stated that we cannot do a separate NW permit but need to process another amendment to the IP.
8. Amy discussed the Section 408 process and said she'd be the one conducting the 408 process for the Corps, though Tim will be our point of contact. We submit through Tim; he and Joe will review at the local level, then forward to Amy for further processing.
9. Tim noted that CDOT has a 30'x731' easement from the Corps on the east side of US 85 in vicinity of Spring Gulch. It wasn't clear to anyone whether this easement was obtained specifically for the purpose of the 2002 EIS action, or if it had been in place prior to that. **Action Item #2: Greg will look into the history and timing of the 30' easement in the vicinity of Spring Gulch to determine whether it is sufficient for the proposed widening, or if an additional easement will be required.** Tim reported that US 85 is not on an easement across Corps property from Chatfield to Spring Gulch. The Corps does not own any property under US 85.
10. The 408 review process is a prerequisite to executing any real estate agreements. However, the two processes can be conducted in parallel, as appropriate, to save time.
11. The NEPA reevaluation being prepared for FHWA action can be used as the NEPA evaluation needed for the Section 408 process, showing the proposed improvements (in lieu of 60% plans).
12. Kelly offered that the Section 408 process is still new to the Corps and they're working out some of the finer details. She estimated updated guidance might be available in January. Steps for this include: A written request for Step 2 which goes to Tim. Then submit drawings that show as much detail as possible, then the Corps will evaluate impacts to their land. This includes sending the drawings to various departments prior to sending the drawings to their real estate people. The real estate office will take 3 to 6 months before issuing a new permanent easement.
13. Kelly said it is possible that the Section 408 process may not be required if improvements stay within the existing easement. That will need to be investigated.
14. Amy reported the real estate process typically takes 3-6 months.
15. The Corps will not perform their own NEPA documentation, but will review the CDOT/FHWA reevaluation and adopt that as their own. Then the Section 408 process would proceed.
16. The Spring Gulch Equestrian center is operated by the Highlands Ranch Metro District.
17. The Corps recommends frequent communications as our plans are being developed.

END



FINAL MEETING NOTES

USACE Property Management Experiences
September 29, 2015
CDOT Region 1, S. Revere Pkwy

Attendees: Douglas County – Art Griffith
CDOT Region 1 – Ayman Salloum, Roman Jauregui
FHWA – Dahir Egal, Melinda Urban
HDR – Greg Jamieson, Gina McAfee, Jason Longsdorf, Allan Brown

Action Items:

1. None identified in this meeting.

Summary of Discussion:

1. The Corps needed 100% plans for the C470 project before they would do the Section 408 assessment and give a ruling. How 100% is defined is a question, as we can't finish design until we know what bounds we're working within.
2. The Engineering Circular for the 408 process says the Corps will require "at least 60%plans" prior to approval.
3. Art suggested stamping a qualifying statement on our plans to the effect that "these plans represent 100% design and are ready for real estate purposes." We may also want to discuss with the Corps and agree on what all the plans need to consist of – horizontal/vertical geometry, cross sections, details, SAQ, traffic, landscaping, etc.
4. The 408 process takes about 4-6 months once they receive the 100% plans.
5. The 408 process has essentially been done informally in the past. Now it is just being formalized in regulation just the past year. As such, even the Corps is wrestling with the guidance and figuring out how to navigate the process.
6. The group agreed it would be preferable to obtain an easement from the Corps at Spring Gulch as opposed to purchasing it. Roman said that at Spring Gulch we will be extending the culvert. Gina read the list of other actions we will be taking at Spring Gulch because of Section 4(f) commitments. These are listed in the Section 4(f) chapter of the FEIS.
7. Art pointed out that we may also need Corps property at Chatfield because of the sidewalk commitment for the Reeval. We may also need Corps property because of the desire to put the C-470 trail in an underpass. This would be in the PEL.
8. Janet Gerak did a reevaluation of wetland impacts on US 85 to confirm the number provided in the EIS.
9. Melinda pointed out that there are three departments we will need to coordinate with: Regulatory, NEPA, Property Management. The communication and coordination between them could be better.

END



MEETING MINUTES

DRAFT

USACE SECTION 408 COORDINATION MEETING
April 12, 2016
USACE Offices

Attendees: **USACE:** Joe Maxwell, Mike Stanley
Douglas County: Art Griffith
CDOT: Roman Jauregui, Chuck Attardo, Ayman Salloum
FHWA: Dahir Egal
HDR: Gina McAfee, Greg Jamieson, Jason Longsdorf, Steve Long

Copies: Attendees, Wendy Wallach, Kurt Kolleth, Troy Halouska, Amy Rief, Timothy Rose, Project File

Action Items:

1. HDR will draw the two access options at Spring Gulch, with cut and fill and water quality pond. HDR will develop a pros and cons list for these two options.
2. HDR will check the utilities/utility easements.
3. Joe will check on what level of plans are needed: 30% level plans might suffice for their review.
4. Joe will check with Amy regarding the timing of the NEPA review for the Section 408 process and how it fits with the NEPA review for CDOT/FHWA. If the Corps adopts the FHWA NEPA document, is another NEPA review required just to support the Section 408 requirements?

Summary of Discussion:

1. Joe Maxwell from the USACE joined the meeting late and announced that the original invitees were stuck in an elevator.
2. Joe said the USACE will do a review of both of the 470 East and West parcels. We need to submit detailed plans. In both locations, we have an easement. He said they are not worried about cut and fill. They will examine our plans for storm drainage. They will also ask CPW to review the plans. Section 408 is not a permit—just an approval.
3. After Art asked, Joe said we could submit a preliminary plan of the future bike underpass, even though that is not a part of the current construction project.
4. Gina asked about the timing of approvals. Will the Section 408 approval kick off the Corps NEPA review? Can the Corps review the 30% plans, rather than wait for final design plans? That is what they did for the C-470 project. Joe said that Amy is the person to ask about what is needed for NEPA and how that relates to the Section 408 process. Gina reminded Joe that the Corps is a Cooperating Agency for the FHWA NEPA action.
5. Jason described the Spring Gulch parcel. We do not have an easement on the Corps property to allow for US 85 improvements on this parcel. Art asked if we could put a permanent water quality pond on this parcel. Joe said they will need to review this. They need to review the function to make

sure that the water will still flow downstream of the dam. Joe said that he is not opposed to the access options presently, but we should work with Highlands Ranch Metro District to confirm they still accommodate the Corps' maintenance needs. Highlands Ranch Metro District is looking to enhance some pedestrian paths on the Spring Gulch parcel. The closed stormwater system will assist with debris collection. CDOT will need to access the culvert.

6. Steve described the two basic access options. Joe likes the idea of the cul-de-sac, but does not like the idea of combining movements (Corps and church). The best traffic option is the one with the signal (Option 2). Each option also needs a CDOT maintenance road. Option 1 has less pavement on Spring Gulch land, which is desirable. We will draw these options to minimize fill into the Corps parcel. There is an exposed black cable in this area.

The Corps maintains an outfall from Spring Gulch dam that feeds the culvert under US 85. Then it goes to the High Line Canal.



MEETING MINUTES DRAFT

Project Coordination: USACE and HRMD
June 8, 2016 | 3:00 PM
USACE (9307 South Wadsworth Blvd., Littleton)

Attendees: CDOT:
USACE:
Douglas County:
HDR: Gina McAfee, Jason Longsdorf, Steve Long

Copies: Attendees, Project File

Summary of Discussion:

1. Corps (Joe) concerns—getting horse trailer access. Jason described that they have four lanes north of space to make a U turn.
2. HRMD (Forest) asked about the church's need for ramp storage. Steve said we are working with them and will size it appropriately.
3. HRMD high usage is Saturday and Sundays.
4. There is transient and kid usage, which is a problem. Could we take the E-W trail and run it out to the detached trail along US 85? The E-W trail is mostly used by pedestrians and bicyclists—not equestrians. Then abandon the trail down in the gulch.
5. The Corps does not want horses in the dam.
6. Joe prefers the option that is not on Corps land, but we will need to get an easement along US 85 anyway. Fencing of the property boundary should be done.
7. We should add a gate to control access to the maintenance road.
8. There is a fee box that will need to be modified slightly.
9. Option 1 is preferred from a traffic standpoint. The church is happy getting the left in. HRMD is okay with this option. So is the Corps.
10. Can we add a crushed fine shoulder to US 85 path? It may not be needed because there are other sections of the E-W trail that are concrete.
11. There are 3 to 4 very large equestrian events with 60 horse trailers.
12. Joe thinks that the FHWA NEPA documentation will suffice for the Corps' 408 NEPA review.
13. This project will add a concrete connection at the US 85 trail for a future connection north of the Spring Gulch property.
14. The church will dedicate the easement and the County will maintain the access road.
15. We will check the radius on the cul-de-sac to make sure a horse trailer can fit around it.

