

# MEMORANDUM

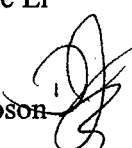
## DEPARTMENT OF TRANSPORTATION

Environmental Programs Branch  
4201 East Arkansas Ave.  
Denver, Colorado 80222  
(303) 757-9259



**DATE:** July 27, 2006

**TO:** Michelle Li

**FROM:** Dan Jepson 

**SUBJECT:** Determinations of Effect for Archaeological Resources, Project IM 0704-195, I-70/E-470 Interchange EA (13220)

Attached for your files is a copy of the letter from the State Historic Preservation Officer (SHPO) regarding effects to historic archaeological resources for the project referenced above. Two National Register eligible linear sites are within the Area of Potential Effect: a segment of the Kansas & Pacific Railroad (5AM472.5) and a segment of the High Line Canal (5AM261.2).

The SHPO has concurred that the work proposed on the existing highway bridges spanning the railroad, as well as construction of a new on-ramp bridge over the rail grade, will have *no adverse effect* to 5AM472.5. Because there will be no direct or indirect impacts to 5AM261.2, the SHPO has also concurred with our assessment of *no historic properties affected* for that resource. A copy of our June 30, 2006, effects letter to SHPO is also included herewith. (Note that both our letter and SHPO's response include reference to the Grimm Farm [5AM438], an historic architectural property; Lisa Schoch will correspond with you separately regarding the eligibility of and effects to that site.)

Please ensure that the consultant includes this memo and the attached correspondence in the Agency Correspondence appendix of the EA. If you have questions or concerns regarding the effects to either 5AM472.5 or 5AM261.2, please contact me at (303)757-9631.

Attachments

cc: CF

**DEPARTMENT OF TRANSPORTATION**

4201 East Arkansas Avenue  
Denver, Colorado 80222  
(303) 757-9011



July 14, 2006

Margie Perkins  
Director, Air Pollution Control Division  
Colorado Department of Public Health and Environment  
4300 Cherry Creek Drive South  
Denver, CO 80222

Re: I-70/E-470 Interchange Environmental Assessment

Dear Ms. Perkins:

The Colorado Department of Transportation is preparing an environmental assessment for proposed improvements to the interchange complex of I-70 and E-470 east of the Denver Metro Area (see attached project vicinity map). Alternatives being evaluated include improvements with the ramps between E-470 and I-70 as well as the construction of new interchanges at Picadilly and Harvest Roads (see attached project alternatives map). One specific alternative has been identified as the preferred alternative.

The results of the traffic analysis showed that for the preferred alternative, all of the signalized intersections in the area included in the project improvements would operate at level of service (LOS) C or better in the year 2030 (please see attached alternative and traffic analysis summary). EPA modeling guidance states that intersections that operate at LOS C or better are not likely to cause a violation of the federal 8-hour average carbon monoxide (CO) standard. Thus, CO hotspot modeling for these intersections is not required.

For comparison purposes, CO hotspot modeling was performed for the no action alternative. Under the no action alternative, several intersections were projected to operate at LOS D or worse during either the AM or PM peak hours under 2030 conditions. The resulting worst case 8-hour CO concentration was 3.5 ppm in the AM peak hour at the E-470/Colfax Avenue intersection. As this value is below the 9.0 ppm standard, no CO violations would be expected under the no action alternative.

The distinct elements of this overall project are all included in the conforming DRCOG 2030 Metro Vision Regional Transportation Plan (RTP). They include the following elements (information taken from the DRCOG 2030 Air Quality Conformity Finding Report):

- ID# RTP-2001-228: E-470 at I-70 Interchange Reconstruction
- ID# MV30-2030-061: Addition of ramps at I-70 and Harvest (Miles) Road
- ID# MV30-2030-083: Addition of ramps at I-70 and Picadilly Road

Pursuant to the conformity provisions of the Clean Air Act Amendments of 1990, this project will not:

- (i) cause or contribute to any new violation of any standard;
- (ii) increase the frequency or severity of any existing violations of any standard;
- (iii) delay timely attainment of any standard or any required interim emission reductions.

If you concur with the results of the air quality analysis and the conclusions regarding conformity of this project, please sign below and return this letter by August 14, 2006.

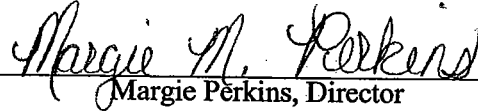
Thank you.

Very truly yours,



Bradley J. Beckham  
Manager  
CDOT Environmental Programs Branch

I Concur:

  
Margie Perkins, Director

8-2-06

Date



COIORADO  
HISTORICAL  
SOCIETY

The Colorado History Museum 1300 Broadway Denver, Colorado 80203-2137

July 12, 2006

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

Re: CDOT Project IM 0704-195, I-70 @ E-470 Interchange EA. (CHS #35738)

Dear Mr. Beckham,

Thank you for your additional information correspondence dated June 30, 2006 and received by our office on July 5, 2006 regarding the above-mentioned project.

After review of the submitted materials, we concur that resource 5AM.438/Grimm Farm is not eligible for the National Register of Historic Place. We also concur with the finding *no historic properties affected* under Section 106 for the National Historic Preservation Act (Section 106) for this resource.

We concur with the finding of *no adverse effect* under Section 106 for resource 5AM.472.5/segment of Kansas & Pacific Railroad. We also concur with the finding of *no historic properties affected* under Section 106 for resource 5AM.261.2/segment of High Line Canal.

If unidentified archaeological resources are discovered during construction, work must be interrupted until the resources have been evaluated in terms of the National Register criteria, 36 CFR 60.4, in consultation with this office.

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 Amy Pallante, our Section 106 Compliance Coordinator, at (303) 866-4678.

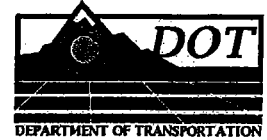
Sincerely,

Georgianna Contiguglia  
State Historic Preservation Officer

# STATE OF COLORADO

## DEPARTMENT OF TRANSPORTATION

Environmental Programs Branch  
4201 East Arkansas Avenue  
Denver, Colorado 80222  
(303) 757-9259



June 30, 2006

Ms. Georgianna Contiguglia  
State Historic Preservation Officer  
Colorado Historical Society  
1300 Broadway  
Denver, CO 80203

**SUBJECT:** Additional Information, Determinations of Effects, and Section 4(f) *De Minimis* Notification, I-70/E-470 Interchange Complex Environmental Assessment, Adams and Arapahoe Counties

Dear Ms. Contiguglia:

This letter and the enclosed materials constitute additional information for the Grimm Farm (5AM438), which was identified as part of the historic resources survey, and effects determinations for the Kansas Pacific Railroad (5AM472.3) and the Highline Canal (5AM261.2), both of which were identified in the archaeology survey for the project. We initially consulted with you regarding historic resources in correspondence dated April 25, 2006 and eligibility of archaeological resources under separate cover dated May 15 and June 7, 2006. Also included herein is a notification of Section 4(f) *de minimis* for your information.

**Additional Information, Grimm Farm (5AM438):**

- 1) **Clarification of construction date for Quonset hut:** The Quonset hut was built on-site in 1947. A conversation with the owner on June 9, 2006 revealed that the hut has been painted several times.
- 2) **Justification regarding why the resource lacks integrity as a Craftsman bungalow:** There are still some architectural elements of the Craftsman style evident on the farmhouse. However, the house, which was built in 1917, originally featured wood siding that was covered with asphalt shingles, first in 1958 and again in 1985. A porch was removed from the rear of the house and the original wood siding is visible in that area. A photo showing the rear of the house was included with the survey. We have determined that the house has lost integrity due to the removal of the back porch, the installation of asphalt shingles, and the installation of steel storm windows. While this house is an example of Craftsman architecture, we believe the modifications prevent this from being a good representative example of the style.
- 3) **Additional information regarding asphalt shingles on house:** As noted above, the asphalt shingles were placed over the original wood siding in 1958. In 1985, a new layer of asphalt shingle was installed over the previous layer. The asphalt shingles obscure the original wood siding and have not acquired significance since their most recent installation.
- 4) **Clarification regarding agricultural fields within historic boundary:** The agricultural fields within the historic boundary still convey the function and history of agriculture. The Grimm family does not live on the farm, but they still use the land to produce winter wheat. The land to the east and west of the farm is now the site of gas plants.

5) Additional information and evaluation of old outbuildings: At the time the survey was prepared in October 2005, the site contained two old shed-roofed outbuildings used for storage. A photo of the sheds was taken at that time and is enclosed with this letter. The sheds were in poor repair, and since that time one has been removed and the owner has indicated he will be demolishing the other one soon. Although assessor records indicate that these sheds were built in the 1950s, the property owner has informed us that they were standing when the property was purchased by his family in 1939.

6) Discussion of whether the farm is a good example of farms historically located in the area: While this farm is an example of farms historically located in the area, we have determined that this property is not a *good* example because the house has lost integrity and the few outbuildings left were either built later than the main house or have lost integrity. For these reasons and those discussed in our initial consultation on this property, we continue to support our initial evaluation that 5AM438 is *not eligible* to the NRHP based on loss of integrity, resulting in a *no historic properties affected* finding.

#### Effect Determinations

Kansas & Pacific Railroad (5AM472.3)<sup>5</sup>: The project requires widening the two existing bridges over the railroad to add auxiliary lanes. These two overpasses have a vertical clearance of 24 feet above the railroad tracks and extend for a length of 300 feet over the railroad. They would each be widened by 10 feet, but no new piers would be placed in the railroad right-of-way (ROW). Only the deck will be widened for these existing bridges.

The project also requires a new bridge structure (shown as Ramp O on Page 5 of the attached graphics) to be built over the historic Kansas Pacific (now Union Pacific) Railroad. The new overpass will carry a northbound on-ramp to E-470. Like the existing bridges, the new structure will have a vertical clearance of 24 feet above the railroad tracks and will extend for a length of 300 feet over the railroad. It will be immediately adjacent to the existing twin bridges that carry the main E-470 lanes over the railroad. Final design has not been completed, but it is anticipated that the new ramp bridge structure will be about 27 feet wide. For the new ramp bridge, one new pier will be placed in the railroad ROW in line with the piers of the existing E-470 bridges. Another pier will be placed on the other side of Smith Road well outside the railroad ROW (the historic boundary of the property).

The entire railroad ROW is considered the historic boundary of the property and will be spanned by the new bridge structure. No tracks will be realigned as part of this project. There will be temporary impacts from increased dust, dirt and traffic during construction. The existing bridges that will be widened were built within the last decade with the construction of the E-470 tollway. The new bridge structure and the two widened bridges will not physically change the alignment of the railroad or diminish its significant qualities, and the railroad will continue to be eligible under Criterion A for its role in the settlement and development of Colorado and the American West. CDOT has determined that construction of the new bridge and its associated pier placement, and the widening of the two existing bridges will result in *no adverse effect* to 5AM472.3. Please see the attached graphics for more information.

High Line Canal (5AM261.2): There are no direct or indirect impacts to the canal. The resource is on the far side of the study area and there will be no transportation improvements near it. The project results in *no historic properties affected* with regard to this eligible resource.

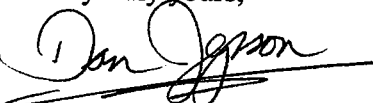
#### Notification of Section 4(f) De Minimis Determination

This project has been determined to have *no adverse effect* to the Kansas & Pacific Railroad (5AM472.3) and Colfax Avenue (5AH2914.1). Based on the *no adverse effect* findings outlined above (for the railroad) and in previous consultation (for Colfax Avenue), FHWA may make a *de minimis* finding for the Section 4(f) requirements for these historic sites.

We request your concurrence with these determinations of eligibility and effect. Your response is necessary for the Federal Highway Administration's compliance with Section 106 of the National Historic Preservation Act, and the Advisory Council on Historic Preservation's regulations. We also request acknowledgement of the Section 4(f) *de minimis* notification at this time.

Thank you in advance for your prompt attention to this matter. If you require additional information, please contact CDOT Senior Staff Historian, Lisa Schoch, at (303) 512-4258.

Very truly yours,

  
for Brad Beckham, Manager  
Environmental Programs Branch

Enclosures

Graphics for I-70 and E-470 Grade Separations, pp. 1-6

cc: Michelle Li, CDOT Region 1  
Troy Halouska, Carter & Burgess  
F/CF

# MEMORANDUM

## DEPARTMENT OF TRANSPORTATION

Environmental Programs Branch  
4201 East Arkansas Ave.  
Denver, Colorado 80222  
(303) 757-9259



**DATE:** June 29, 2006

**TO:** Michelle Li

**FROM:** Dan Jepson 

**SUBJECT:** Determinations of Eligibility for Archaeological Resources, Project IM 0704-195, I-70/  
E-470 Interchange EA (13220)

Attached for your files is a copy of the Section 106 archaeological survey report for the project referenced above. Inventory of the Area of Potential Effect (APE) resulted in the reevaluation of six previously documented sites, and the new recording of one segment of historic railroad and four isolated finds.

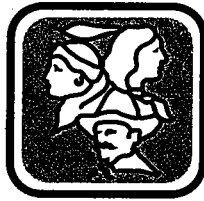
In consultation with the State Historic Preservation Officer (SHPO), we have evaluated two segments of linear resources (5AM261.2, a portion of the High Line Canal, and 5AM472.5, a segment of the Union Pacific/Kansas Pacific Railroad) as supporting the overall National Register eligibility of the longer sites (meaning essentially that each segment is NRHP eligible). The remaining sites and isolates have been assessed as not NRHP eligible. Determinations of Effect for the eligible railroad and canal segments will be submitted separately to SHPO; I'll notify you when we receive concurrence with those determinations.

Please ensure that the attached correspondence (excluding the survey report) is forwarded to the NEPA consultant for inclusion in the Agency Correspondence appendix of the project EA.

Attachments

cc: CF





**COLORADO  
HISTORICAL  
SOCIETY**

**The Colorado History Museum 1300 Broadway Denver, Colorado 80203-2137**

June 26, 2006

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

Re: CDOT Project IM 0704-195, I-70 @ E-470 Interchange EA. (CHS #35738)

Dear Mr. Beckham,

Thank you for your additional information correspondence dated June 7, 2006 and received by our office on June 13, 2006 regarding the above-mentioned project.

After review of the submitted materials, we concur with the proposed finding that resource 5AM.472.5/segment of the Union Pacific/Kansas Railroad retains integrity and supports the overall eligibility of the entire resource 5AM.472/Union Pacific/Kansas Pacific Railroad.

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 Amy Pallante, our Section 106 Compliance Coordinator, at (303) 866-4678.

Sincerely,

for  
Georgianna Contiguglia  
State Historic Preservation Officer

# STATE OF COLORADO

## DEPARTMENT OF TRANSPORTATION

Environmental Programs Branch  
4201 East Arkansas Avenue  
Denver, Colorado 80222  
(303) 757-9259



June 7, 2006

Ms. Georgianna Contiguglia  
State Historic Preservation Officer  
Colorado Historical Society  
1300 Broadway  
Denver, CO 80203

**SUBJECT: Linear Component Form for Site 5AM472.5; CDOT Project IM 0704-195, I-70/E-470 Interchange EA, Adams and Arapahoe Counties**

Dear Ms. Contiguglia:

In your letter dated May 30, 2006, related to the eligibility of archaeological sites associated with the project referenced above, you indicated that you were not able to concur with our determination for site 5AM472.5 due to an incomplete site survey record, specifically the lack of a Linear Component Form. That form is enclosed herewith. In our initial May 15, 2006 correspondence we assessed this segment of the Union Pacific/Kansas Pacific railroad as retaining sufficient integrity to support the eligibility of the entire rail line, and we maintain that recommendation.

We again request your concurrence with the eligibility determination for 5AM472.5 outlined above and on the site form. You previously concurred with our determinations for all the other archaeological sites referenced in the May 15 letter. Please notify us at your earliest opportunity of your decision regarding 5AM472.5.

Very truly yours,

A handwritten signature in black ink, appearing to read 'Brad Beckham', is written over a horizontal line.

Brad Beckham, Manager  
Environmental Programs Branch

Enclosure



**COLORADO  
HISTORICAL  
SOCIETY**

**The Colorado History Museum 1300 Broadway Denver, Colorado 80203-2137**

May 30, 2006

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

Re: CDOT Project IM 0704-195, I-70 @ E-470 Interchange EA. (CHS #35738)

Dear Mr. Beckham,

Thank you for your correspondence dated May 15, 2006 and received by our office on May 17, 2006 regarding the above-mentioned project.

After review of the submitted materials, we concur with the finding of no eligible for the National Register of Historic Places for the resources listed below.

- 5AH.694/Davis Homestead
- 5AM.606/Epperson Farm B
- 5AH.2910/Isolated Find
- 5AH.695 Please note: information was entered in the OAHP USE ONLY section of the site form. As a reminder, we ask that you do not enter data in this section.
- 5AH.994
- 5AH.2911/Isolated Find
- 5AH.2912/Isolated Find
- 5AM.1868/Isolated Find
- 5AH.651 - OPEN

After review of the submitted materials, we concur with the finding of eligible for the National Register of Historic Places for the resources listed below.

- 5AM.261.2/High Line Canal segment

After review of the submitted materials, we are unable to concur with the finding of eligibility for the resources listed below.

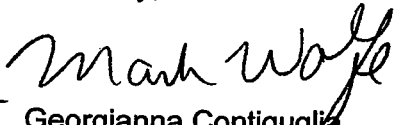
- 5AM.472.5/Union Pacific segment.  
The Management Data Form indicates that a Linear Component Form was completed, but there is no component form attached to the Management Data Form. Please submit a copy of the Linear Component Form.

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 Amy Pallante, our Section 106 Compliance Coordinator, at (303) 866-4678.

Sincerely,

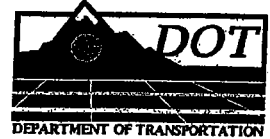
*for*   
Georgianna Contiguglia  
State Historic Preservation Officer



# STATE OF COLORADO

## DEPARTMENT OF TRANSPORTATION

Environmental Programs Branch  
4201 East Arkansas Avenue  
Denver, Colorado 80222  
(303) 757-9259



May 15, 2006

Ms. Georgianna Contiguglia  
State Historic Preservation Officer  
Colorado Historical Society  
1300 Broadway  
Denver, CO 80203

**SUBJECT:** Determinations of Eligibility (Archaeological Sites), CDOT Project IM 0704-195, I-70/  
E-470 Interchange EA

Dear Ms. Contiguglia:

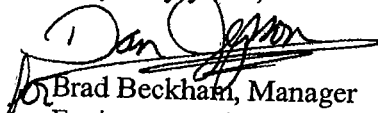
Enclosed for your review is the archaeological resources survey report for the Colorado Department of Transportation (CDOT) project referenced above. The proposed action involves construction of new system-to-system (freeway to freeway) interchange ramps between the E-470 Tollway and I-70, while maintaining the service-to-system (arterial to freeway) access with I-70. The project area includes the I-70 Interchange at E-470 proper, but extends from the I-70/Tower Road Interchange on the west to the I-70/Air Park Road Interchange on the east, and along E-470 from the Sixth Avenue Parkway Interchange on the south to the 56<sup>th</sup> Avenue Interchange on the north. The Preferred Alternative entails closing the existing I-70/Gun Club Road ramps and construction of two new I-70 interchanges at Picadilly Road, one mile west of E-470, and at Harvest Road, one mile east of E-470.

Inventory of the Area of Potential Effect resulted in the reevaluation of six previously documented sites (5AH651, 5AH694, 5AH695, 5AH994, 5AM261.2, 5AM606), and the new recording of one segment of historic railroad (5AM472.5) and four isolated finds (5AH2910-5AH2912, 5AM1868). Of these localities, only two (5AM261.2, a portion of the High Line Canal; and 5AM472.5, a segment of the Union Pacific/Kansas Pacific Railroad) are recommended as eligible for listing on the National Register of Historic Places (NRHP).

The High Line Canal segment (5AM261.2) within the project area was initially determined NRHP eligible in 1986; the feature retains good physical integrity and continues to function in its original capacity, and as such we concur with the existing evaluation. The 6.06-mile segment of the UP/KP Railroad (5AM472.5) is on its original 1870 alignment and operates as it has for nearly 140 years. We recommend that this segment is NRHP eligible under Criterion A, as it has made significant contributions to regional history in the contexts of transportation, mobility and economic expansion. This segment most certainly contributes to the overall eligibility of the UP/KP line in eastern Colorado. The remaining sites and isolates do not meet minimum NRHP eligibility criteria, and no further actions are required.

We request your concurrence with the eligibility determinations outlined above and in the accompanying report. If you have questions or require additional information in order to complete your review, please contact CDOT Cultural Resource Section Manager Dan Jepson at (303)757-9631.

Very truly yours,

  
Brad Beckham, Manager  
Environmental Programs Branch

Enclosures



**COLORADO  
HISTORICAL  
SOCIETY**

**The Colorado History Museum 1300 Broadway Denver, Colorado 80203-2137**

May 15, 2006

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

Re: I-70 @ E-470 Interchange Complex. (CHS #35738)

Dear Mr. Beckham,

Thank you for your correspondence dated April 25 and received by our office on April 28, 2006 regarding the above-mentioned project

After review of the submitted information, we concur that resource 5AH.2914.1/segment of Colfax Avenue has a very low degree of integrity and does not support the overall eligibility of Colfax Avenue. We are not able to concur with the proposed eligibility finding for resource 5AM.438/Grimm Farmstead. Please see our comments below regarding this resource.

- The date of construction for the quonset hut is not clear. The survey form states that the building was constructed in 1947 as well as being "newer," as described in item 42: Statement of Significance. Please clarify the date of construction.
- In our opinion, the main residence appears to retain character-defining features of the Craftsman style. The house features overhanging eaves, exposed rafter tails and roof beams, paired windows, clipped-gable dormers with decorative cladding and a window box in the front gable, and partial-width front portico with decorative brackets and overhanging eaves. According to item 42 of the survey form, "The house does not exhibit character defining features and has lost integrity." Please provide additional justification of why the resource does not exhibit character defining features and lacks integrity as a Craftsman bungalow.
- When was the asphalt shingle added to the house? Does it obscure or detract from the character-defining features listed above? Has the asphalt shingle acquired significance since the date installed?
- According to the boundary map, agricultural land is still located within the boundary. The survey form states the agricultural character of the area has changed due to alterations outside the proposed historic boundary. However, the form does not address the agricultural fields located within the proposed

historic boundary. Do the agricultural fields within the historic boundary still convey the function and history of agriculture?

Item 42 also states that there are several remaining old outbuildings, but they are not discussed and there are no photographs. Please provide information and evaluation regarding these old outbuildings.

Is this resource a good representative example of the farms historically located in the area?

After review of the finding of effect under Section 106, we concur with the finding of no adverse effect under Section 106 for resource 5AH.2914.1. In regards to resource 5AM.436, once we complete consultation regarding the National Register eligibility, we will be able to complete the assessment of effects consultation.

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 Amy Pallante, our Section 106 Compliance Coordinator, at (303) 866-4678.

Sincerely,



 Georgianna Contiguglia  
State Historic Preservation Officer

# STATE OF COLORADO

## DEPARTMENT OF TRANSPORTATION

Environmental Programs Branch  
4201 East Arkansas Avenue  
Denver, Colorado 80222  
(303) 757-9259



April 26, 2006

Ms. Carol Snyder  
Adams County Administration Building  
450 S. 4<sup>th</sup> Avenue  
Brighton, CO 80601

**SUBJECT:** Area of Potential Effects and Determinations of Eligibility and Effects, I-70/E-470 Interchange Complex, Adams and Arapahoe Counties

Dear Ms. Snyder:

Enclosed for your review is the historic resources survey report and associated plan sheets for the CDOT project referenced above. The report was prepared as part of an Environmental Assessment (EA) related to proposed transportation improvements to the I-70/E-470 Interchange area in the City of Aurora. The general location of the project area is shown on Figure 1 in the report. Details regarding eligibility of and effects to archaeological resources will be submitted to you separately. Also included herewith is a map showing the extent of the Area of Potential Effects (APE) established for the project.

### PROJECT BACKGROUND

The proposed action involves construction of new system-to-system (freeway to freeway) interchange ramps between the E-470 Tollway and I-70, while maintaining the service-to-system (arterial to freeway) access with I-70. The project area includes the I-70 Interchange at E-470 proper, but extends from the I-70/Tower Road Interchange on the west to the I-70/Air Park Road Interchange on the east, and along E-470 from the Sixth Avenue Parkway Interchange on the south to the 56<sup>th</sup> Avenue Interchange on the north.

The Preferred Alternative for the project includes closing the existing I-70/Gun Club Road ramps and construction of two new I-70 interchanges at Picadilly Road, one mile west of E-470, and at Harvest Road, one mile east of E-470. Implementation of the preferred alternative would result in the construction of three levels of roadways and ramps for the interchange between I-70 and E-470. A ground level loop ramp will be built to serve traffic from eastbound I-70 to northbound E-470. At Picadilly and Colfax, a new partial cloverleaf interchange is planned with two new bridges to carry I-70 over a below-grade Picadilly Road. Picadilly Road would be shifted to a more westerly alignment to provide adequate space between I-70 and Colfax for the ramps. A loop ramp would connect westbound I-70 with southbound Picadilly and replace the present non-standard left exit at I-70 and Colfax. The existing eastbound on-ramp from Colfax would be retained. Colfax Ave. between Picadilly Road and Harvest Road would be relocated to the south.

At Harvest Road, a new partial cloverleaf interchange is proposed with a loop ramp to serve traffic from northbound Harvest Road to westbound I-70. Harvest Road would be shifted to the east of the section line in order to provide adequate distance for traffic movements between Harvest Road and the E-470 interchange ramps. After construction of the new interchanges, the diamond ramps at I-70 and Gun Club Road would be removed. The attached plans show the proposed improvements.

### APE and METHODOLOGY

Under federal regulation 36 CFR 800.16, the APE for a project is defined as "the geographic area or areas within which an undertaking may directly or indirectly cause alterations in the character or use of historic



properties, if such properties exist. The area of potential effects is influenced by the scale and nature of an undertaking and may be different for different kinds of effects caused by the undertaking." The APE for this project was established in consultation with the State Historic Preservation Officer (SHPO) in November 2005. The SHPO reviewed and agreed with the boundary established on the attached map in April 2006. Historic resources were evaluated within the APE shown on Figures 2 and 3 in the survey report.

#### **ELIGIBILITY DETERMINATIONS**

Two properties, the Henry Grimm Farm (5AD438) and a segment of Colfax Avenue/US40 (5AH2914.1), were inventoried. 5AH2914 was previously evaluated as eligible for inclusion on the National Register of Historic Places (NRHP). However, the segment of Colfax Avenue in the project area has been realigned and rebuilt in the area immediately east and west of E-470, and therefore does not convey the setting, feel or association necessary to support the eligibility of the entire resource.

The Henry Grimm farm (5AD438) was originally surveyed in 1987 and assessed as not eligible for the NRHP. Based on the results of the recent property reevaluation, we concur with this determination.

#### **EFFECTS DETERMINATIONS**

**5AH2914.1, Colfax Avenue:** The original alignment of Colfax Avenue east of Picadilly Road was destroyed during the construction of Interstate 70 in the mid-1960s. At that time the Colfax Avenue moniker was applied to the south frontage road, which was built as part of the I-70 project. The existing south frontage road along I-70 between Picadilly Road east to Powhatan Road is signed as Colfax Avenue.

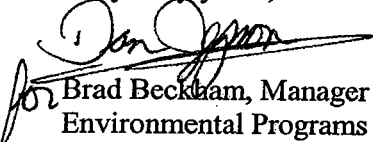
In order to provide space for the ramps and connecting roadways between Picadilly Road and E-470, and for the ramps at the I-70/Harvest Road interchange, the existing south frontage road will be relocated to the south between E-470 and Powhatan Road. CDOT has determined that these proposed improvements will result in *no adverse effect* to 5AH2914.1, as this part of the roadway already lacks historic integrity.

**5AM438, Grimm Farmstead:** Given that this resource is not NRHP eligible, *no historic properties will be affected.*

The survey report has also been sent to City of Aurora and Arapahoe County for review and to the SHPO for compliance purposes.

As a local government with a potential interest in these historic properties, we welcome your comments regarding the APE boundary and the determinations of eligibility and effects. Should you elect to respond, we request that you do so within 30 days of receipt of this letter. If you have questions or require additional information, please contact CDOT Senior Staff Historian Lisa Schoch at (303) 512-4258.

Very truly yours,

  
Brad Beckham, Manager  
Environmental Programs Branch

Enclosures

cc: Michelle Li, CDOT Region 1  
F/CF/RF

# STATE OF COLORADO

## DEPARTMENT OF TRANSPORTATION

Environmental Programs Branch  
4201 East Arkansas Avenue  
Denver, Colorado 80222  
(303) 757-9259



April 26, 2006

Ms. Nancy Doty  
Arapahoe County Government  
5334 S. Prince Street  
Littleton, CO 80166-0001

**SUBJECT:** Area of Potential Effects and Determinations of Eligibility and Effects, I-70/E-470 Interchange Complex, Adams and Arapahoe Counties

Dear Ms. Doty:

Enclosed for your review is the historic resources survey report and associated plan sheets for the CDOT project referenced above. The report was prepared as part of an Environmental Assessment (EA) related to proposed transportation improvements to the I-70/E-470 Interchange area in the City of Aurora. The general location of the project area is shown on Figure 1 in the report. Details regarding eligibility of and effects to archaeological resources will be submitted to you separately. Also included herewith is a map showing the extent of the Area of Potential Effects (APE) established for the project.

### PROJECT BACKGROUND

The proposed action involves construction of new system-to-system (freeway to freeway) interchange ramps between the E-470 Tollway and I-70, while maintaining the service-to-system (arterial to freeway) access with I-70. The project area includes the I-70 Interchange at E-470 proper, but extends from the I-70/Tower Road Interchange on the west to the I-70/Air Park Road Interchange on the east, and along E-470 from the Sixth Avenue Parkway Interchange on the south to the 56<sup>th</sup> Avenue Interchange on the north.

The Preferred Alternative for the project includes closing the existing I-70/Gun Club Road ramps and construction of two new I-70 interchanges at Picadilly Road, one mile west of E-470, and at Harvest Road, one mile east of E-470. Implementation of the preferred alternative would result in the construction of three levels of roadways and ramps for the interchange between I-70 and E-470. A ground level loop ramp will be built to serve traffic from eastbound I-70 to northbound E-470. At Picadilly and Colfax, a new partial cloverleaf interchange is planned with two new bridges to carry I-70 over a below-grade Picadilly Road. Picadilly Road would be shifted to a more westerly alignment to provide adequate space between I-70 and Colfax for the ramps. A loop ramp would connect westbound I-70 with southbound Picadilly and replace the present non-standard left exit at I-70 and Colfax. The existing eastbound on-ramp from Colfax would be retained. Colfax Ave. between Picadilly Road and Harvest Road would be relocated to the south.

At Harvest Road, a new partial cloverleaf interchange is proposed with a loop ramp to serve traffic from northbound Harvest Road to westbound I-70. Harvest Road would be shifted to the east of the section line in order to provide adequate distance for traffic movements between Harvest Road and the E-470 interchange ramps. After construction of the new interchanges, the diamond ramps at I-70 and Gun Club Road would be removed. The attached plans show the proposed improvements.

### APE and METHODOLOGY

Under federal regulation 36 CFR 800.16, the APE for a project is defined as "the geographic area or areas within which an undertaking may directly or indirectly cause alterations in the character or use of historic

properties, if such properties exist. The area of potential effects is influenced by the scale and nature of an undertaking and may be different for different kinds of effects caused by the undertaking." The APE for this project was established in consultation with the State Historic Preservation Officer (SHPO) in November 2005. The SHPO reviewed and agreed with the boundary established on the attached map in April 2006. Historic resources were evaluated within the APE shown on Figures 2 and 3 in the survey report.

#### **ELIGIBILITY DETERMINATIONS**

Two properties, the Henry Grimm Farm (5AD438) and a segment of Colfax Avenue/US40 (5AH2914.1), were inventoried. 5AH2914 was previously evaluated as eligible for inclusion on the National Register of Historic Places (NRHP). However, the segment of Colfax Avenue in the project area has been realigned and rebuilt in the area immediately east and west of E-470, and therefore does not convey the setting, feel or association necessary to support the eligibility of the entire resource.

The Henry Grimm farm (5AD438) was originally surveyed in 1987 and assessed as not eligible for the NRHP. Based on the results of the recent property reevaluation, we concur with this determination.

#### **EFFECTS DETERMINATIONS**

**5AH2914.1, Colfax Avenue:** The original alignment of Colfax Avenue east of Picadilly Road was destroyed during the construction of Interstate 70 in the mid-1960s. At that time the Colfax Avenue moniker was applied to the south frontage road, which was built as part of the I-70 project. The existing south frontage road along I-70 between Picadilly Road east to Powhatan Road is signed as Colfax Avenue.

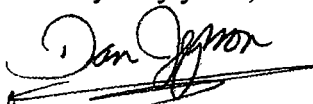
In order to provide space for the ramps and connecting roadways between Picadilly Road and E-470, and for the ramps at the I-70/Harvest Road interchange, the existing south frontage road will be relocated to the south between E-470 and Powhatan Road. CDOT has determined that these proposed improvements will result in *no adverse effect* to 5AH2914.1, as this part of the roadway already lacks historic integrity.

**5AM438, Grimm Farmstead:** Given that this resource is not NRHP eligible, *no historic properties will be affected.*

The survey report has also been sent to City of Aurora and Adams County for review and to the SHPO for compliance purposes.

As a local government with a potential interest in these historic properties, we welcome your comments regarding the APE boundary and the determinations of eligibility and effects. Should you elect to respond, we request that you do so within 30 days of receipt of this letter. If you have questions or require additional information, please contact CDOT Senior Staff Historian Lisa Schoch at (303) 512-4258.

Very truly yours,

  
for Brad Beckham, Manager  
Environmental Programs Branch

Enclosures

cc: Michelle Li, CDOT Region 1  
F/CF/RF

# STATE OF COLORADO

## DEPARTMENT OF TRANSPORTATION

Environmental Programs Branch  
4201 East Arkansas Avenue  
Denver, Colorado 80222  
(303) 757-9259



April 26, 2006

Mr. Gordon Davis  
Aurora History Museum  
15051 E. Alameda Parkway  
Aurora, CO 80012

**SUBJECT:** Area of Potential Effects and Determinations of Eligibility and Effects, I-70/E-470 Interchange Complex, Adams and Arapahoe Counties

Dear Mr. Davis:

Enclosed for your review is the historic resources survey report and associated plan sheets for the CDOT project referenced above. The report was prepared as part of an Environmental Assessment (EA) related to proposed transportation improvements to the I-70/E-470 Interchange area in the City of Aurora. The general location of the project area is shown on Figure 1 in the report. Details regarding eligibility of and effects to archaeological resources will be submitted to you separately. Also included herewith is a map showing the extent of the Area of Potential Effects (APE) established for the project.

### **PROJECT BACKGROUND**

The proposed action involves construction of new system-to-system (freeway to freeway) interchange ramps between the E-470 Tollway and I-70, while maintaining the service-to-system (arterial to freeway) access with I-70. The project area includes the I-70 Interchange at E-470 proper, but extends from the I-70/Tower Road Interchange on the west to the I-70/Air Park Road Interchange on the east, and along E-470 from the Sixth Avenue Parkway Interchange on the south to the 56<sup>th</sup> Avenue Interchange on the north.

The Preferred Alternative for the project includes closing the existing I-70/Gun Club Road ramps and construction of two new I-70 interchanges at Picadilly Road, one mile west of E-470, and at Harvest Road, one mile east of E-470. Implementation of the preferred alternative would result in the construction of three levels of roadways and ramps for the interchange between I-70 and E-470. A ground level loop ramp will be built to serve traffic from eastbound I-70 to northbound E-470. At Picadilly and Colfax, a new partial cloverleaf interchange is planned with two new bridges to carry I-70 over a below-grade Picadilly Road. Picadilly Road would be shifted to a more westerly alignment to provide adequate space between I-70 and Colfax for the ramps. A loop ramp would connect westbound I-70 with southbound Picadilly and replace the present non-standard left exit at I-70 and Colfax. The existing eastbound on-ramp from Colfax would be retained. Colfax Ave. between Picadilly Road and Harvest Road would be relocated to the south.

At Harvest Road, a new partial cloverleaf interchange is proposed with a loop ramp to serve traffic from northbound Harvest Road to westbound I-70. Harvest Road would be shifted to the east of the section line in order to provide adequate distance for traffic movements between Harvest Road and the E-470 interchange ramps. After construction of the new interchanges, the diamond ramps at I-70 and Gun Club Road would be removed. The attached plans show the proposed improvements.

### **APE and METHODOLOGY**

Under federal regulation 36 CFR 800.16, the APE for a project is defined as "the geographic area or areas within which an undertaking may directly or indirectly cause alterations in the character or use of historic

properties, if such properties exist. The area of potential effects is influenced by the scale and nature of an undertaking and may be different for different kinds of effects caused by the undertaking." The APE for this project was established in consultation with the State Historic Preservation Officer (SHPO) in November 2005. The SHPO reviewed and agreed with the boundary established on the attached map in April 2006. Historic resources were evaluated within the APE shown on Figures 2 and 3 in the survey report.

#### **ELIGIBILITY DETERMINATIONS**

Two properties, the Henry Grimm Farm (5AD438) and a segment of Colfax Avenue/US40 (5AH2914.1), were inventoried. 5AH2914 was previously evaluated as eligible for inclusion on the National Register of Historic Places (NRHP). However, the segment of Colfax Avenue in the project area has been realigned and rebuilt in the area immediately east and west of E-470, and therefore does not convey the setting, feel or association necessary to support the eligibility of the entire resource.

The Henry Grimm farm (5AD438) was originally surveyed in 1987 and assessed as not eligible for the NRHP. Based on the results of the recent property reevaluation, we concur with this determination.

#### **EFFECTS DETERMINATIONS**

**5AH2914.1, Colfax Avenue:** The original alignment of Colfax Avenue east of Picadilly Road was destroyed during the construction of Interstate 70 in the mid-1960s. At that time the Colfax Avenue moniker was applied to the south frontage road, which was built as part of the I-70 project. The existing south frontage road along I-70 between Picadilly Road east to Powhaton Road is signed as Colfax Avenue.

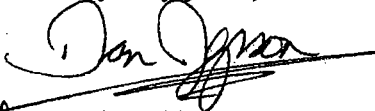
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**5AM438, Grimm Farmstead:** Given that this resource is not NRHP eligible, *no historic properties will be affected.*

The survey report has also been sent to Adams and Arapahoe Counties for review and to the SHPO for compliance purposes.

As a certified local government with a potential interest in these historic properties, we welcome your comments regarding the APE boundary and the determinations of eligibility and effects. Should you elect to respond, we request that you do so within 30 days of receipt of this letter. If you have questions or require additional information, please contact CDOT Senior Staff Historian Lisa Schoch at (303) 512-4258.

Very truly yours,

  
for Brad Beckham, Manager  
Environmental Programs Branch

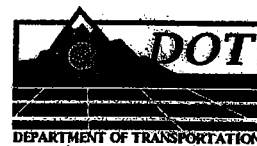
Enclosures

cc: Michelle Li, CDOT Region 1  
F/CF/RF

# STATE OF COLORADO

## DEPARTMENT OF TRANSPORTATION

Environmental Programs Branch  
4201 East Arkansas Avenue  
Denver, Colorado 80222  
(303) 757-9259



April 25, 2006

Ms. Georgianna Contiguglia  
State Historic Preservation Officer  
Colorado Historical Society  
1300 Broadway  
Denver, CO 80203

**SUBJECT:** Determinations of Eligibility and Effects, I-70/E-470 Interchange Complex, Adams and Arapahoe Counties

Dear Ms. Contiguglia:

Enclosed for your review is the historic resources survey report and associated plan sheets for the CDOT project referenced above. The report was prepared as part of an Environmental Assessment (EA) related to proposed transportation improvements to the I-70/E-470 Interchange area in the City of Aurora. The general location of the project area is shown on Figure 1 in the report. Eligibility of and effects to archaeological resources in the project area will be submitted to you separately.

### **PROJECT BACKGROUND**

The proposed action involves construction of new system-to-system (freeway to freeway) interchange ramps between the E-470 Tollway and I-70, while maintaining the service-to-system (arterial to freeway) access with I-70. The project area includes the I-70 Interchange at E-470 proper, but extends from the I-70/Tower Road Interchange on the west to the I-70/Air Park Road Interchange on the east, and along E-470 from the Sixth Avenue Parkway Interchange on the south to the 56<sup>th</sup> Avenue Interchange on the north.

The Preferred Alternative for the project includes closing the existing I-70/Gun Club Road ramps and construction of two new I-70 interchanges at Picadilly Road, one mile west of E-470, and at Harvest Road, one mile east of E-470. Implementation of the preferred alternative would result in the construction of three levels of roadways and ramps for the interchange between I-70 and E-470. A ground level loop ramp will be built to serve traffic from eastbound I-70 to northbound E-470. At Picadilly and Colfax, a new partial cloverleaf interchange is planned with two new bridges to carry I-70 over a below-grade Picadilly Road. Picadilly Road would be shifted to a more westerly alignment to provide adequate space between I-70 and Colfax for the ramps. A loop ramp would connect westbound I-70 with southbound Picadilly and replace the present non-standard left exit at I-70 and Colfax. The existing eastbound on-ramp from Colfax would be retained. Colfax Ave. between Picadilly Road and Harvest Road would be relocated to the south.

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### **ELIGIBILITY DETERMINATIONS**

Historic resources were evaluated within the Area of Potential Effects (APE) shown on Figures 2 and 3 in the survey report. A meeting with your staff to define the APE was held on August 17, 2005, and consultation was formalized in correspondence from CDOT dated November 4, 2005. You agreed with the proposed APE boundary in a letter dated April 13, 2006.

Two properties, the Henry Grimm Farm (5AD438) and a segment of Colfax Avenue/US40 (5AH2914.1), were inventoried. 5AH2914 was previously evaluated as eligible for inclusion on the National Register of Historic Places (NRHP). However, the segment of Colfax Avenue in the project area has been realigned and rebuilt in the area immediately east and west of E-470, and therefore does not convey the setting, feel or association necessary to support the eligibility of the entire resource.

The Henry Grimm farm (5AD438) was originally surveyed in 1987 and assessed as not eligible for the NRHP. Based on the results of the recent property reevaluation, we concur with this determination.

### **EFFECTS DETERMINATIONS**

**5AH2914.1, Colfax Avenue:** The original alignment of Colfax Avenue east of Picadilly Road was destroyed during the construction of Interstate 70 in the mid-1960s. At that time the Colfax Avenue moniker was applied to the south frontage road, which was built as part of the I-70 project. The existing south frontage road along I-70 between Picadilly Road east to Powhatan Road is signed as Colfax Avenue.

In order to provide space for the ramps and connecting roadways between Picadilly Road and E-470, and for the ramps at the I-70/Harvest Road interchange, the existing south frontage road will be relocated to the south between E-470 and Powhatan Road. CDOT has determined that these proposed improvements will result in *no adverse effect* to 5AH2914.1, as this part of the roadway already lacks historic integrity.


**5AM438, Grimm Farmstead:** Given that this resource is not NRHP eligible, *no historic properties will be affected.*

The survey report has been sent to the Aurora History Museum (a certified local government), and Adams and Arapahoe Counties for review. We will forward their comments to your office once we receive them.

We request your concurrence with these determinations of eligibility and effects. Your response is necessary for the Federal Highway Administration's compliance with Section 106 of the National Historic Preservation Act, and the Advisory Council on Historic Preservation's regulations.

Thank you in advance for your prompt attention to this matter. If you require additional information, please contact CDOT Senior Staff Historian, Lisa Schoch, at (303) 512-4258.

Very truly yours,

  
for Brad Beckham, Manager  
Environmental Programs Branch

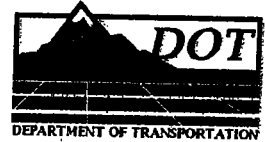
Enclosures

cc: Michelle Li, CDOT Region 1  
F/CF/RF

# STATE OF COLORADO

## DEPARTMENT OF TRANSPORTATION

Environmental Programs Branch  
4201 East Arkansas Avenue  
Denver, Colorado 80222  
(303) 757-9259



November 4, 2005

Ms. Georgianna Contiguglia  
State Historic Preservation Officer  
Colorado Historical Society  
1300 Broadway  
Denver, CO 80203

**SUBJECT:** Section 106 Consultation, Interstate 70/E-470 Intersection Complex, Environmental Assessment

Dear Ms. Contiguglia:

This letter and the attached pages constitute FHWA and CDOT's request for SHPO comment on the Area of Potential Effects (APE) and cultural resource survey methodology for the Environmental Assessment (EA) for Interstate 70 and E-470. The Federal Highway Administration (FHWA), in cooperation with the Colorado Department of Transportation (CDOT), the E-470 Public Highway Authority and the City of Aurora, are conducting an EA for the I-70/ E-470 Interchange Complex in northeastern Aurora and Adams and Arapahoe counties.

### **Description of the Proposed Action**

The agencies noted above have jointly initiated a project to prepare an EA to explore development of major transportation improvements at the I-70 / E-470 Interchange Complex. The Preferred Alternative for this project includes closing the existing I-70 / Gun Club Road ramps and construction of two new I-70 interchanges at Picadilly Road, west of E-470, and at Harvest Mile Road, east of E-470. Implementation of the preferred alternative would result in the construction of three levels of roadways and ramps. A ground level loop ramp will be built to serve traffic from Eastbound I-70 to Northbound E-470. At Picadilly and Colfax, a new partial cloverleaf interchange is planned with two new bridges to carry I-70 over a below grade Picadilly Road. Picadilly Road would then be shifted to a more westerly alignment to provide adequate space between I-70 and Colfax for the ramps. A loop ramp would connect westbound I-70 with Southbound Picadilly and would replace the present non-standard left hand exit on I-70. The existing eastbound on ramp from Colfax would be retained. Colfax Ave., between Picadilly Road and Harvest Mile Road would be relocated to the south.

At Harvest Mile Road, a new partial cloverleaf interchange is proposed with a loop ramp to serve traffic from northbound Harvest Mile Road to Westbound I-70. Harvest Mile Road would be shifted to the east of its existing location on the section line, in order to provide adequate distance for traffic movements between Harvest Mile Road and the E-470 interchange ramps. After construction of the new interchanges, the diamond ramps at I-70 and Gun Club Road would be removed.

### **Section 106 Consultation**

On August 17, 2005, Cecelia Joy and Lisa Schoch of CDOT, Troy Halouska of Carter & Burgess, and historical consultant Gail Keeley met with Amy Pallante of your office to discuss the proposed APE for

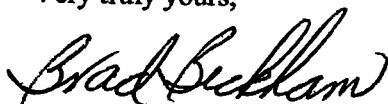


this project. During that meeting, the proposed APE and survey methodology issues were discussed with Ms. Pallante. Agreement was reached regarding the APE boundary as depicted on the attached map.

We hereby request your acknowledgement that consultation on the APE has taken place. Your response is necessary for the Federal Highway Administration's compliance with Section 106 of the National Historic Preservation Act, and the Advisory Council on Historic Preservation's regulations.

If you require additional information, please contact Ms. Schoch at (303) 512-4258.

Very truly yours,

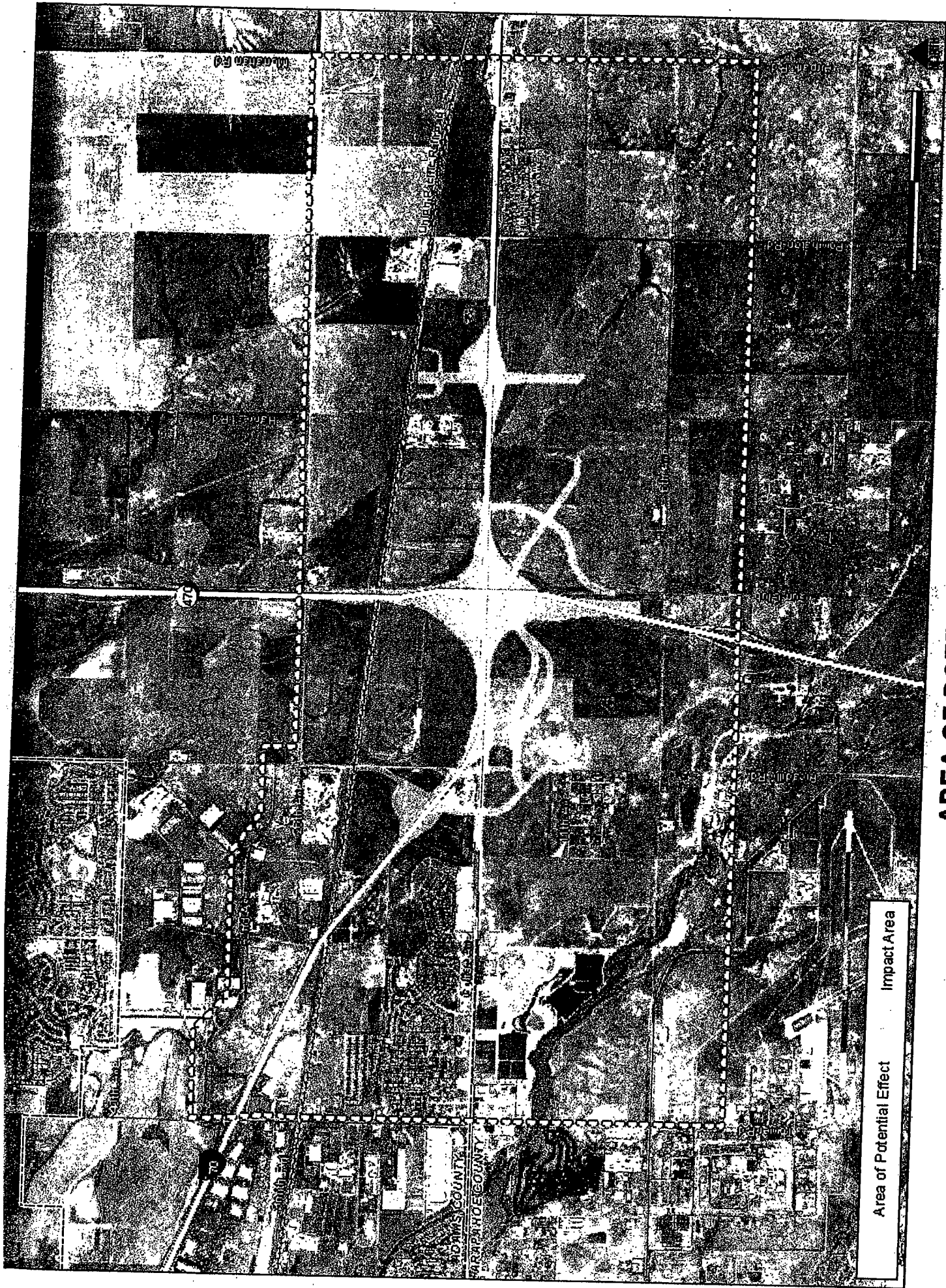


Brad Beckham, Manager  
Environmental Programs Branch

Enclosures: Map of Area of Potential Effects

cc: Cecelia Joy, CDOT Region 1

Gail Keeley, Hermsen Consultants  
File/CF/RF



**AREA OF POTENTIAL EFFECT**

Area of Potential Effect      Impact Area



**COIORADO  
HISTORICAL  
SOCIETY**

**The Colorado History Museum 1300 Broadway Denver, Colorado 80203-2137**

April 28, 2004

Troy Halouska  
Environmental Planner  
Carter Burgess  
707 17<sup>th</sup> Street, Suite 2300  
Denver, CO 80202-3404

Re: Request for scoping information for I-70/E-470 Interchange Complex EA

Dear Mr. Halouska,

Thank you for your correspondence dated April 23, 200[3] and received by our office on April 26, 2004 regarding the above-mentioned project.

Due to the change in the original project description, we advise that you adjust the Area of Potential Effects (APE) and re-survey in the new project area. The purpose of the re-survey is to identify historic properties 50-years old or older and significant archaeological sites. Please submit the new APE to our office for review and concurrence under Section 106 of the National Historic Preservation Act.

If we may be of further assistance, please contact Amy Pallante, our Section 106 Compliance Coordinator, at (303) 866-4678.

Sincerely,

for  
Georgianna Contiguglia  
State Historic Preservation Officer

May 14, 2004

Dan Corson  
State Historic Preservation Office  
1300 Broadway  
Denver, CO 80203**Subject: Additional Project Information**  
**Project: I-70/E-470 Interchange Complex Environmental Assessment**

Dear Mr. Corson:

In a follow-up to my letter requesting scoping information dated April 23, 2004, I wanted to summarize previous scoping efforts, describe the change in scope, and define the different study areas better. I would like to also invite you to a project meeting on June 3. See details below.

An agency scoping meeting, which included the Denver Regional Council of Governments, Denver International Airport, the Colorado Division of Wildlife, the Corps of Engineers, Arapahoe County, and Adams County, was originally held for this project on April 18, 2003. The original project scope included a reconstruction of the I-70 and E-470 Interchange, including an E-470 mainline flyover, new freeway-to-freeway ramps, and the maintenance of local access at Colfax and Gun Club Roads.

With a new flyover structure being approved to separate E-470 through traffic at I-70 as a separate project, CDOT and FHWA have determined that it is not reasonable for the local access to I-70 (Gun Club) to continue to be provided within the system-to-system interchange of I-70/E-470. Hence, new alternatives need to be considered which would replace the local access lost at a new system-to-system interchange. Options being considered include the following:

- Eliminate local access from the existing I-70/E-470/Gun Club Road interchange.
- Reconstruct the I-70/E-470/Gun Club Road interchange as a system-to-system interchange serving only E-470 and I-70.
- Construct potentially up to two new local interchanges west and east of the former I-70/E-470/Gun Club Road Interchange. Options being considered are at Piccadilly and at Harvest Mile.
- Remove the partial interchange at Colfax Ave. and I-70 and replace movements with a new Piccadilly Interchange and with frontage road improvements.

With these new options being considered, the original study area has been expanded. The new termini for the I-70/E-470 Interchange Complex study area are 26<sup>th</sup> Avenue on the north, 6<sup>th</sup> Avenue on the south, Airpark Road on the east, and Tower Road on the west. Pending the outcome of these added scoping efforts, this study area will be used for direct and indirect impacts analysis. The cumulative effects area will be a four-mile radius from the center of the I-70/E-470 Interchange.

Dan Corson  
May 14, 2004  
Page 2

Attached you will find a map clearly outlining these areas that will be studied.

You are invited to attend a technical advisory meeting being held on June 3<sup>rd</sup> to further explain the proposed action at the I-70/E-470 Interchange Complex. At this meeting we would welcome any additional environmental scoping information or other comments your agency would like to provide. The meeting will be held at the E-470 Authority located at 22470 E. 6<sup>th</sup> Parkway in Aurora. The meeting will begin at 2:30 p.m.

Please contact me at (303) 820-4898 or halouskatk@c-b.com with any questions or comments regarding this project.

Sincerely,



Troy Halouska  
Environmental Planner

Attachment

cc: Gina McAfee  
Holly Huyck  
Cecelia Joy  
Monica Pavlik  
Pamela Hutton  
Mac Callison  
Ken Frantz  
Matt McDole  
File #071218.301

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April 23, 2004

Dan Corson  
State Historic Preservation Office  
1300 Broadway  
Denver, CO 80203

**Subject: Request for scoping information**  
**Project: I-70/E-470 Interchange Complex Environmental Assessment**

Dear Mr. Corson:

The E-470 Authority in combination with the Colorado Department of Transportation and the City of Aurora proposes the reconstruction of the interchange located at I-70 and E-470. In addition to the reconstruction, two new interchanges are proposed on either side of the I-70/E-470 Interchange at the locations of Picadilly Road and I-70 to the west, and Harvest Mile Road and I-70 to the east.

This project has been expanded since it began in 2001. The project area now includes Township 3S, Range 65W, sections 31, 32, 33, T3S, R66W, sections 26, 27, 34, 35, 36, T4S, R65W, sections 4, 5, 6, and T4S, R66W, sections 1 and 2. A map showing the project area is included for your use.

I am writing to request a letter from your agency with scoping comments describing any environmental resources or issues in the project area that need to be addressed.

I would appreciate a written response to this request by May 21, if possible.

Please contact me at (303) 820-4898 or halouskatk@c-b.com with any questions or comments regarding this request.

Sincerely,



Troy Halouska  
Environmental Planner

Attachment

cc: File #071218.301  
Gina McAfee  
Holly Huyck

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### **E-470/I-70 Interchange EA**

**Telephone Voicemail from Jimmy Arterberry, THPO/NAGPRA Director for the Comanche Nation of Oklahoma, to Dan Jepson, Section 106 Native American Consultation Liaison, Colorado Department of Transportation, Denver, Colorado, 10:33 AM, Tuesday, August 5, 2003**

- Mr. Arterberry contacted Mr. Jepson in response to the July 10, 2003 letter sent to the Comanche Nation by FHWA/CDOT regarding potential cultural resources consultation for the project. Mr. Arterberry indicated that the Comanche Nation considers itself a consulting party for the project under the terms of Section 106 of the National Historic Preservation Act.
- However, the tribe has no comments or concerns at this time, and it is the tribe's position that the project can proceed without further notification or direct consultation.
- If Native American human remains, items of cultural patrimony or other artifacts are discovered during project construction, Mr. Arterberry requested that the Comanche Nation be notified, at which time the tribe would make a determination regarding the nature and extent of its future involvement with the project.



U.S. Department  
of Transportation  
Federal Highway  
Administration

Colorado Federal Aid Division  
555 Zang Street, Room 250  
Lakewood, CO 80228-1040

# STATE OF COLORADO

DEPARTMENT OF TRANSPORTATION

Environmental Programs  
4201 East Arkansas Avenue  
Denver, Colorado 80222  
(303) 757-9259



July 10, 2003

Mr. Alonzo Chalepah, Chairman  
Apache Tribe of Oklahoma  
P.O. Box 1220  
Anadarko, OK 73005

Dear Mr. Chalepah:

**SUBJECT:** Section 106 Consultation with the Federal Highway Administration and Colorado Department of Transportation; E-470/I-70 Interchange Project, Adams and Arapahoe Counties, Colorado

The Colorado Department of Transportation (CDOT) proposes to construct a new interchange at the intersection of Interstate 70 and Highway E-470, located at the eastern fringe of the Denver metropolitan area in Adams and Arapahoe Counties, Colorado (please refer to enclosed maps). The interchange will furnish a needed regional connection point for both major highways and provide greater access to Denver International Airport immediately to the north. Pursuant to the National Environmental Policy Act (NEPA) of 1969 and the Council on Environmental Quality implementing regulations (40 CFR 1500-1508), CDOT and the Federal Highway Administration (FHWA), the lead federal agency, are documenting the potential social, economic and environmental consequences of this action in an Environmental Assessment (EA).

CDOT and FHWA are seeking the participation of regional Native American tribes in cultural resources consultation for this project. If you have interest in this undertaking and in cultural resources that may be of religious or cultural significance to your tribe, we invite you to be a consulting party for the purposes of complying with Section 106 of the National Historic Preservation Act. As a consulting party you are offered the opportunity to identify concerns about cultural resources and comment on how the project might affect them. Further, if it is found that the project will impact cultural resources that are eligible for inclusion on the National Register of Historic Places and are of religious or cultural significance to your tribe, your role in the consultation process may also include participation in resolving how best to avoid, minimize, or mitigate those impacts. It is our hope that by describing the proposed undertaking and the nature of known cultural sites that we can be more effective in protecting areas important to American Indian people.

The Area of Potential Effect (APE) established for the undertaking was surveyed for archaeological resources in September 2000 by a consultant under contract to the E-470 Authority, a privately-funded consortium responsible for construction of the E-470 toll highway (see the Study Area map). At the time of the survey, neither FHWA nor CDOT were involved with the project, as the interchange and EA had not yet been included in long-range transportation planning. The project area is generally undeveloped but largely cultivated, with all four quadrants of the intersecting highways used for agricultural purposes. The cultural resources survey resulted in the documentation of a segment of historic railroad grade and several isolated artifacts, of which the latter included two localities exhibiting single chipped stone flakes attributed to Native American origin. The isolated artifacts were evaluated as not eligible for listing on the National Register of Historic Places, a determination with which the State Historic Preservation Officer (SHPO) concurred in April 2001. As such, there are no known significant Native American sites within the proposed interchange APE.



Mr. Alonzo Chalepah  
July 10, 2003  
Page 2

Both FHWA and CDOT take seriously any potential concerns regarding American Indians or American Indian issues on transportation projects in Colorado. We are committed to ensuring that you are informed of and involved in decisions that have a potential to impact places that may be culturally significant to your tribe. Please complete and return the enclosed Consultation Interest Response Form to me at your earliest convenience at the address or facsimile number listed at the bottom of that sheet. I can also be reached via Email at [daniel.jepson@dot.state.co.us](mailto:daniel.jepson@dot.state.co.us) or by telephone at (303)757-9631. Thank you for considering this request for consultation.

Sincerely,

A handwritten signature in black ink that reads "Dan Jepson". The signature is written in a cursive style with a horizontal line underneath it.

Dan Jepson, Staff Archaeologist  
Section 106 Native American Liaison

Enclosures

cc: C. Farrar (FHWA)  
D. Angulski (CDOT Region 1)  
T. Halouska (Carter-Burgess)  
RF/CF

**FEDERAL HIGHWAY ADMINISTRATION/COLORADO DEPARTMENT OF TRANSPORTATION  
SECTION 106 TRIBAL CONSULTATION INTEREST RESPONSE FORM**

**PROJECT:** E-470/I-70 Interchange Project Environmental Assessment

The Kiowa Tribe of Oklahoma Tribe  is  is not] (circle one) interested in becoming a consulting party for the Colorado Department of Transportation project referenced above, for the purpose of complying with Section 106 of the National Historic Preservation Act and its implementing regulations (36 CFR 800). If your tribe will be a consulting party, please answer the questions below.

Signed: Rev. G.E. Daingkau / NAGPRA Rep - Cultural  
Name and Title: Resource Person

**CONSULTING PARTY STATUS [36 CFR §800.2(c)(3)]**

Do you know of any specific sites or places to which your tribe attaches religious and cultural significance that may be affected by this project?

Yes  No  If yes, please explain the general nature of these places and how or why they are significant (use additional pages if necessary). Locational information is not required.

**SCOPE OF IDENTIFICATION EFFORTS [36 CFR §800.4(a)(4)]**

Do you have information you can provide us that will assist us in identifying sites or places that may be of religious or cultural significance to your tribe?

Yes  No  If yes, please explain.

**CONFIDENTIALITY OF INFORMATION [36 CFR §800.11(c)]**

Is there any information you have provided here, or may provide in the future, that you wish to remain confidential?

Yes  No  If yes, please explain.

**Please complete and return this form via US Mail or fax to:**

Dan Jepson, Staff Archaeologist  
Colorado Department of Transportation  
Environmental Programs  
4201 E. Arkansas Ave.  
Denver, CO 80222  
FAX: (303)757-9445

**Project:** I-70/E-470  
**Purpose of Call:** NRCS Farmland Coordination  
**Date:** May 23, 2006/May 24, 2006  
**With:** Jan Fritch, District Conservationist  
**C&B Contact:** Shonna Sam  
**Copies:** Troy Halouska, Project File 071218.302

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### **Summary of Conversation:**

Jan was contacted for guidance on determining potential impacts to farmlands for the I-70/E-470 Interchange Complex. Because the majority of the study area is planned for development, we discussed what soils would be protected under the Farmland Protection Policy Act of 1981. Jan agreed that land zoned for uses other than agriculture (commercial, industrial, and residential in this case), should be excluded from consideration. It was noted that there was one parcel of land zoned for agriculture upon which 23 acres of prime farmland if irrigated would be impacted by the Preferred Alternative. Jan thought that this might be excluded as well but asked me to prepare the AD-1006 with relevant data and mapping. The information was prepared as requested and sent to Jan via email.

Subsequently, Jan contacted me on May 24, 2006. After reviewing the form and data, Jan determined that the parcel zoned for agricultural uses should also be excluded from consideration under the Farmland Protection Policy Act. His determination was based upon the fact that the land is not irrigated and did not have access to irrigation. Since the soil is only considered prime if it is irrigated, it should be excluded. Jan agreed to complete the top portion of the AD-1006 and return to me, noting that there are no prime farmlands within the study area. This completed our coordination requirements.

**Sam, Shonna D.**

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**From:** Fritch, Jan - Brighton, CO [Jan.Fritch@co.usda.gov]  
**Sent:** Wednesday, May 24, 2006 9:45 AM  
**To:** Sam, Shonna D.  
**Subject:** Completed NRCS-CPA-106



I-70\_E-470  
Interchange Complex

Shonna,

The completed CPA-106 form for the I-70/E-470 interchange project is attached. Because none of the impacted lands are irrigated, there are no prime, unique or local important farmlands affected. I have marked as such on the form.

Jan Fritch  
District Conservationist  
Brighton NRCS Field Office

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

**PART I (To be completed by Federal Agency)** 3. Date of Land Evaluation Request 5/23/06 4. Sheet 1 of 1

1. Name of Project I-70/E-470 Interchange Complex EA 5. Federal Agency Involved FHWA

2. Type of Project Transportation Improvement 6. County and State Adams County Colorado

**PART II (To be completed by NRCS)**  
 7. Date of Land Evaluation Request 5/23/06 8. Date of Field Inspection 5/23/06  
 9. Name of Field Inspector John F. Hargrave  
 10. Name of Local Site Assessment System NRCS  
 11. Date of Land Evaluation Request 5/23/06

**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				
B. Total Acres To Be Converted Indirectly, Or To Receive Services				
C. Total Acres In Corridor	0	0	0	0

**PART IV (To be completed by NRCS) Land Evaluation Information**

A. Total Acres, Points, and Unique Farmland

B. Total Acres, Statewide and Local Important Farmland

C. Percent of Farmland in County or Local Government Jurisdiction To Be Protected

D. Percent of Farmland in Govt. Jurisdiction With Same or Higher Relative Value

**PART V (To be completed by NRCS) Land Evaluation Information on Relative Value of Farmland to Be Protected or Converted (Scale of 0 - 100 Points)**

**PART VI (To be completed by Federal Agency) Corridor Assessment Criteria (These criteria are explained in 7 CFR 658.5(c))**

Assessment Criteria	Maximum Points	Corridor A	Corridor B	Corridor C	Corridor D
1. Area in Nonurban Use	15				
2. Perimeter in Nonurban Use	10				
3. Percent Of Corridor Being Farmed	20				
4. Protection Provided By State And Local Government	20				
5. Size of Present Farm Unit Compared To Average	10				
6. Creation Of Nonfarmable Farmland	25				
7. Availability Of Farm Support Services	5				
8. On-Farm Investments	20				
9. Effects Of Conversion On Farm Support Services	25				
10. Compatibility With Existing Agricultural Use	10				
<b>TOTAL CORRIDOR ASSESSMENT POINTS</b>	<b>160</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>

**PART VII (To be completed by Federal Agency)**

Relative Value Of Farmland (From Part V)	100				
Total Corridor Assessment (From Part VI above or a local site assessment)	160	0	0	0	0
<b>TOTAL POINTS (Total of above 2 lines)</b>	<b>260</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>

1. Corridor Selected: \_\_\_\_\_ 2. Total Acres of Farmlands to be Converted by Project: \_\_\_\_\_

3. Date Of Selection: \_\_\_\_\_ 4. Was A Local Site Assessment Used? YES  NO

5. Reason For Selection: \_\_\_\_\_

Signature of Person Completing this Part: \_\_\_\_\_ DATE \_\_\_\_\_

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

OCT 19 2005



October 12, 2005

Mr. Matt McDole, P.E.  
Chief Engineer  
E-470 Public Highway Authority  
22470 East 6th Parkway, Suite 100  
Aurora, CO 80018

Dear Mr. McDole:

**RE: City of Aurora Smart Growth Policies – E-470 Corridor**

The purpose of this letter is to clearly state the City of Aurora's commitment to implementing "Smart Growth" development principles throughout the E-470 Corridor. More specifically, it is a recognized city objective to realize a "Smart Growth" Regional Activity Center adjacent to the I-70/E-470 interchange complex within the southwest and southeast quadrants.

The City of Aurora Comprehensive Plan (adopted October 27, 2003) contains a variety of key provisions that assist in the successful implementation of Smart Growth development. The following is a description of city policies directed at accomplishing Smart Growth:

- **E-470 Corridor:** The zoning that has been adopted for the E-470 Corridor is based on the objective of developing activity centers. Zone districts require centers at the neighborhood, community and regional levels (situated at primarily the existing and planned E-470 interchanges). The centers will have the following consistent set of characteristics:
  - higher development density than surrounding areas
  - mixed land uses
  - compact development form and defined edges
  - high-quality connections to the existing road and transit network
  - an extensive pedestrian network and bike connections, and buildings set close to streets and walkways in a traditional urban pattern
- **Water and Other Natural Resources:** Creeks, wetlands and other water features shall be preserved in their natural state. These features will be used for water quality enhancement, storm water management, open space and recreational purposes when appropriate. Use of vegetative buffers to protect wetlands and other water features from development encroachment is required. Open space corridors shall be preserved and interconnected as

Mr. Matt McDole, P.E.

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October 12, 2005

much as possible in order to preserve existing wildlife corridors and extend the urban trail system.

- **Smart Growth in General:** New town centers will exist at a variety of the zoned Regional Activity Centers within the E-470 Corridor. These centers will be developed in a synergistic manner, affording work/shop/live/play opportunities for area residents, as well as acting as regional draws for employment, recreation, hospitality, and shopping activities. These centers will be intensive, mixed-use developments at the E-470 interchanges. The centers will feature walkable main streets and focal points (prominate buildings with distinctive architecture). The required corridor plan also designates mixed-use employment areas and areas for new, high-quality neighborhoods. Design standards for the corridor require quality materials and integration throughout each center.

Feel free to contact me should you have any questions or require additional information regarding Aurora's adopted Smart Growth development policies and requirements.

Sincerely,



Mac Callison  
Principal Transportation Planner

# Carter-Burgess

## Meeting Minutes

**Project:** I-70/E-470 Interchange Complex EA

**Purpose:** Indirect Effects Panel Meeting

**Date Held:** November 17, 2004

**Location:** E-470 Public Highway Authority

**Attendees:** **E-470 PHA:** Curt Eckhardt  
**CDOT:** Cecelia Joy  
**FHWA:** Monica Pavlik  
**City of Aurora:** Mac Callison, Jay Pierce (Planning)  
**PB:** Drew Olsen  
**Arapahoe County Planning:** Ron Hovland  
**DRCOG:** Larry Mugler  
**Adams County Planning:** Jim Hayes  
**EPA:** Deb LeBow  
**C&B:** Gina McAfee, Shonna Sam, Troy Halouska  
**Transport:** Dennis Champine  
**Front Range Airport:** Dennis Heap  
**Aurora Economic Development Council:** Chris Grey

**Copies:** Attendees, Pam Hutton, Jack Tone, Matt McDole, Ken Frantz, Elliot Sulsky, File #071218.304

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## Summary of Discussion:

1. Gina welcomed the panel and gave an introduction to the purpose of the Indirect Effects Panel and the purpose for the meeting. People with a star on their name badge are part of the expert panel.

Gina described the "flyby" project and noted that that is not part of this project. She described what this project is about: including freeway-to-freeway at E-470/I-70 and two possible new interchanges.

We are asking for feedback from the expert panel on what would likely be the difference in development patterns, including land use type and density, between a No-Action scenario and a build scenario that includes reconstruction of the existing E-470/I-70 interchange and possibly building one or two new interchanges at Picadilly and Harvest Mile.

2. Drew reviewed the flyby concept. Construction will begin January 2004, with completion scheduled for 2006.
3. Cecelia questioned the issue of access to Gun Club Road. Drew responded that they will be evaluating these issues and solutions.



4. Drew gave a general description of the different possible interchange concepts. We are currently evaluating whether or not we need both of the two interchanges or just one or the other. He described the process for determining interchange location. Right now the interchanges are one mile apart. Is two miles a federal standard? No.
5. Drew also described the general development in the area, including the Prologis development. Drew also described access with the new and planned development. The reconstruction of the interchange will not necessarily improve access, since Gun Club Road access may be closed.
6. The type of interchange affects where development will occur. A fully-directional interchange will tend to push development to the next access point.
7. Aurora is planning to build out their street system with or without any new interchanges. This includes 6<sup>th</sup>, Picadilly, and Harvest Mile.
8. Gina summarized the research findings: that a new interchange may accelerate development, if other policies are in place. Gina also summarized the DRCOG 2030 land use assumptions – 300% increase in population and 2,100% increase in employment.
9. Has the right-of-way been preserved? Yes, for the E-470 interchange, not the other two interchanges.
10. Want to stress that no decision has been made yet – could be a combination of interchange options.
11. Shonna presented development activity within the study area. There are currently 19 going on in different stages. Mac said Kingsley development is a mixed-use development. It is designated as an activity center on plans. An application has not been formally submitted.
12. Many of the developments noted on Table 1 are past the planning stage. Shonna received update from Jay Pierce (City of Aurora).
13. Jay Pierce (City of Aurora) noted one additional development – the LDS Church (pre-application meeting). The LDS Church owns 1,000 acres in the study area (east of E-470 and south of I-70) and they have submitted a plan for mixed-use development. They are obviously interested in a Harvest Mile interchange.
14. How was the indirect effects area determined? Isn't the traffic influence area larger? Yes, this is just for land use.
15. The Transport development is eight miles to the east of Watkins. It is a 10,000 acre development. It is 6,300 acres, the airport is 3,000 acres. The prototype is the Alliance project in Texas. When Union Pacific moves, they would move out to this area. Currently scattered over seven metro locations – they will consolidate and move. FasTracks will buy the old rail.
16. Today we will estimate what land use is with and without these improvements. We will be looking at transportation impacts as well in the document.
17. Deb pointed out that we want to figure out if development will happen sooner or later.

18. One critical factor is how each development parcel would get access to DIA. The parcels with easy access to DIA will seem more valuable.
19. The development community around E-470/I-70 expect the interchange to be built. We do not have any decisions made yet. I think we can assume the inevitable.
20. Do you think just E-470/I-70 interchange will change development all that much? This could actually hurt access to the area, but there are other options with other changes.
21. What would be the differences in development – need local access, i.e., if you do not have Harvest Mile Road, parcels along I-70 will be much less attractive.
22. From private developer's perspective, the property owners in the four corners of E-470/I-70 interchange area and at Picadilly expect development. Harvest Mile is likely more speculative.
23. It seems like in the direct vicinity of E-470/I-70, there would not be much change in land use. Interchanges at Harvest Mile and Picadilly might have greater indirect effects. See less impacts at Picadilly than Harvest. All businesses on north seem to be industrial.
24. Ron asked how the project would affect residential zoning outside the study area – would construction speed up?
25. If there is no interchange at Harvest Mile, the type of development might be more residential, and development would occur more slowly.  
  
Is Harvest Mile being considered for some sort of cargo expansion along DIA?  
  
Front Range and Transport may push some of the cargo movement further east.
26. An interchange could change the cargo/DIA land use dynamic by facilitating development.
27. For Front Range Airport, the more you clean up E-470/I-70 the better.
28. The E-470/I-70 interchange improvements will help out the Front Range Airport.
29. At Picadilly, there is a lot of development already there. Aurora is initiating a land use study along Colfax in the Picadilly area. Aurora will be looking at the zoning in that area. This project is not initiating these changes, but may contribute to them.
30. From DRCOG's perspective, there is a bump in development if there is a new interchange. (This is already included in the 2030 Plan.)
31. Discussion regarding DRCOG 2030 models. Do they include all three interchanges? If so, we may have to make some assumptions about what these could be without interchanges.
32. On the southwest and southeast corners of Picadilly, a regional activity center (Kingsley/Horizon City Center) is planned with office and residential. If there is no interchange at Picadilly, the primary access would be at 6<sup>th</sup> and E-470. There may be less density and the development will take longer (at Picadilly and I-70). Residential will likely occur south of I-70 and industrial to the north.

33. The land use pattern is pretty firm. It may affect rate of development, but not the pattern.
34. Would density of development change without access?
35. What about utilities? Does Aurora have waterlines accessible to properties along Picadilly? Available along all four quadrants of E-470.
36. If there is not an interchange at Picadilly, two developments would be greatly impacted -- access to the parcel in the southwest corner would be from 6<sup>th</sup> and E-470. If Picadilly is not there, the regional activity center may shift to 6<sup>th</sup> and E-470 instead of Picadilly/I-70 and the corner would be much less attractive. There is a floodplain that would be a problem in that area.
37. Commercial race track? Not heard anything.
38. Deb asked the local planners for planned developments, have the environmental impacts been considered? How does environmental impact analysis fit into the development process? Has thought been given to avoiding environmental impacts? From Adams and Arapahoe County's perspective, they are not encouraging development. From Aurora's perspective, when they did the E-470 Plan, open space and pedestrian corridors were considered to avoid environmental resources. Adams and Arapahoe counties defer to Aurora – environmental considerations are in Aurora Plan.

### **Summary:**

- At E-470/I-70, development will not change between a No-Action and a reconstructed interchange, because access will not be improved because of the interchange reconstruction.
- At Picadilly/E-470, if a new interchange is not built, the regional activity center Aurora has planned for this area will likely be oriented more towards 6<sup>th</sup>/E-470. In the vicinity of the Picadilly/E-470 interchange, development patterns will be similar to existing development (residential south of I-70 and industrial to the north).
- At Harvest Mile/E-470, if a new interchange is not built, the parcels owned by the LDS church will be slower to develop. In the general vicinity of the interchange, the future land use will develop more slowly, and will likely be more residential than commercial.

September 24, 2004

**To: Indirect Effects Panelists**

**Re: I-70/E-470 Interchange - Environmental Assessment  
Indirect Effects Panel**

Dear Panelists:

We appreciate your willingness to participate in the I-70/E-470 Interchange Environmental Assessment indirect effects panel. As stated previously, the purpose for the panel is to obtain input from local land use and economic specialists about the potential effects of constructing/reconstructing an interchange at I-70/E-470 and possibly constructing new interchanges at I-70/Picadilly and I-70/Harvest Mile. We will be looking specifically at the indirect effects of the proposed project and will be utilizing your input in our analysis of indirect effects for the Environmental Assessment.

We are currently in the process of scheduling a meeting to convene the panel. We anticipate that a meeting will occur at the E-470 Offices (6th Avenue Parkway and E-470) in November/early December. The meeting will consist of an informal roundtable discussion among panelists. At this meeting we are interested in discussing the past conditions of the area, conditions since construction of the existing interchange (1991), and the potential indirect effects of the proposed project. Indirect effects are defined in the Code of Federal Regulations as follows:

“Indirect effects are defined as those effects that are caused by the action and are later in time or farther removed in distance, but are still reasonably foreseeable. Indirect effects may include growth inducing effects and other effects related to induced changes in the pattern of land use, population density or growth rate, and related effects on air and water and other natural systems, including ecosystems. (40 CFR § 1508.8).”

We do not anticipate any additional time commitment following this initial meeting. However, we do request that you remain available for questions/consultation until the Environmental Assessment is signed, which we are anticipating will occur in September of 2005.

I have attached for your review the following information:

- Project Schedule
- Indirect Effects Study Area Map
- Project Purpose and Need
- Description of the Alternatives Under Consideration
- Memo Summarizing Research Pertaining to the Land Use Impacts of Transportation Projects
- Panel Roster

Please contact me if you have any questions or concerns.

Sincerely,

Shonna Sam  
Environmental Planner  
Carter & Burgess, Inc.  
303-223-5831  
[samsd@c-b.com](mailto:samsd@c-b.com)



**DEPARTMENT OF THE ARMY**  
CORPS OF ENGINEERS, OMAHA DISTRICT  
DENVER REGULATORY OFFICE, 9307 SOUTH WADSWORTH BLVD  
LITTLETON, CO 80128-6901  
PHONE: (303) 979-4120 FAX: (303) 979-0602

May 20, 2004

Mr. Troy Halouska  
Environmental Planner  
Carter Burgess, Inc.  
707 17<sup>th</sup> Street, Suite 2300  
Denver, CO 80202-3404

**RE: I-70/E-470 Interchange Environmental Assessment, Scoping Comments  
Corps File 200380202**

Dear Mr. Halouska:

Reference is made to your letter on April 23, 2004 in which you requested scoping comments for the above-referenced Environmental Assessment. Enclosed please find a compilation of the Denver Regulatory Office General Scoping Comments for transportation projects.

If any work associated with this project requires the placement of dredged or fill material, and any excavation associated with a dredged or fill project, either temporary or permanent, in waters of the United States at this site, this office should be notified by a proponent of the project for proper Department of the Army permits or changes in permit requirements pursuant to Section 404 of the Clean Water Act. Waters of the U.S. includes ephemeral, intermittent and perennial streams, their surface connected wetlands and adjacent wetlands and certain lakes, ponds, drainage ditches and irrigation ditches that have a nexus to interstate commerce.

I will be unable to attend the June 3, 2004 project meeting. If there are any questions concerning our scoping comments, please do not hesitate to contact me at 303-979-4120 and reference Corps file 200380202.

Sincerely,

A handwritten signature in cursive script that reads "J. Scott Franklin".

J. Scott Franklin, P.E.  
Civil Engineer

**General Scoping Comments  
For Transportation Projects**

**Denver Regulatory Office  
U.S. Army Corps of Engineers**

These scoping comments address critical issues that need to be addressed in the Section 404 permit evaluation process. While some of these issues may be addressed through scoping comments provided by other Federal agencies, the Denver Regulatory Office must ensure our permit complies with various requirements.

**I. T&E species (not meant to be all inclusive):**

Preble's meadow jumping mouse:

A. Does a "suitable habitat determination" need to be done for Preble's (project located in an area where a suitable habitat determination is required)?

B. If your project is located in a suitable habitat area for Preble's, has a trapping survey been done and approved by the USFWS?

C. Is your project located in designated critical habitat for Preble's?

Ute ladies' tress orchid and Colorado butterfly plant: Is your project located in an area where a plant survey is required? If so, has a survey been done and approved by the USFWS?

Bald Eagle: Are there any eagle nests or roost trees in the vicinity of the project?

**II. Historic Properties & Cultural Resources:**

A. Are you aware of any cultural or historic resources on-site? Are there any features or structures on the property that may be eligible for listing on the National Register (bridges, barns, houses, railroad embankments, irrigation ditches, etc., that are older than 50 years)?

B. Is your project located in a National Historic Landmark District? Central City, Black Hawk, Georgetown, Silver Plume, and Morrison, as well as other areas, are so designated.

**III. 404(b)(1) Guidelines (Guidelines):**

Project Purpose and Need:

A. Under the Guidelines, the Corps must determine "basic" and "overall" project purposes. The "basic" project purpose is used to determine if the project is water dependant (Non-water dependant projects are presumed to have less damaging, to the aquatic ecosystem, alternatives). "Overall" project purpose is used to screen alternatives, with selection of the least damaging, to the aquatic ecosystem, practicable alternative required (unless there are other significant adverse environmental consequences).

B. Is your initial project purpose too narrowly or broadly defined? Broad definitions require too many alternatives to be analyzed. Narrow definitions eliminate alternatives that could truly meet your purpose and need. Project purpose should be as objectively measurable as possible (for example, a defined Level of Service, vehicle speed or movement of traffic). General statements, such as "improved safety" make it relatively hard against which to measure alternatives.

C. Have you sufficiently demonstrated a public need for the project?

Alternatives:

A. If the discharge involves a special aquatic site (wetlands, mudflats, pool & riffle complexes), are sufficient alternatives presented to clearly select the least damaging, to the aquatic ecosystem, alternative that meets the "overall" project purpose?

B. Have you considered any off-site alternatives? If not, why? (For projects with large-scale impacts, the Corps must consider off-site alternatives. Just because you now have a legal interest in the land (e.g., right-of-way already purchased), or have an option to purchase one, doesn't mean that off-site alternatives can't be considered.)

C. Prior to receiving a permit, you must provide an alternative analysis. The analysis should provide at least 3 alternatives; no build; build; and build with total avoidance of impacts to waters of the U.S. The number of acceptable alternatives varies with the size of the project and value of the aquatic resources to be impacted.

D. We must screen alternatives based on the following criteria:

We can only issue a permit for the practicable alternative that has the least adverse affect on the aquatic ecosystem, so long as there are not other significant adverse environmental consequences. Practicable means capable of being done after taking into consideration cost, existing technology and logistics in light of overall project purposes.

E. Since many transportation projects have an EA or EIS prepared under the auspices of the Federal Highway Administration, is the preferred alternative presented in the EA or EIS the least damaging to the aquatic ecosystem? Is the Purpose and Need correctly defined for our purposes, so as not to eliminate alternatives that would meet our definition of overall project purpose?

Avoidance, Minimization & Compensatory Mitigation:

A. The applicant must demonstrate, and we must verify, that you have avoided and minimized impacts to aquatic resources to the maximum practical extent. This must occur prior to any consideration of compensatory mitigation (compensatory mitigation is necessary to offset unavoidable impacts, after minimizing these impacts).

B. Buffers can be both a form of minimization and compensatory mitigation. Compensatory mitigation includes creation, restoration, enhancement and/or preservation used to offset unavoidable impacts. Buffer areas created merely by moving development areas further away from aquatic resources are considered a form of minimizing impacts. If a buffer area is enhanced, through the planting of native vegetation, shrubs, trees, etc., this enhancement may be counted as compensatory mitigation.



C. How will your proposed compensatory mitigation, as well as remaining aquatic resources, be protected in the future? What's the best method available for protection (deed restriction, conservation easement, fee title transfer of land)?

D. You will be required to submit a complete mitigation plan (meeting the mitigation plan requirements of the Mitigation Regulatory Guidance Letter [RGL 02-2]). We must receive this before a permit can be issued. This is necessary to insure compliance with the RGL 02-2 and the 404(b)(1) Guidelines. Why?

(RGL 02-2) "This guidance applies to all compensatory mitigation proposals associated with **permit applications** (*emphasis added*) submitted for approval after this date (December 24, 2002)." Compliance with the RGL must be determined prior to permit issuance.

(1990 Corps/EPA Mitigation MOA) "If the mitigation plan necessary to ensure compliance with the Guidelines is not reasonably implementable or enforceable, the permit shall be denied." We can't make this determination without a mitigation plan.

#### IV. Special Aquatic Resources:

A. The U.S. Fish and Wildlife Service has classified fens as Resource Category 1. What this means is that they consider impacts to fens non-mitigatable. The only methods that might be suitable for fen impact mitigation, within our area of Colorado, are restoration of a degraded fen or purchase of mitigation credits from the Warm Springs Mitigation Bank.

B. For activities that may qualify, with project modifications, for authorization by a Nationwide Permit, certain aquatic sites or resources that may require special consideration are fens, springs, important spawning areas, Critical Resource Waters, Wild Trout Waters and Wild and Scenic Rivers.

May 14, 2004

Tim Carey  
U.S. Army Corps of Engineers  
Denver Regulatory Omaha District  
9307 S. Wadsworth Blvd.  
Littleton, CO 80128

**Subject: Additional Project Information**  
**Project: I-70/E-470 Interchange Complex Environmental Assessment**

Dear Mr. Carey:

In a follow-up to my letter requesting scoping information dated April 23, 2004, I wanted to summarize previous scoping efforts, describe the change in scope, and define the different study areas better. I would like to also invite you to a project meeting on June 3. See details below.

An agency scoping meeting, which included the Denver Regional Council of Governments, Denver International Airport, the Colorado Division of Wildlife, the Corps of Engineers, Arapahoe County, and Adams County, was originally held for this project on April 18, 2003. The original project scope included a reconstruction of the I-70 and E-470 Interchange, including an E-470 mainline flyover, new freeway-to-freeway ramps, and the maintenance of local access at Colfax and Gun Club Roads.

With a new flyover structure being approved to separate E-470 through traffic at I-70 as a separate project, CDOT and FHWA have determined that it is not reasonable for the local access to I-70 (Gun Club) to continue to be provided within the system-to-system interchange of I-70/E-470. Hence, new alternatives need to be considered which would replace the local access lost at a new system-to-system interchange. Options being considered include the following:

- Eliminate local access from the existing I-70/E-470/Gun Club Road interchange.
- Reconstruct the I-70/E-470/Gun Club Road interchange as a system-to-system interchange serving only E-470 and I-70.
- Construct potentially up to two new local interchanges west and east of the former I-70/E-470/Gun Club Road Interchange. Options being considered are at Piccadilly and at Harvest Mile.
- Remove the partial interchange at Colfax Ave. and I-70 and replace movements with a new Piccadilly Interchange and with frontage road improvements.

With these new options being considered, the original study area has been expanded. The new termini for the I-70/E-470 Interchange Complex study area are 26<sup>th</sup> Avenue on the north, 6<sup>th</sup> Avenue on the south, Airpark Road on the east, and Tower Road on the west. Pending the outcome of these added scoping efforts, this study area will be used for direct and indirect

Tim Carey  
May 14, 2004  
Page 2

impacts analysis. The cumulative effects area will be a four-mile radius from the center of the I-70/E-470 Interchange.

Attached you will find a map clearly outlining these areas that will be studied.

You are invited to attend a technical advisory meeting being held on June 3<sup>rd</sup> to further explain the proposed action at the I-70/E-470 Interchange Complex. At this meeting we would welcome any additional environmental scoping information or other comments your agency would like to provide. The meeting will be held at the E-470 Authority located at 22470 E. 6<sup>th</sup> Parkway in Aurora. The meeting will begin at 2:30 p.m.

Please contact me at (303) 820-4898 or halouskatk@c-b.com with any questions or comments regarding this project.

Sincerely,



Troy Halouska  
Environmental Planner

Attachment

cc: Gina McAfee  
Holly Huyck  
Cecelia Joy  
Monica Pavlik  
Pamela Hutton  
Mac Callison  
Ken Frantz  
Matt McDole  
File #071218.301

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April 23, 2004

Tim Carey  
U.S. Army Corps of Engineers  
Tri-Lakes Project Office  
9307 S. Platte Canyon Road  
Littleton, CO 80128

**Subject: Request for scoping information**  
**Project: I-70/E-470 Interchange Complex Environmental Assessment**

Dear Mr. Carey:

The E-470 Authority in combination with the Colorado Department of Transportation and the City of Aurora proposes the reconstruction of the interchange located at I-70 and E-470. In addition to the reconstruction, two new interchanges are proposed on either side of the I-70/E-470 Interchange at the locations of Picadilly Road and I-70 to the west, and Harvest Mile Road and I-70 to the east.

This project has been expanded since it began in 2001. The project area now includes Township 3S, Range 65W, sections 31, 32, 33, T3S, R66W, sections 26, 27, 34, 35, 36, T4S, R65W, sections 4, 5, 6, and T4S, R66W, sections 1 and 2. A map showing the project area is included for your use.

I am writing to request a letter from your agency with scoping comments describing any environmental resources or issues in the project area that need to be addressed.

I would appreciate a written response to this request by May 21, if possible.

Please contact me at (303) 820-4898 or halouskatk@c-b.com with any questions or comments regarding this request.

Sincerely,



Troy Halouska  
Environmental Planner

Attachment

cc: File #071218.301  
Gina McAfee  
Holly Huyck

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**DEPARTMENT OF THE ARMY**  
**CORPS OF ENGINEERS, OMAHA DISTRICT**  
**DENVER REGULATORY OFFICE, 9307 SOUTH WADSWORTH BOULEVARD**  
**LITTLETON, COLORADO 80128-6901**

August 29, 2003

Ms. Laura Backus  
Carter and Burgess, Inc.  
707 17<sup>th</sup> Street, Suite 2300  
Denver, CO 80202

**RE: E-470/I70, Preliminary Jurisdictional Determination, Streambed of First Creek North of I-70**  
**Corps File No. 200380218**

Dear Ms. Backus:

I have reviewed this project located in the SW ¼ of Section 31, T4S, R65W, Arapahoe County, Colorado. This review was in accordance with Section 404 of the Clean Water Act under which the U.S. Army Corps of Engineers regulates the discharge of dredged and fill material, and any excavation activities associated with a dredged and fill project, into waters of the United States. Waters of the United States include ephemeral, intermittent and perennial streams, their surface connected wetlands and adjacent wetlands and certain lakes, ponds, irrigation and drainage ditches that have a nexus to interstate commerce. Under the authority of the Clean Water Act, a preliminary Jurisdictional Determination has determined that the streambed at this portion of First Creek may be waters of the U.S.

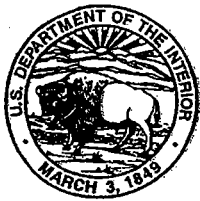
If a proposed activity requires work within the above-described waters of the U.S., a proponent of the project should notify this office for proper Department of the Army permits. This jurisdictional delineation is valid for a period of five years from the date of this letter unless new information warrants revision of the determination before the expiration date.

If you have any questions concerning this matter, please call me at (303) 979-4120 and reference Corps File No. 200380218.

Sincerely,

A handwritten signature in black ink that reads "Terry McKee".

Terry McKee  
Natural Resource Specialist



# United States Department of the Interior

## FISH AND WILDLIFE SERVICE

Ecological Services  
Colorado Field Office  
755 Parfet Street, Suite 361  
Lakewood, Colorado 80215

IN REPLY REFER TO:  
ES/CO:T&E  
Mail Stop 65412

MAY - 6 2004

Troy Halouska  
Carter & Burgess  
707 17<sup>th</sup> Street, Suite 2300  
Denver, Colorado 80202-3404

Dear Mr. Halouska,

The U.S. Fish and Wildlife Service (Service) received your April 23, 2004, request for scoping comments describing any environmental resources in the area of your proposed interchange reconstruction project at Interstate 70 (I-70) and E-470 in Adams, Arapahoe, and Denver Counties, Colorado. In addition to the interchange reconstruction, two new interchanges are also proposed on either side of the I-70/E-470 interchange at Picadilly Road and I-70 to the west, and Harvest Mile Road and I-70 to the east. These comments have been prepared under the provisions of the Endangered Species Act of 1973 (Act), as amended (16 U.S.C. 1531 et. seq.).

Following is a list of Federal endangered, threatened, proposed and candidate species for Denver and Adams Counties, which may be used as a basis for determining additional listed species potentially present in the project area. While other species could occur at or visit the project area, endangered or threatened species most likely to be affected include:

- Birds:
- \*Whooping crane (*Grus americana*), Endangered
  - \*Least tern, interior population (*Sterna antillarum*), Endangered
  - \*Eskimo curlew (*Numenius borealis*), Endangered
  - \*Piping plover (*Charadrius melodus*), Threatened
  - \*Bald eagle (*Haliaeetus leucocephalus*), Threatened
- Mammals: Preble's meadow jumping mouse (*Zapus hudsonius preblei*), Threatened
- Fishes: \*Pallid sturgeon (*Scaphirhynchus albus*), Endangered
- Plants :
- Ute ladies-tresses orchid (*Spiranthes diluvialis*), Threatened
  - Colorado butterfly plant (*Gaura neomexicana* ssp. *coloradensis*), Threatened
  - \*Western prairie fringed orchid (*Platanthera praeclara*), Threatened

\* Since 1978, the Service has consistently taken the position in its section 7 consultations that Federal agency actions resulting in existing or new water depletions to the Platte River system may affect these species as well as designated critical habitat for the whooping crane and piping plover in the central Platte River in Nebraska. Depletions include evaporative losses and/or consumptive use less return flows. Project elements that could be associated with depletions to the Platte River system include, but are not limited to, ponds (detention/recreation/irrigation storage), lakes (recreation/ irrigation storage/municipal storage/power generation), reservoirs (recreation/irrigation storage/municipal storage/power generation), pipelines, and water treatment facilities, dust control, and compaction.

The Service also is interested in the protection of species which are candidates for official listing as threatened or endangered (Federal Register, Vol. 61, No. 40, February 28, 1996). While these species presently have no legal protection under the Act, it is within the spirit of this Act to consider project impacts to potentially sensitive candidate species. It is the intention of the Service to protect these species before human-related activities adversely impact their habitat to a degree that they would need to be listed and, therefore, protected under the Act. Additionally, we wish to make you aware of the presence of Federal candidates should any be proposed or listed prior to the time that all Federal actions related to the project are completed. If any candidate species will be unavoidably impacted, appropriate mitigation should be proposed and discussed with this office.

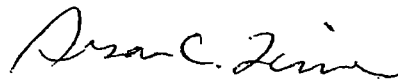
While the Service has no specific knowledge of the presence of these species within the project area, the following may occur in or visit the project area.

Mammals      Black-tailed prairie dog (*Cynomys ludovicianus*)

In addition, the Service is concerned about the effects the project may have on migratory birds protected by the Migratory Bird Treaty Act. Such potential effects will need to be anticipated and addressed.

If the Service can be of further assistance, please contact Alison Deans Michael of this office at (303) 275-2370.

Sincerely,



Susan C. Linner  
Colorado Field Supervisor

pc:      CDOT (J. Peterson, H. Huyck)  
         Michael

May 14, 2004

Alison Deans-Michael  
U.S. Fish and Wildlife Service  
Ecological Services Field Office  
755 Parfet, Suite 361  
Lakewood, CO 80215**Subject: Additional Project Information**  
**Project: I-70/E-470 Interchange Complex Environmental Assessment**

Dear Ms. Deans-Michael:

In a follow-up to my letter requesting scoping information dated April 23, 2004, I wanted to summarize previous scoping efforts, describe the change in scope, and define the different study areas better. I would like to also invite you to a project meeting on June 3. See details below.

An agency scoping meeting, which included the Denver Regional Council of Governments, Denver International Airport, the Colorado Division of Wildlife, the Corps of Engineers, Arapahoe County, and Adams County, was originally held for this project on April 18, 2003. The original project scope included a reconstruction of the I-70 and E-470 Interchange, including an E-470 mainline flyover, new freeway-to-freeway ramps, and the maintenance of local access at Colfax and Gun Club Roads.

With a new flyover structure being approved to separate E-470 through traffic at I-70 as a separate project, CDOT and FHWA have determined that it is not reasonable for the local access to I-70 (Gun Club) to continue to be provided within the system-to-system interchange of I-70/E-470. Hence, new alternatives need to be considered which would replace the local access lost at a new system-to-system interchange. Options being considered include the following:

- Eliminate local access from the existing I-70/E-470/Gun Club Road interchange.
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With these new options being considered, the original study area has been expanded. The new termini for the I-70/E-470 Interchange Complex study area are 26<sup>th</sup> Avenue on the north, 6<sup>th</sup> Avenue on the south, Airpark Road on the east, and Tower Road on the west. Pending the outcome of these added scoping efforts, this study area will be used for direct and indirect



Alison Deans-Michael

May 14, 2004

Page 2

impacts analysis. The cumulative effects area will be a four-mile radius from the center of the I-70/E-470 Interchange.

Attached you will find a map clearly outlining these areas that will be studied.

You are invited to attend a technical advisory meeting being held on June 3<sup>rd</sup> to further explain the proposed action at the I-70/E-470 Interchange Complex. At this meeting we would welcome any additional environmental scoping information or other comments your agency would like to provide. The meeting will be held at the E-470 Authority located at 22470 E. 6<sup>th</sup> Parkway in Aurora. The meeting will begin at 2:30 p.m.

Please contact me at (303) 820-4898 or halouskatk@c-b.com with any questions or comments regarding this project.

Sincerely,



Troy Halouska  
Environmental Planner

**Attachment**

cc: Gina McAfee  
Holly Huyck  
Cecelia Joy  
Monica Pavlik  
Pamela Hutton  
Mac Callison  
Ken Frantz  
Matt McDole  
File #071218.301

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April 23, 2004

Alison Deans-Michael  
U.S. Fish and Wildlife Service  
Ecological Services Field Office  
Denver Federal Center  
P.O. BOX 25486  
Denver, CO 80225-0046

**Subject: Request for scoping information**  
**Project: I-70/E-470 Interchange Complex Environmental Assessment**

Dear Ms. Deans-Michael:

The E-470 Authority in combination with the Colorado Department of Transportation and the City of Aurora proposes the reconstruction of the interchange located at I-70 and E-470. In addition to the reconstruction, two new interchanges are proposed on either side of the I-70/E-470 Interchange at the locations of Picadilly Road and I-70 to the west, and Harvest Mile Road and I-70 to the east.

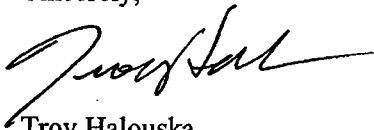
This project has been expanded since it began in 2001. The project area now includes Township 3S, Range 65W, sections 31, 32, 33, T3S, R66W, sections 26, 27, 34, 35, 36, T4S, R65W, sections 4, 5, 6, and T4S, R66W, sections 1 and 2. A map showing the project area is included for your use.

I am writing to request a letter from your agency with scoping comments describing any environmental resources or issues in the project area that need to be addressed.

I would appreciate a written response to this request by May 21, if possible.

Please contact me at (303) 820-4898 or halouskatk@c-b.com with any questions or comments regarding this request.

Sincerely,



Troy Halouska  
Environmental Planner

Attachment

cc: File #071218.301  
Gina McAfee  
Holly Huyck

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May 14, 2004

Steve Rudy  
Denver Regional Council of Governments  
4500 Cherry Creek Drive South, Suite 800  
Denver CO 80246-1531

**Subject: Additional Project Information**  
**Project: I-70/E-470 Interchange Complex Environmental Assessment**

Dear Mr. Rudy:

In a follow-up to my letter requesting scoping information dated April 23, 2004, I wanted to summarize previous scoping efforts, describe the change in scope, and define the different study areas better. I would like to also invite you to a project meeting on June 3. See details below.

An agency scoping meeting, which included the Denver Regional Council of Governments, Denver International Airport, the Colorado Division of Wildlife, the Corps of Engineers, Arapahoe County, and Adams County, was originally held for this project on April 18, 2003. The original project scope included a reconstruction of the I-70 and E-470 Interchange, including an E-470 mainline flyover, new freeway-to-freeway ramps, and the maintenance of local access at Colfax and Gun Club Roads.

With a new flyover structure being approved to separate E-470 through traffic at I-70 as a separate project, CDOT and FHWA have determined that it is not reasonable for the local access to I-70 (Gun Club) to continue to be provided within the system-to-system interchange of I-70/E-470. Hence, new alternatives need to be considered which would replace the local access lost at a new system-to-system interchange. Options being considered include the following:

- Eliminate local access from the existing I-70/E-470/Gun Club Road interchange.
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With these new options being considered, the original study area has been expanded. The new termini for the I-70/E-470 Interchange Complex study area are 26<sup>th</sup> Avenue on the north, 6<sup>th</sup> Avenue on the south, Airpark Road on the east, and Tower Road on the west. Pending the outcome of these added scoping efforts, this study area will be used for direct and indirect impacts analysis. The cumulative effects area will be a four-mile radius from the center of the I-70/E-470 Interchange.

Steve Rudy  
May 14, 2004  
Page 2

Attached you will find a map clearly outlining these areas that will be studied.

You are invited to attend a technical advisory meeting being held on June 3<sup>rd</sup> to further explain the proposed action at the I-70/E-470 Interchange Complex. At this meeting we would welcome any additional environmental scoping information or other comments your agency would like to provide. The meeting will be held at the E-470 Authority located at 22470 E. 6<sup>th</sup> Parkway in Aurora. The meeting will begin at 2:30 p.m.

Please contact me at (303) 820-4898 or halouskatk@c-b.com with any questions or comments regarding this project.

Sincerely,



Troy Halouska  
Environmental Planner

Attachment

cc: Gina McAfee  
Holly Huyck  
Cecelia Joy  
Monica Pavlik  
Pamela Hutton  
Mac Callison  
Ken Frantz  
Matt McDole  
File #071218.301

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April 23, 2004

George Scheuernstuhl  
Denver Regional Council of Governments  
4500 Cherry Creek Drive South, Suite 800  
Denver CO 80246-1531

**Subject: Request for scoping information**  
**Project: I-70/E-470 Interchange Complex Environmental Assessment**

Dear Mr. Scheuernstuhl:

The E-470 Authority in combination with the Colorado Department of Transportation and the City of Aurora proposes the reconstruction of the interchange located at I-70 and E-470. In addition to the reconstruction, two new interchanges are proposed on either side of the I-70/E-470 Interchange at the locations of Picadilly Road and I-70 to the west, and Harvest Mile Road and I-70 to the east.

This project has been expanded since it began in 2001. The project area now includes Township 3S, Range 65W, sections 31, 32, 33, T3S, R66W, sections 26, 27, 34, 35, 36, T4S, R65W, sections 4, 5, 6, and T4S, R66W, sections 1 and 2. A map showing the project area is included for your use.

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I would appreciate a written response to this request by May 21, if possible.

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Sincerely,



Troy Halouska  
Environmental Planner

Attachment

cc: File #071218.301  
Gina McAfee  
Holly Huyck

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May 14, 2004

Eric Odell  
Colorado Division of Wildlife  
317 W. Prospect Road  
Fort Collins, CO 80526**Subject: Additional Project Information**  
**Project: I-70/E-470 Interchange Complex Environmental Assessment**

Dear Mr. Odell:

In a follow-up to my letter requesting scoping information dated April 23, 2004, I wanted to summarize previous scoping efforts, describe the change in scope, and define the different study areas better. I would like to also invite you to a project meeting on June 3. See details below.

An agency scoping meeting, which included the Denver Regional Council of Governments, Denver International Airport, the Colorado Division of Wildlife, the Corps of Engineers, Arapahoe County, and Adams County, was originally held for this project on April 18, 2003. The original project scope included a reconstruction of the I-70 and E-470 Interchange, including an E-470 mainline flyover, new freeway-to-freeway ramps, and the maintenance of local access at Colfax and Gun Club Roads.

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Eric Odell  
May 14, 2004  
Page 2

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Please contact me at (303) 820-4898 or halouskatk@c-b.com with any questions or comments regarding this project.

Sincerely,



Troy Halouska  
Environmental Planner

**Attachment**

cc: Gina McAfee  
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Mac Callison  
Ken Frantz  
Matt McDole  
File #071218.301

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April 23, 2004

Eric Odell  
Colorado Division of Wildlife  
317 W. Prospect Road  
Fort Collins, CO 80526

**Subject: Request for scoping information**  
**Project: I-70/E-470 Interchange Complex Environmental Assessment**

Dear Mr. Odell:

The E-470 Authority in combination with the Colorado Department of Transportation and the City of Aurora proposes the reconstruction of the interchange located at I-70 and E-470. In addition to the reconstruction, two new interchanges are proposed on either side of the I-70/E-470 Interchange at the locations of Picadilly Road and I-70 to the west, and Harvest Mile Road and I-70 to the east.

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Sincerely,



Troy Halouska  
Environmental Planner

Attachment

cc: File #071218.301  
Gina McAfee  
Holly Huyck

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May 14, 2004

707 17th Street, Suite 2300  
Denver, Colorado 80202-3404  
Phone: 303.820.5240  
Fax: 303.820.2402  
www.c-b.com

Deborah Lebow  
Environmental Protection Agency  
999 18th Street, Suite 500  
Denver, CO 80202-2466

**Subject: Additional Project Information**  
**Project: I-70/E-470 Interchange Complex Environmental Assessment**

Dear Ms. Cody:

In a follow-up to my letter requesting scoping information dated April 23, 2004, I wanted to summarize previous scoping efforts, describe the change in scope, and define the different study areas better. I would like to also invite you to a project meeting on June 3. See details below.

An agency scoping meeting, which included the Denver Regional Council of Governments, Denver International Airport, the Colorado Division of Wildlife, the Corps of Engineers, Arapahoe County, and Adams County, was originally held for this project on April 18, 2003. The original project scope included a reconstruction of the I-70 and E-470 Interchange, including an E-470 mainline flyover, new freeway-to-freeway ramps, and the maintenance of local access at Colfax and Gun Club Roads.

With a new flyover structure being approved to separate E-470 through traffic at I-70 as a separate project, CDOT and FHWA have determined that it is not reasonable for the local access to I-70 (Gun Club) to continue to be provided within the system-to-system interchange of I-70/E-470. Hence, new alternatives need to be considered which would replace the local access lost at a new system-to-system interchange. Options being considered include the following:

- Eliminate local access from the existing I-70/E-470/Gun Club Road interchange.
- Reconstruct the I-70/E-470/Gun Club Road interchange as a system-to-system interchange serving only E-470 and I-70.
- Construct potentially up to two new local interchanges west and east of the former I-70/E-470/Gun Club Road Interchange. Options being considered are at Piccadilly and at Harvest Mile.
- Remove the partial interchange at Colfax Ave. and I-70 and replace movements with a new Piccadilly Interchange and with frontage road improvements.

With these new options being considered, the original study area has been expanded. The new termini for the I-70/E-470 Interchange Complex study area are 26<sup>th</sup> Avenue on the north, 6<sup>th</sup> Avenue on the south, Airpark Road on the east, and Tower Road on the west. Pending the outcome of these added scoping efforts, this study area will be used for direct and indirect impacts analysis. The cumulative effects area will be a four-mile radius from the center of the I-70/E-470 Interchange.

Deborah Lebow  
May 14, 2004  
Page 2

Attached you will find a map clearly outlining these areas that will be studied.

You are invited to attend a technical advisory meeting being held on June 3<sup>rd</sup> to further explain the proposed action at the I-70/E-470 Interchange Complex. At this meeting we would welcome any additional environmental scoping information or other comments your agency would like to provide. The meeting will be held at the E-470 Authority located at 22470 E. 6<sup>th</sup> Parkway in Aurora. The meeting will begin at 2:30 p.m.

Please contact me at (303) 820-4898 or halouskatk@c-b.com with any questions or comments regarding this project.

Sincerely,



Troy Halouska  
Environmental Planner

Attachment

cc: Gina McAfee  
Holly Huyck  
Cecelia Joy  
Monica Pavlik  
Pamela Hutton  
Mac Callison  
Ken Frantz  
Matt McDole  
File #071218.301

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April 26, 2004

Deb Lebow  
Environmental Protection Agency  
NEPA—EcoSystem Protection  
Mail Stop 8EPR-EP  
999 18th Street  
Denver, CO 80202

**Subject: Request for scoping information**  
**Project: I-70/E-470 Interchange Complex Environmental Assessment**

Dear Ms. Lebow:

The E-470 Authority in combination with the Colorado Department of Transportation and the City of Aurora proposes the reconstruction of the interchange located at I-70 and E-470. In addition to the reconstruction, two new interchanges are proposed on either side of the I-70/E-470 Interchange at the locations of Picadilly Road and I-70 to the west, and Harvest Mile Road and I-70 to the east.

This project has been expanded since it began in 2001. The project area now includes Township 3S, Range 65W, sections 31, 32, 33, T3S, R66W, sections 26, 27, 34, 35, 36, T4S, R65W, sections 4, 5, 6, and T4S, R66W, sections 1 and 2. A map showing the project area is included for your use.

I am writing to request a letter from your agency with scoping comments describing any environmental resources or issues in the project area that need to be addressed.

I would appreciate a written response to this request by May 21, if possible.

Please contact me at (303) 820-4898 or halouskatk@c-b.com with any questions or comments regarding this request.

Sincerely,



Troy Halouska  
Environmental Planner

Attachment

cc: File #071218.301  
Gina McAfee  
Holly Huyck

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