

Section 106 Determinations of Effects

January 2010



TABLE OF CONTENTS

1.0	INTRODUCTION.....	1
1.1	EIS ALTERNATIVES DESCRIPTION	1
1.1.1	No Action Alternative: Viaduct replacement from Brighton Boulevard to Colorado Boulevard	1
1.1.2	Alternative 1: General purpose lanes on the existing alignment	1
1.1.3	Alternative 3: Tolled express lanes on existing alignment.....	2
1.1.4	Alternative 4: General Purpose lanes on realignment.....	2
1.1.5	Alternative 6: Tolled express lanes on realignment.....	2
1.1.6	Central Park Boulevard Interchange Preferred Alternative	3
2.0	DECISION TO REMOVE SECTION 106 CONSULTATION FROM THE NEPA PROCESS	2-11
3.0	AREA OF POTENTIAL EFFECT DESCRIPTION	3-11
4.0	MAJOR HISTORIC THEMES OF SIGNIFICANCE	4-12
4.1	TRANSPORTATION	4-12
4.2	INDUSTRIAL/URBAN DEVELOPMENT	4-13
4.3	ARCHITECTURAL STYLES	4-14
5.0	EFFECTS DETERMINATIONS.....	5-14
5.1	SECTION 1	5-20
5.1.1	NHRP Eligible Properties in Section 1.....	5-22
5.1.2	Effects Determination for No Action Alternative in Section 1.....	5-26
5.1.3	Effects Determinations for Alternatives 1 and 3 in Section 1.....	33
5.1.4	Effects Determinations for Alternatives 4 and 6 in Section 1.....	40
5.2	SECTION 2	50
5.2.1	NHRP Eligible Properties in Section 2.....	52
5.2.2	Effects Determinations for No Action Alternatives in Section 2.....	60
5.2.3	Effects Determinations for Alternatives 1 and 3 North and South in Section 2 ..	63
5.2.4	Effects Determinations for Alternatives 4 and 6 in Section 2.....	74
5.3	SECTION 3	80
5.3.1	NHRP Eligible Properties in Section 3.....	82
5.3.2	Effects Determinations for No Action Alternative in Section 3.....	88
5.3.3	Effects Determinations for Alternatives 1 and 3 in Section 3.....	95
5.3.4	Effects Determinations for Alternatives 4 and 6 East and West in Section 3 ...	102
5.4	SECTION 4	105
5.4.1	NHRP Eligible Properties in Section 4.....	107
5.4.2	Effects Determinations for No Action Alternative in Section 4.....	109
5.4.3	Alternatives 1 and 3 Effects Determinations in Section 4.....	113
5.4.4	Effects Determinations for Alternatives 4 and 6 East and West in Section 4 ...	120
5.5	SECTION 5	123
5.5.1	NRHP Eligible Properties in Section 5.....	125
5.5.2	Effects Determinations for No Action Alternatives in Section 5.....	128
5.5.3	Effects Determinations for Alternatives 1 and 3 North and South in Section 5 .	128
5.5.4	Effects Determination for Alternatives 4 and 6 West and East in Section 5.....	134
6.0	CONCLUSION	137

LIST OF FIGURES

Figure 1 No-Action North Alternative Overview	5
Figure 2 No Action South Alternative Overview	6
Figure 3 Alternatives 1 and 3 North Overview	7
Figure 4 Alternatives 1 and 3 South Overview	8
Figure 5 Alternatives 4 and 6 West Overview	9
Figure 6 Alternatives 4 and 6 East Overview	10
Figure 7 Historic Properties Section Index.....	5-15
Figure 8 Historic Properties – Section 1	5-21
Figure 9 Historic Properties – Section 2	51
Figure 10 Historic Properties – Section 3	81
Figure 11 Historic Properties – Section 4	106
Figure 12 Historic Properties – Section 5	124
Figure 13 Historic Properties – Section 5a	132
Figure 14 Historic Properties – Section 5b	133

LIST OF TABLES

Table 1 Effects Calculation for All Alternatives	19
Table 2 Contributing Resources within the National Western Historic District (5DV10050)	5-22
Table 3 Summary of Effects – No Action North and South Alternative Section 1	27
Table 4 Summary of Effects – Alternatives 1 and 3 North Section 1	34
Table 5 Summary of Effects – Alternatives 1 and 3 South Section 1	38
Table 6 Summary of Effects – Alternatives 4 and 6 West Section 1	42
Table 7 Summary of Effects – Alternatives 4 and 6 East Section 1	46
Table 8 Summary of Effects – No Action North and South Alternative Section 2	57
Table 9 Summary of Effects – Alternatives 1 and 3 North Section 2	65
Table 10 Summary of Effects – Alternatives 1 and 3 South Section 2	69
Table 11 Amount of Temporary Construction Easement (TCE) for Three Properties	72
Table 12 Summary of Effects – Alternatives 4 and 6 East and West in Section 2	75
Table 13 Amount of Temporary Construction Easement (TCE) for Three Properties	78
Table 14 Contributing Resources within the Alfred R. Wessel Historic District (5DV10126)	84
Table 15 Summary of Effects – No Action Alternative North Section 3	89
Table 16 Summary of Effects – No Action Alternative North Section 3	93
Table 17 Summary of Effects – Alternatives 1 and 3 North Section 3	97
Table 18 Complete ROW Acquisitions of Contributing Properties in the A.R. Wessel Historic District (5DV10126) – Alternatives 1 and 3 North Section 3	98
Table 19 Summary of Effects – Alternatives 1 and 3 South Section 3	100
Table 20 Summary of Effects – Alternatives 4 and 6 East and West in Section 3	104
Table 21 Contributing Resources within the Safeway Distribution Center Historic District (5DV9232)	107
Table 22 Summary of Effects – No Action North and South Alternative Section 1	111
Table 23 Summary of Effects – Alternatives 1 and 3 North Section 4	114
Table 24 Summary of Effects – Alternatives 1 and 3 South Section 4	118
Table 25 Summary of Effects – Alternatives 4 and 6 in Section 4	121
Table 26 Summary of Effects – No Action North and South Alternatives in Section 5	127
Table 27 Summary of Effects – Alternatives 1 and 3 North and South in Section 5	130
Table 28 Summary of Effects – Alternatives 4 and 6 East and West in Section 5	135

1.0 INTRODUCTION

The I-70 East Environmental Impact Statement (EIS) is a joint effort between the Federal Highway Administration (FHWA) and the Colorado Department of Transportation (CDOT). The intent of the EIS is to identify highway improvements along I-70 in the Denver metropolitan area between I-25 and Tower Road and to assess their potential effects on the human and natural environment. Analysis of the effects of the proposed I-70 project was undertaken to comply with Section 106 of the National Historic Preservation Act of 1966, as amended; the National Environmental Policy Act (NEPA) of 1969, as amended; and the U.S. Department of Transportation Act of 1966, as amended.

1.1 EIS ALTERNATIVES DESCRIPTION

The project team conducted two screenings of a wide variety of corridor alternatives to identify which should be evaluated further during the NEPA process. As a result, six alternatives were advanced forward for additional analysis and screening. From these six alternatives, the project team winnowed the alternatives further, selecting the No Action, Alternative 1, Alternative 3, Alternative 4, and Alternative 6 for consideration in the DEIS. A brief description of each alternative is included here; for more detail please refer to the I-70 East DEIS. Each alternative has different alignment shift options. Determinations of effect to historic resources were assessed for each alternative to weigh differences in impacts to historic properties.

1.1.1 No Action Alternative: Viaduct replacement from Brighton Boulevard to Colorado Boulevard

Under the guidelines of NEPA, the No Action Alternative normally includes short-term safety and maintenance improvements that maintain the continuing operation of the roadway. But because of the deteriorated condition of the existing viaduct between Brighton Boulevard and Colorado Boulevard, the No-Action Alternative for the I-70 East Corridor EIS includes replacing the viaduct in this area for structural and safety reasons. This replacement is necessary to maintain the continuing operation of I-70 and does not include any additional travel lanes. The reconstructed viaduct would be approximately 125 feet wider than the existing structure.

Two design options exist for reconstructing the viaduct: shifting immediately to the north (No-Action North) or immediately to the south (No-Action South). The No Action improvements would take place on I-70 between Brighton Boulevard and Colorado Boulevard. Off- and on-ramps would be realigned at Brighton Boulevard, York Street, and Steele Street. The proposed improvements would keep the lane configuration the same, with six general-purpose lanes (three in each direction) and a width of approximately 250 feet for the viaduct.

1.1.2 Alternative 1: General purpose lanes on the existing alignment

Design options include building to the north (Alternative 1 North) or south (Alternative 1 South) between Brighton Boulevard and Quebec Street and braided ramps between I-270 and Havana Street for the interchange at Central Park Boulevard. One additional general purpose lane is proposed in each direction between I-25 and I-270, two additional general purpose lanes in each direction between I-270 and I-225, and one additional general purpose lane in each direction between I-225 and Tower Road.

1.1.3 Alternative 3: Tolled express lanes on existing alignment

Design options include building to the north (Alternative 3 North) or south (Alternative 3 South) between Brighton Boulevard and Quebec Street and braided ramps between I-270 and Havana Street for the interchange at Central Park Boulevard. This alternative would add two tolled express lanes in each direction between I-25 and Peña Boulevard with no additional general purpose lanes, and one additional general purpose lane in each direction between Peña Boulevard and Tower Road. A frontage road system would be included between Colorado Boulevard and Quebec Street and a collector-distributor road system would be included between Quebec Street and Peña Boulevard. Access to I-70 would be eliminated at York Street, and new access would be provided at Central Park Boulevard through collector-distributor roads. Access to and from the tolled express lanes would be provided just east of I-25; near Colorado Boulevard; and at I-270, I-225, and Peña Boulevard.

1.1.4 Alternative 4: General Purpose lanes on realignment

Design options include a western (Alternative 4 West) and eastern (Alternative 4 East) connection to I-70 near Brighton Boulevard and braided ramps between I-270 and Havana Street for the interchange at Central Park Boulevard. This alignment would add one additional general purpose lane in each direction to the existing I-70 alignment between I-25 and Brighton Boulevard, between Quebec Street and I-270, and between I-225 and Tower Road. It would also add two additional general purpose lanes between I-270 and I-225. The realignment portion would include four general purpose lanes in each direction and would leave existing I-70 just west of Brighton Boulevard and follow the Burlington Northern Santa Fe (BNSF) and Rock Island railroads north of the Elyria and Swansea neighborhood, connecting back into existing I-70 just west of Quebec Street. The existing viaduct would be removed when I-70 is realigned, and 46th Avenue would be converted into a four- to six-lane arterial between Washington Street and Quebec Street. Access to the realigned section would be provided at Brighton Boulevard and Colorado Boulevard/Vasquez Boulevard. A collector distributor road system would be developed between Quebec Street and Peña Boulevard including new access at Central Park Boulevard.

1.1.5 Alternative 6: Tolled express lanes on realignment

Design options include a western (Alternative 6 West) and eastern (Alternative 6 East) connection to I-70 near Brighton Boulevard and braided ramps between I-270 and Havana Street for the interchange at Central Park Boulevard. This alternative would add two tolled express lanes in each direction to the existing I-70 alignment between I-25 and Brighton Boulevard, between Quebec Street and I-270, and between I-225 and Peña Boulevard. It would also add one general purpose lane in each direction between Peña Boulevard and Tower road. The realignment portion would include three general purpose lanes and two tolled express lanes in each direction and would leave existing I-70 just west of Brighton Boulevard and follow the BNSF and Rock Island railroads around the Elyria and Swansea neighborhood, connecting back into existing I-70 just west of Quebec Street. The existing viaduct would be removed when I-70 is realigned, and 46th Avenue would be converted into a four- to six-lane arterial between Washington Street and Quebec Street. Access to the realigned section would be provided at Brighton Boulevard and Colorado Boulevard/Vasquez Boulevard. A frontage road would be included on the south side of the realignment between Brighton Boulevard and Colorado Boulevard/Vasquez Boulevard and a collector distributor road system would be developed

between Quebec Street and Peña Boulevard including new access at Central Park Boulevard. Access to and from the tolled express lanes would be provided just east of I-25, near Colorado Boulevard, and at I-270, I-225, and Peña Boulevard.

1.1.6 Central Park Boulevard Interchange Preferred Alternative

As a result of the screening process for the Central Park Boulevard (CPB) Environmental Assessment, the Preferred Alternative proposes a braided-ramp interchange for I-70. With this alternative the existing cargo bridge would be demolished and a new bridge over I-70 would be constructed immediately east of the cargo bridge site. The proposed interchange provides for a new CPB bridge over I-70, with consecutive eastbound on-ramps for I-270 and CPB and consecutive westbound off-ramps for CPB and I-270. The Section 106 process for the CPB Environmental Assessment was concluded per correspondence dated May 19, 2009, from Edward Nichols, SHPO, to Jim Paulmeno, CDOT Region 6 Planning and Environmental Manager.

This page intentionally left blank.

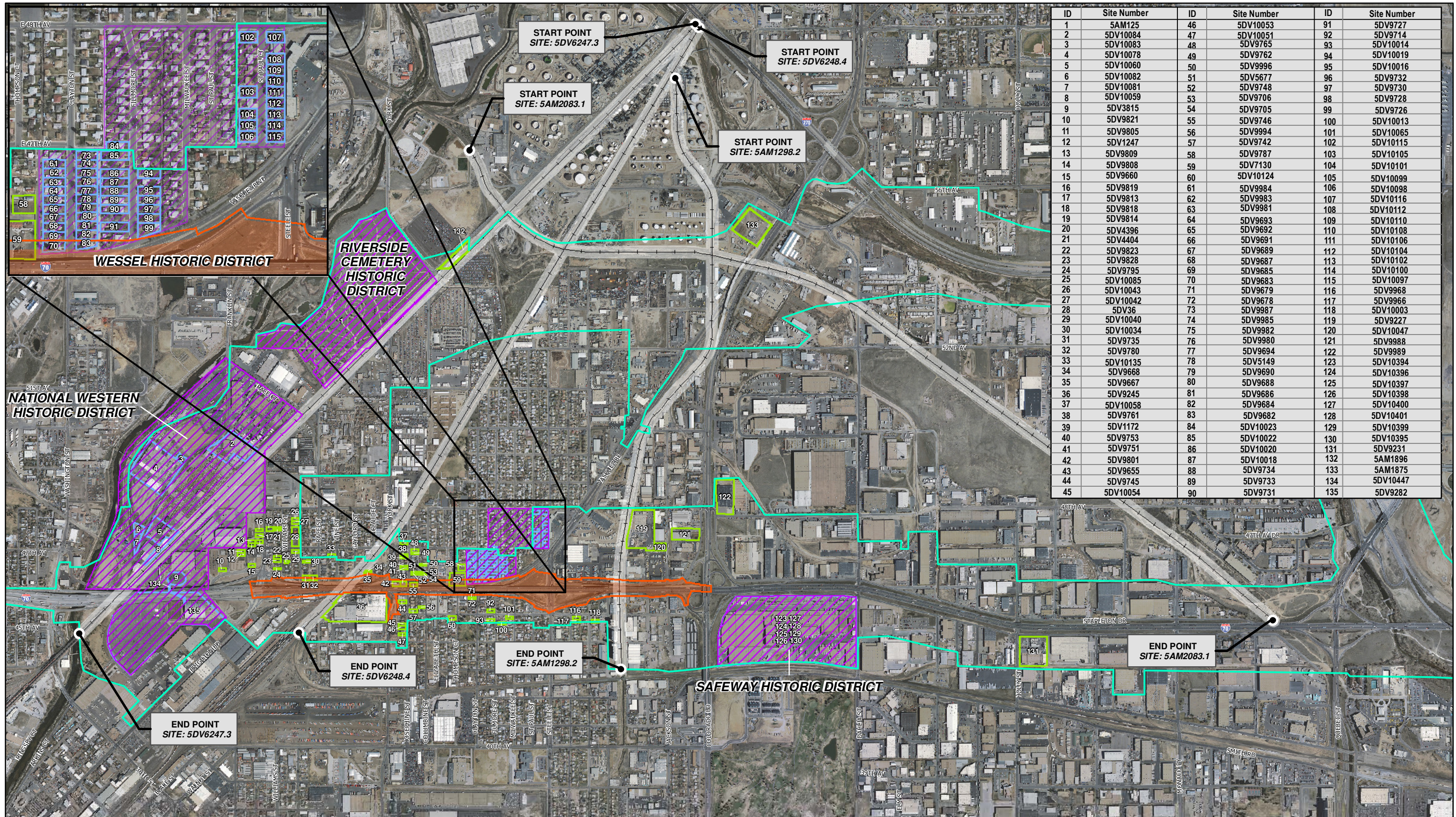


Figure 1: No Action North Alternative - Overview

- Legend**
- Temporary Construction Effects
 - NHRP Historic District Contributing Property
 - NHRP Eligible Historic District
 - Permanent Roadway Effects
 - NHRP Eligible Property
 - APE Boundary



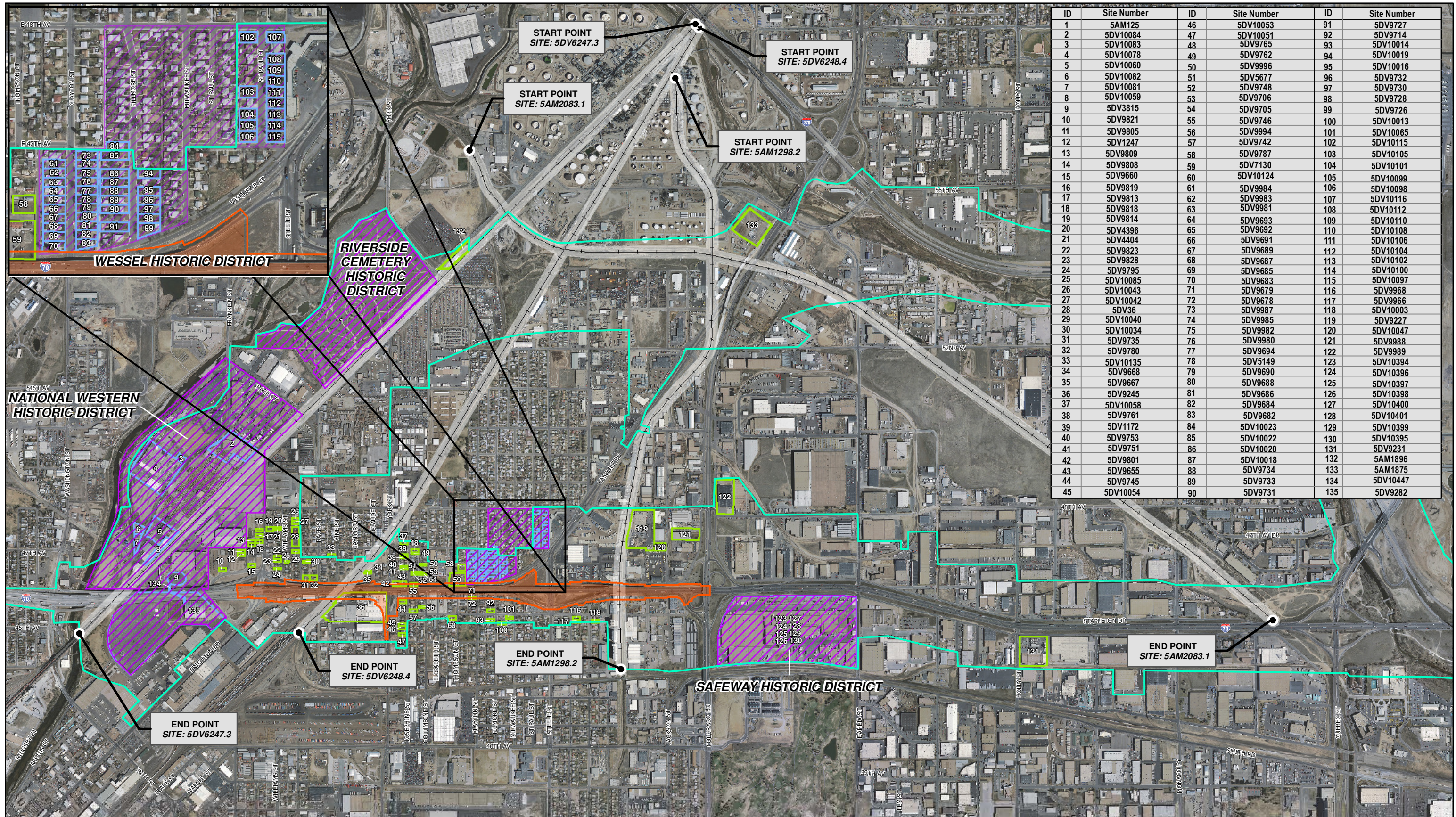
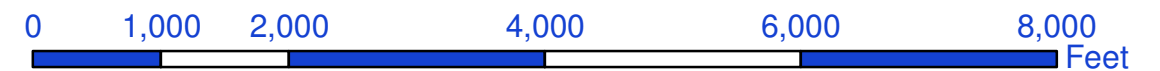


Figure 2: No Action South Alternative - Overview

- Legend**
- Temporary Construction Effects
 - NHRP Historic District Contributing Property
 - NHRP Eligible Historic District
 - Permanent Roadway Effects
 - NHRP Eligible Property
 - APE Boundary



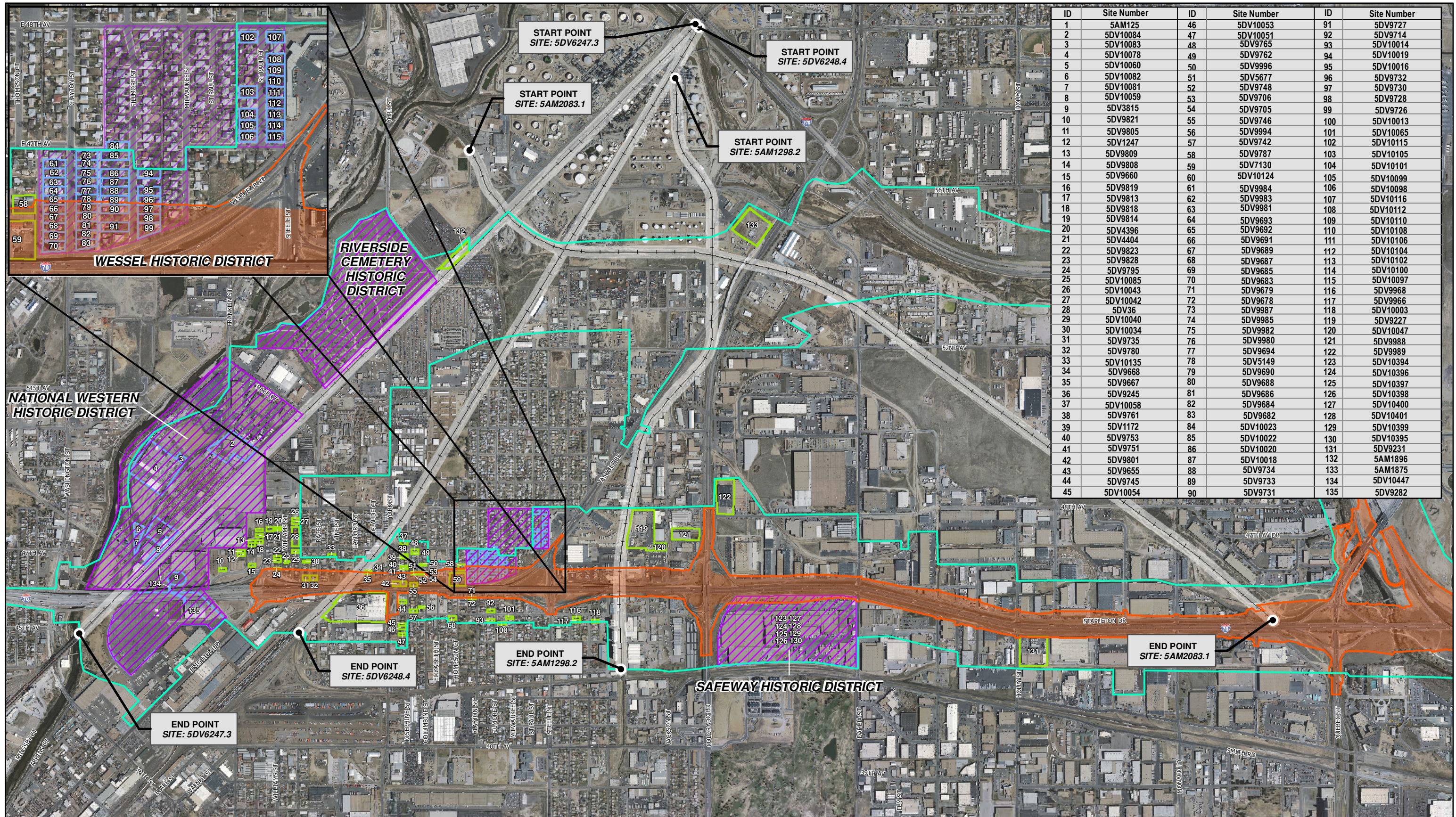
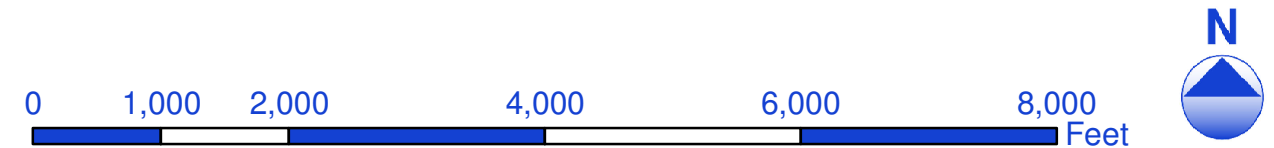


Figure 3: Alternatives 1 and 3 North - Overview

- Legend**
- Temporary Construction Effects
 - NHRP Historic District Contributing Property
 - NHRP Eligible Historic District
 - Permanent Roadway Effects
 - NHRP Eligible Property
 - APE Boundary



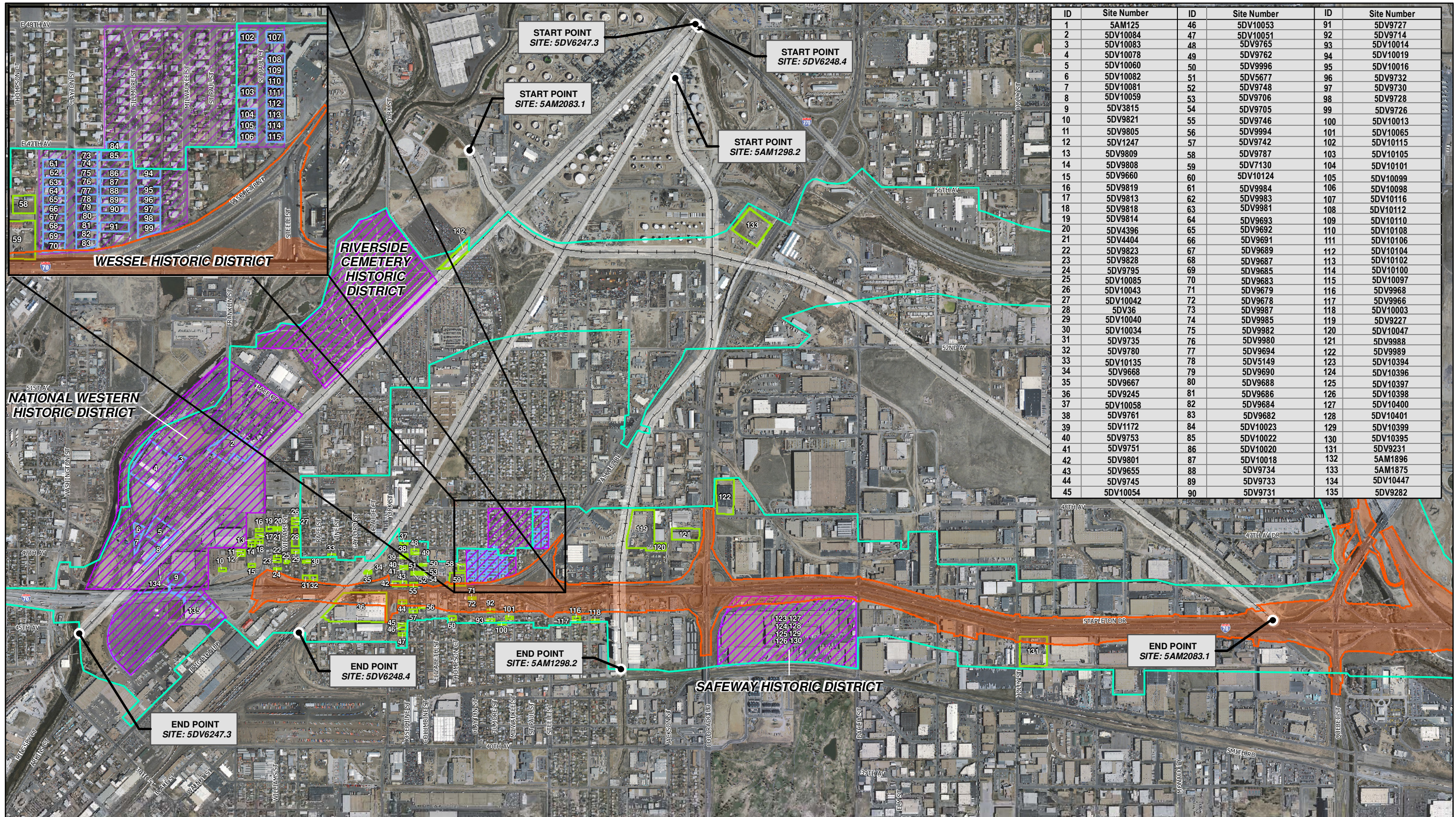
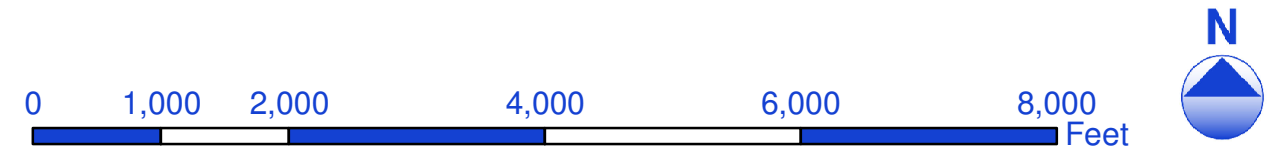


Figure 4: Alternatives 1 and 3 South - Overview

- Legend**
- Temporary Construction Effects
 - NHRP Historic District Contributing Property
 - NHRP Eligible Historic District
 - Permanent Roadway Effects
 - NHRP Eligible Property
 - APE Boundary



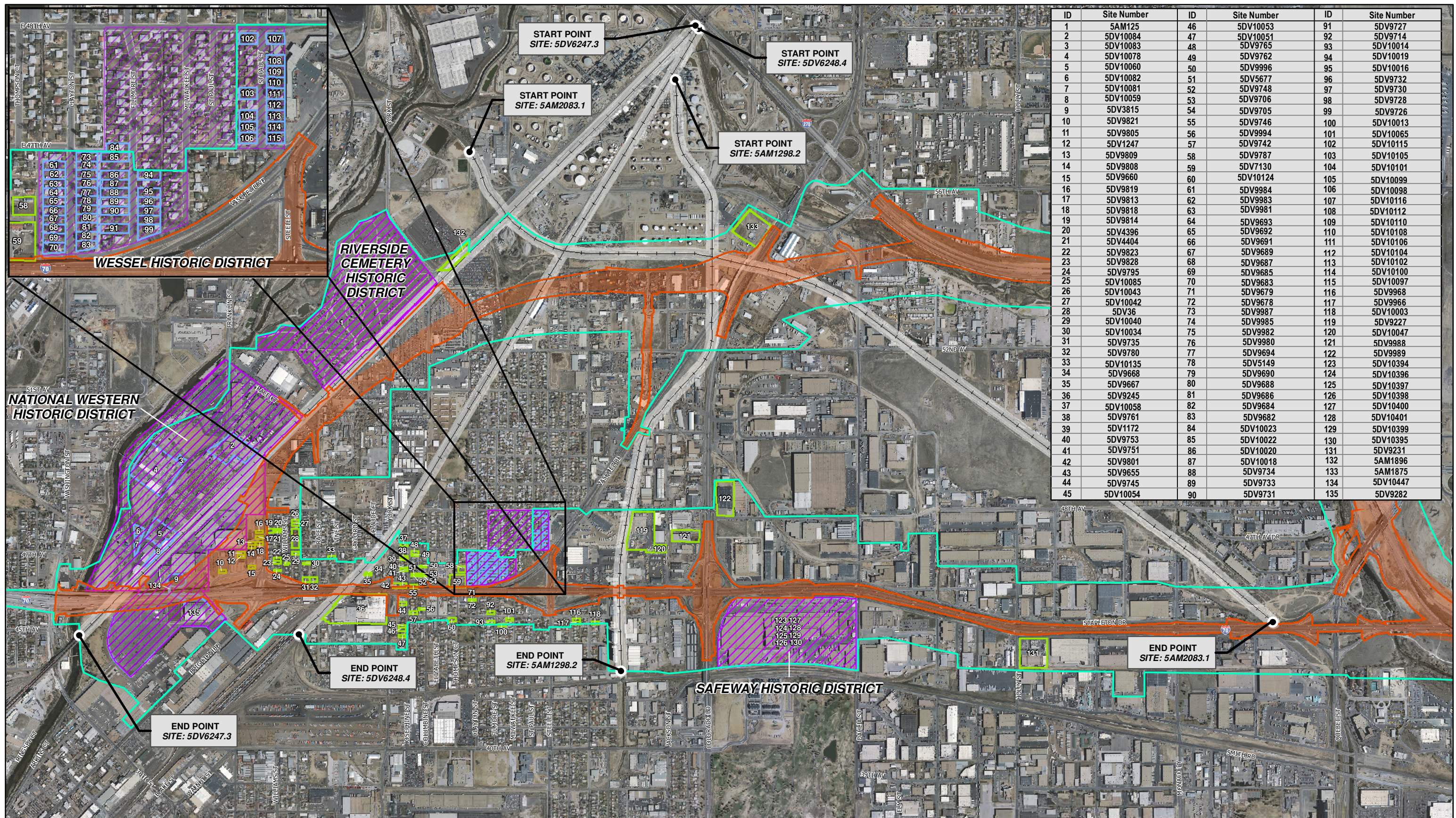
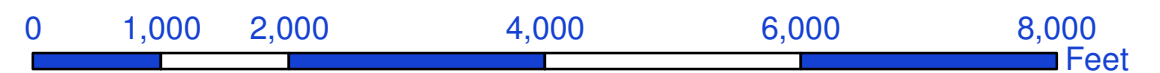


Figure 5: Alternatives 4 and 6 West - Overview

- Legend**
- Temporary Construction Effects
 - NHRP Historic District Contributing Property
 - NHRP Eligible Historic District
 - Permanent Roadway Effects
 - NHRP Eligible Property
 - APE Boundary



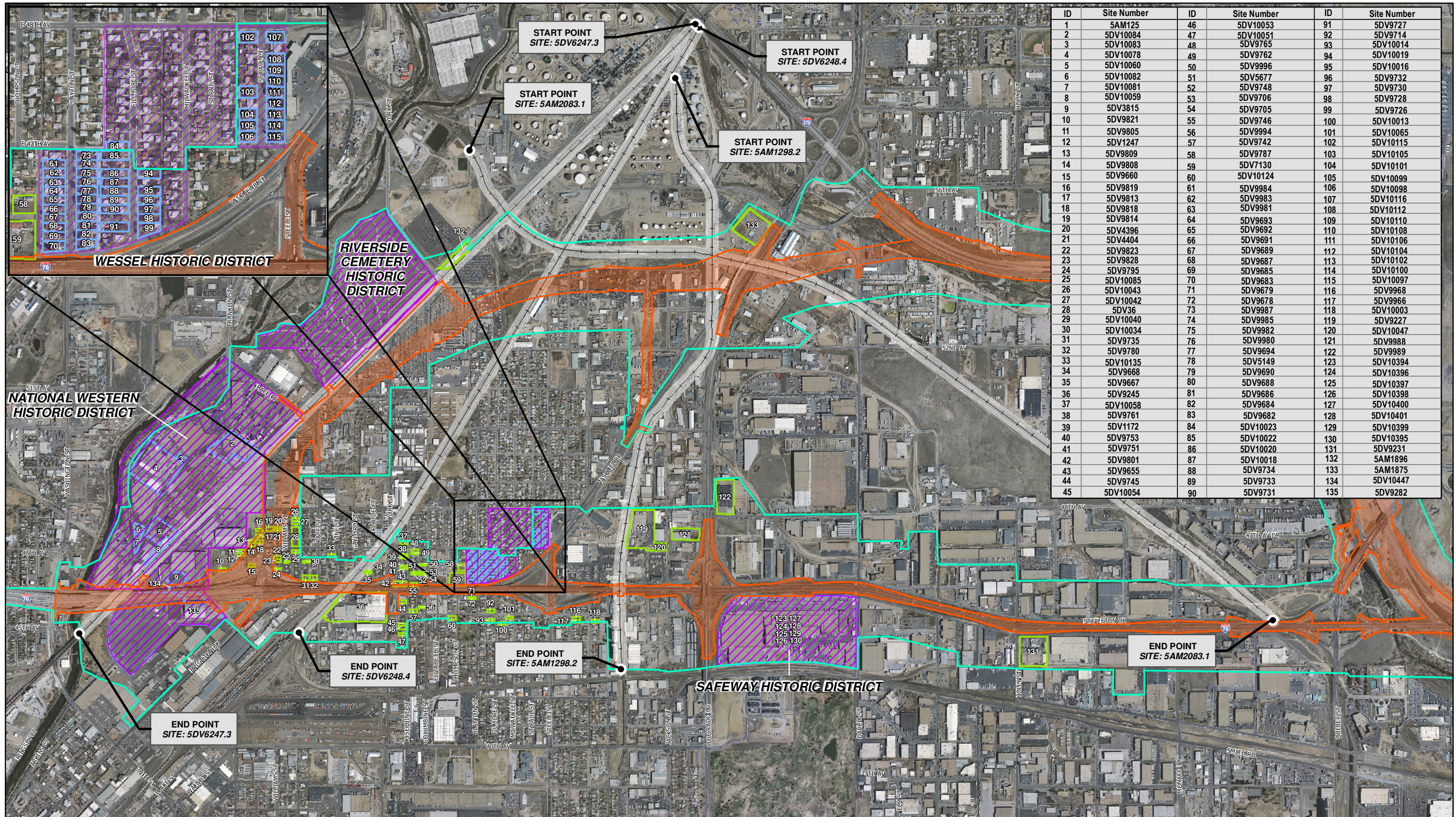
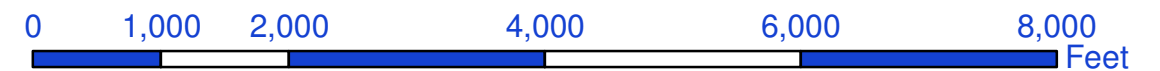


Figure 6: Alternatives 4 and 6 East - Overview

- Legend**
- Temporary Construction Effects
 - NHRP Historic District Contributing Property
 - NHRP Eligible Historic District
 - Permanent Roadway Effects
 - NHRP Eligible Property
 - APE Boundary



2.0 DECISION TO REMOVE SECTION 106 CONSULTATION FROM THE NEPA PROCESS

After publication of the *I-70 East Draft EIS/Draft Section 4(f) Evaluation and Appendices* on November 14, 2008, CDOT decided to conduct the Section 106 consultation independently from the NEPA process. It was also the recommendation of the Colorado State Historic Preservation Officer (SHPO), as recorded in minutes from a meeting on March 2, 2009, attended by CDOT Region 6, SHPO and FHWA staff.

The SHPO and CDOT agreed to this change in consultation for the following reasons:

- There is not enough information specific to each property in the DEIS effects appendix to provide substantive concurrence on each property.
- The SHPO staff found it too cumbersome to provide concurrence for the determinations of effect for each alternative and each property.
- The effects determinations did not adequately describe the current setting and how the undertaking will change the setting according to the criteria of adverse effect.
- Determinations of No Adverse Effect did not have adequate documentation as to why the criteria of adverse effect did not apply to the proposed undertaking.

Consulting parties were notified they no longer needed to provide comments on the effects the project will have to historic properties (as detailed in Chapter 5.6 and Appendix D) by the public comment period deadline for the DEIS. However they were encouraged to make comments on other parts of the document by the March 31, 2009 deadline. CDOT will provide additional information to the consulting parties to solicit comments on the effects of each alternative to historic properties.

3.0 AREA OF POTENTIAL EFFECT DESCRIPTION

The Area of Potential Effect (APE) was developed with the SHPO staff and described in correspondence dated June 16, 2005 from CDOT to SHPO. SHPO did not object to the APE in correspondence dated June 23, 2005.

The APE boundary was based on information gathered from the cultural resources existing conditions analysis, which included a reconnaissance survey. The APE was formulated to include historic properties and potentially historic properties in excess of 40 years old that lie in close proximity to the highway alternative corridors, to include those properties that may experience direct or indirect impacts as a result of the project alternatives.

The APE boundary accounts for concentrations of structures older than 40 years, street and parcel boundaries, and consideration of potential historic districts. For example, when high concentrations of historic properties were identified, the APE boundary was extended to include the entire area in the event that the cluster of properties was a potentially eligible district. In other areas, where no construction is anticipated or where there are no potentially eligible historic properties, the APE boundary was narrowed. The APE boundaries are subject to change as new information about the project becomes available. The APE is depicted in Figure 1 through Figure 6.

The APE encompasses 3,024 acres along the 11.86 mile segment of I-70 from I-25 to Tower Road and a 4.88-mile segment along the realignment from Brighton Boulevard to I-70/Quebec Street.

The APE boundary is bordered on the west primarily by the South Platte River, with the exception of a building surveyed between Washington Street and the South Platte River at what could be considered the southwest corner of the survey. The southern boundary also encompasses the Denver Coliseum and generally follows East 45th Avenue east through the established neighborhoods of Elyria and Swansea. This portion of the APE is bounded on the north by East 47th Avenue, but includes the 4700 block of Saint Paul Court. East of Vasquez Boulevard, the APE is bound on the north by East 48th Avenue and on the south by Smith Road or Stapleton Drive, just south of I-70. The far eastern boundary of the survey is located at I-70 and Tower Road. East of I-270, there are only two areas within the APE and adjacent to the highway that have historic resources: the High Line Canal at Tower Road and the Kansas Pacific /Union Pacific Railroad Segment at Havana Street.

The APE includes portions of Denver, Commerce City, Aurora, and Adams County. The greatest density of historic resources occur in the area east of the I-25/I-70 interchange and along Brighton Boulevard. The area covers established neighborhoods on the west end of the corridor including Globeville, Elyria and Swansea, Cole, Clayton, and Northeast Park Hill. Adding to the complexity of this part of the project area is the presence of the National Western Historic District as a major destination and redevelopment. Areas with few or no historic resources east of the I-70/I-270 interchange include the emerging residential and commercial areas on the east include Stapleton (former Stapleton Airport), Montbello, Green Valley Ranch, and Gateway. These communities along the I-70 corridor are diverse in their character and history, providing a wide variety of residential, commercial, public facility and institutional land uses.

The realignment APE, north of I-70, generally follows Brighton Boulevard north from East 44th Avenue to I-270 and eventually connects with Vasquez Boulevard. The northern boundary of the realignment APE is bounded by a residential area just north of I-270 between Krameria Street on the west and Magnolia Street on the east. I-270 binds the northern portion of the realignment on the southern boundary and East 53rd Way on the north. The realignment APE converges with I-70 APE around Quebec Street.

4.0 MAJOR HISTORIC THEMES OF SIGNIFICANCE

Because there are no prehistoric archaeological resources in the APE, the following historic context covers only the historic period. The historical context presented here influenced the history of the project area.

4.1 TRANSPORTATION

Railroad, Interstate Highway, and Local Streets: Before I-70 was built, 46th Avenue was one of the most congested routes in the city. Several uses merged together in the area to make it a bottleneck, including at-grade railroad crossings, large industrial facilities, residential neighborhoods, and commercial businesses. Railroads are a significant theme in Denver history, as they served as links to markets beyond Denver. In the project APE a number of railroads connected Denver to Cheyenne, Wyoming, Kansas City, and markets beyond.

4.2 INDUSTRIAL/URBAN DEVELOPMENT

The proximity of Elyria and Swansea to downtown Denver is an important theme in the area's development. The town of Elyria grew out of the gold mining boom that became a dominant industry in Colorado in the 1860s and 1870s. During this time, Denver and its surrounding suburbs grew rapidly with a population that increased by almost 50,000 people between the 1870 and 1885 censuses. When the Kansas Pacific and Denver Pacific railroads were completed, several centers of industry, including smelters and packing plants, were built in the northern areas of Denver (Smiley et al., 1901). These smelters and packing plants, and the communities that grew around them formed the nucleus of some of Denver's oldest suburbs, including Argo and Globeville to the west of the Platte River and Elyria and Swansea to the east. A.C. Fisk of the Denver Land and Improvement Company platted Elyria, which is located approximately four miles north of the present location of the State Capitol building, in 1881. Fisk sought to develop housing in the area that would serve the "wage-workers" of Denver (MacMillan, 2003). Elyria was platted with its own street names, which were changed to match greater Denver street names after Elyria's annexation to Denver in 1904.

Elyria's incorporation in 1890 brought about a number of developments. The Denver Water Company laid pipe and erected hydrants in 1891. The Denver Consolidated Electric Company constructed and maintained 14 street lights that operated on carbon sticks that were "turned on" each night. While these provided adequate street lighting, most of Elyria's homes during this time remained without electricity. The Metropolitan Railroad Company established a trolley track that ran down Fisk Avenue (now 47th Avenue), from Cline (Lafayette Street) to 2nd (Josephine Street) and down Estes (Race Street) to Riverside Cemetery (located at what is now 5201 Brighton Boulevard). Marshals and magistrates were established to maintain law and order in Elyria and a volunteer fire company operated out of a newly constructed City Hall building located at the corner of Fisk (47th Avenue) and Laundon (Brighton Boulevard). Elyria School was built at Fisk (47th Avenue) and Marshall (High Street). The City Hall building (demolished in 1940) and the Elyria School building, among several others, would become some of the most prominent buildings in Elyria history.

The numerous surrounding railroads have always had an influence on the towns of Elyria, Globeville, and Swansea. Elyria and Swansea are surrounded on nearly all sides by railroad tracks, which both served an integral role in the development of the area and presented residents with significant daily challenges. The railroad tracks, owned and operated by several different railroad companies over the years, served area business and industry such as the Denver Union Stock Yards (now National Western Historic District), as well as the several smelters and packing plants, all of which were the prime source of employment for residents. Elyria and Swansea together might be a quintessential example of a town "on the wrong side of the tracks," as the surrounding railroad tracks, in combination with the socio-economic status of residents, caused the town to remain relatively isolated from neighboring communities such as Globeville, Argo, and the City of Denver.

Sources of employment for area residents, in addition to the smelters, stockyards, packing plants, and railroads included the Stock Exchange Building, located on the National Western Historic District property, the Purina Flour Mill, located south of 46th Avenue (now I-70) at York Street, The Rocky Mountain Paper Company, Eaton Metal, Colorado Serum Company, Denver Serum Company, Brannan Sand and Gravel Company, Colorado Iron Works, Western Merchants

Warehouse, Fire Clay Company, Zang Brewery, Whiting Cutlery and Knife, a pickle factory, and a biscuit factory.

The towns of Globeville, Elyria, and Swansea were ethnically diverse, made up primarily of immigrants from Germany, England, Scotland, Ireland, Canada, and Scandinavia among other regions. There were four African-American families listed in the census of 1900 and no families of Asian, Latino, or American Indian descent.

4.3 ARCHITECTURAL STYLES

Some of the predominant styles and types of buildings that occur throughout the project area that are recommended as individually eligible for the NRHP include the following:

- Denver Terrace form: one- to two-story brick structures with flat roofs and corbelled cornices.
- Late Victorian Vernacular Style: including some with Queen Anne Massing: one to one-and-one-half story brick structures with full front gables with steep pitch and overhanging eaves, decorative shingles and detailed brick work
- Classic Cottage: One and one-half-story brick structures with central dormer, steep-pitched hipped roof and thick porch posts.
- Bungalow Type: one-story, rectangular plan, with a side gabled roof and constructed of brick with exposed rafter ends, large front porch with battered piers, and overhanging eaves.
- 20th Century Minimal Traditional Styles: one-story, rectangular plan with a cross-gabled roof and horizontal siding cladding.
- 20th Century Modern Buildings, International Style: commercial buildings with International-style features such as horizontal lines, linear composition, alternating bands of windows and solid panels, smooth unornamented surfaces, flat roof, and rows of block windows.



For more details on the architectural styles and forms of the properties in the Area of Potential Effect, refer to *Cultural Resources Survey Report, I-70 East EIS*, December 2007.

5.0 EFFECTS DETERMINATIONS

The density of historic resources along the I-70 alignment required dividing the effects determinations according to section. The sections, which are depicted in Figure 7 through Figure 14, are divided as follows.

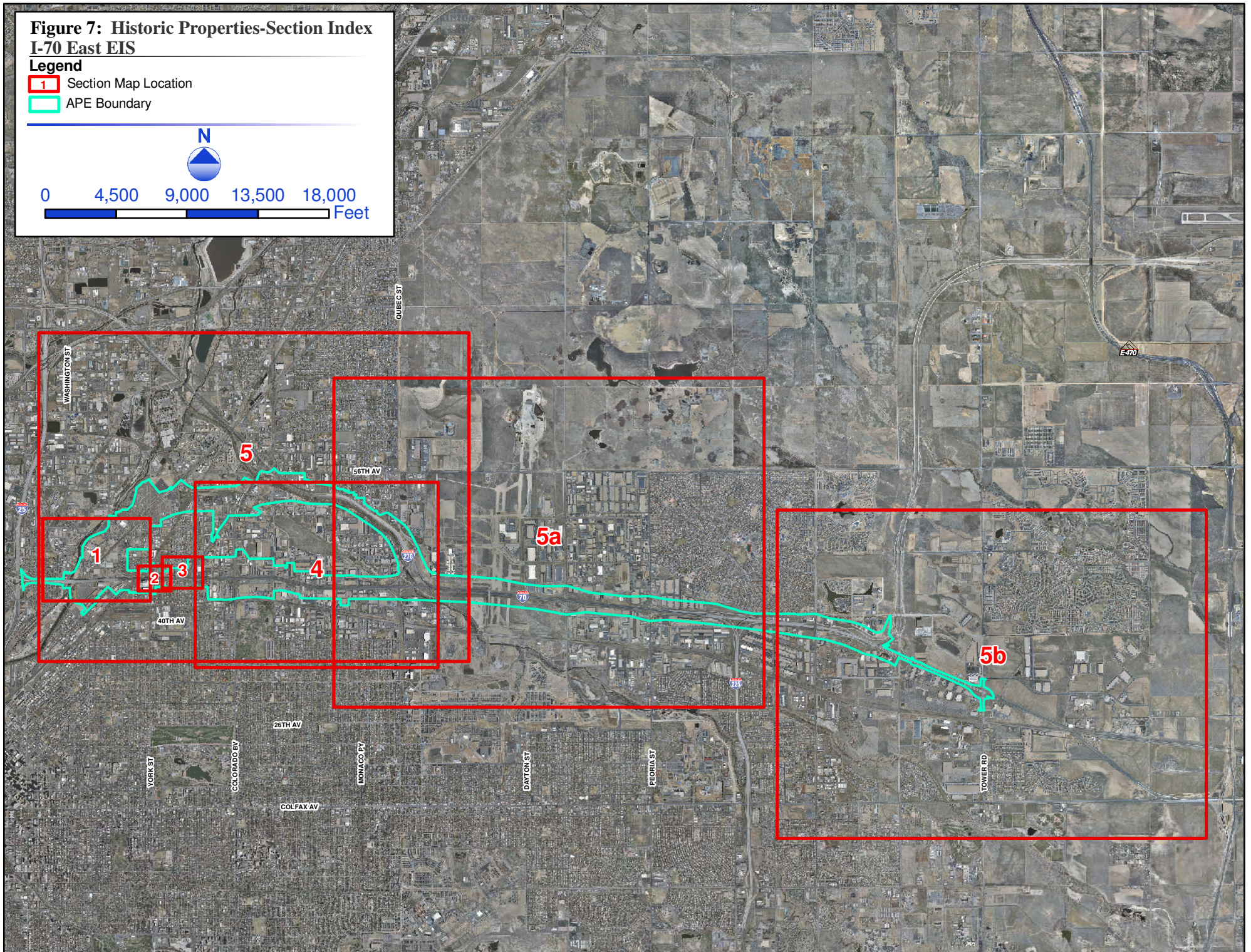
Figure 7: Historic Properties-Section Index I-70 East EIS

Legend

-  Section Map Location
-  APE Boundary



0 4,500 9,000 13,500 18,000 Feet



Section 1: Section 1 of I-70 is located between I-25 and the Union Pacific Railroad and is bounded on the north by 48th Ave. and on the south by the Denver Coliseum, which is part of the National Western Historic District.

Section 2: Section 2 of I-70 is located east of the Denver and Kansas Pacific/Union Pacific Railroad segment and ends at west of Thompson Court. It is part of the Elyria/Swansea neighborhood and is a mix of commercial, industrial, and residential use. It includes the Nestle/Purina plant on York Street, the Colonial Motel on 46th and Elizabeth, two businesses, 23 residential properties, and one railroad segment that supports the eligibility of the overall linear resource. All of the historic properties in this section are eligible as individual properties.

Section 3: Section 3 of I-70 is located between Thompson Court on the west and the western boundary of 5AM1298.2, the Adams County Market Street Railroad/Chicago, Burlington & Quincy Railroad at approximately Monroe Street on the east. It includes 49 contributing resources in the A.R. Wessel Historic District and individually-eligible residential properties on the south side of I-70.

Section 4: This section includes properties north and south of I-70. The western boundary is the Adams County Market Street Railroad (5AM1298.2) at Monroe Street and the eastern boundary is Quebec Street west of the I-270 interchange.

Section 5: The boundaries for Section 5 include the realignment and portions of I-70 east of I-270 where two historic properties are located. The Two subsections include Section 5a, the location of 5DV7048.2, and Section 5b, the location of the High Line Canal, 5AM261.2 east of Tower Road and I-70.

Each section chapter is organized as follows:

1. Description of Existing Setting of Section
2. Brief summaries of individually eligible properties, eligible historic districts and contributing properties in each district.
3. Effects Determinations separated according to Alternative (No Action, Alternatives 1 and 3, and Alternatives 4 and 6). Each Alternative is organized as follows:
 - a. A brief description of the Alternative.
 - b. A summary table that provides effect determinations for each property per Alternative. The document has been designed to be interactive to aid consulting parties as they review the determinations. Each table includes a column, "Consulting Parties Comments" that the reviewer can use to enter comments, either in the Word document or the hard copy, during the course of the review.
 - c. Section 106 effect determinations descriptions, grouped according to Adverse Effect, No Adverse Effect, and No Historic Properties Affected.

Cultural resources documented during the survey of APE include 142 eligible properties, consisting of 67 individually eligible properties including both residential and commercial structures, 6 linear properties including five railroads and one irrigation ditch, and four historic districts with the following numbers of contributing properties counted in this total number of properties.

Riverside Cemetery Historic District:	0 contributing properties
National Western Historic District:	10 contributing properties

Safeway Historic District: 6 contributing properties
Alfred Wessel Historic District: 49 contributing properties

Summaries of effects from each alternative have been prepared to weigh impacts according to alternative and the numbers of properties impacted, including general information on the types of properties that would be impacted.

No Action Alternative

The No Action North and South would result in Adverse Effects to eight and nine historical properties, respectively. The adverse effects would result from the need for additional ROW to shift the lanes of the interstate while the new viaduct is being built. The properties that would be impacted include individually eligible residences adjacent to I-70 in Sections 1, 2, and 3. The alternative does not include capacity increases or changes in the number of lanes on I-70, so it has less impacts overall than most of the build alternatives.

The No Action Alternative would have No Adverse Effects to 40 (shift north) and 39 (shift south) properties. The Alfred Wessel Historic District would have three contributing properties demolished as a result of the No Action North, but this was determined to have No Adverse Effect on the district as a whole. The No Action would result in the finding, No Historic Properties Affected to 29 properties for both the shift north and shift south options.

Alternatives 1 and 3

Alternatives 1 and 3 would result in Adverse Effects to 17 properties for the shift north and six properties for the shift south. The disparity in impacts in the shift north results from the greater density of properties on the north side of I-70. This includes the Alfred Wessel District, which would have 19 contributing properties demolished as a result of Alternatives 1 and 3 North, which constitutes an Adverse Effect to the district as a whole. The shift south of Alternatives 1 and 3 would have an Adverse Effect on the Nestle Purina Pet Care property in addition to five other individually eligible properties, including the Univar Building at 43rd and Holly and four residences.

Alternatives 1 and 3 would result in No Adverse Effects to 55 properties for the shift north and 66 properties for the shift south. This includes the Safeway Historic District in Section 4 and the National Western Historic District in Section 5. The finding of No Historic Properties would result for five properties for both the shift north and south options.

Alternatives 4 and 6

Alternatives 4 and 6 would result in Adverse Effects 14 properties for the shift east option and 11 properties for the shift west option. The shift west option has an Adverse Effect on the National Western Historic District because it would result in the partial or total demolition of the Stadium Arena and the Livestock flyover bridge in addition to a substantial impairment of the district. The shift east option would result in the demolition of 13 properties on Baldwin Court, Williams Street East 47th Ave., and Brighton Blvd. This area was not eligible to the NRHP as a historic district, but this would result in a significant change to this area of individually-eligible properties. Both the shift east and west options of Alternatives 4 and 6 would have an Adverse Effect on the Riverside Cemetery Historic District due to changes in noise levels and significant changes to the visual setting, impacting the experience of visitors to the cemetery.

Alternatives 4 and 6 would result in No Adverse Effects to 48 and 50 properties, respectively. The findings of effect took into account the removal of the existing I-70 viaduct and the impact that would occur to properties due to the conversion of 46th Avenue into a 2- to 4-lane arterial. The finding of No Historic Properties would result for 15 properties for Alternative 4 and 16 properties for Alternative 6.

**Table 1
Effects Calculation for All Alternatives**

Section	Alternative	No Action North	No Action South	Alt 1 North	Alt 1 South	Alt 3 North	Alt 3 South	Alt 4 East	Alt 4 West	Alt 6 East	Alt 6 West
Section 1	Adverse Effect	2	0	3	0	3	0	13	10	13	10
	No Adverse Effect	7	9	21	24	21	24	12	14	12	14
	No Hist. Prop. Affected	17	17	2	2	2	2	1	2	1	2
Section 2	Adverse Effect	6	7	11	2	11	2	0	0	0	0
	No Adverse Effect	22	21	17	26	17	26	28	28	28	28
	No Hist. Prop. Affected	0	0	0	0	0	0	0	0	0	0
Section 3	Adverse Effect	0	2	3	3	3	3	0	0	0	0
	No Adverse Effect	10	8	7	7	7	7	1	1	1	1
	No Hist. Prop. Affected	0	0	0	0	0	0	9	9	9	9
Section 4	Adverse Effect	0	0	0	1	0	1	0	0	0	0
	No Adverse Effect	1	1	8	7	8	7	3	3	3	3
	No Hist. Prop. Affected	7	7	0	0	0	0	5	5	5	5
Section 5	Adverse Effect	0	0	0	0	0	0	1	1	1	1
	No Adverse Effect	0	0	2	2	2	2	4	4	4	4
	No Hist. Prop. Affected	5	5	3	3	3	3	0	0	0	0
Total Effects by Alternative											
All Sections	Adverse Effect	8	9	17	6	17	6	14	11	14	11
	No Adverse Effect	40	39	55	66	55	66	48	50	48	50
	No Hist. Prop. Affected	29	29	5	5	5	5	15	16	15	16
	TOTAL	77	77	77	77	77	77	77	77	77	77

5.1 SECTION 1






Section 1 of I-70 is located between I-25 and the UPRR and is bounded on the north by 48th Ave. and on the south by the Denver Coliseum, which is part of the National Western Historic District, shown in Figure 8.

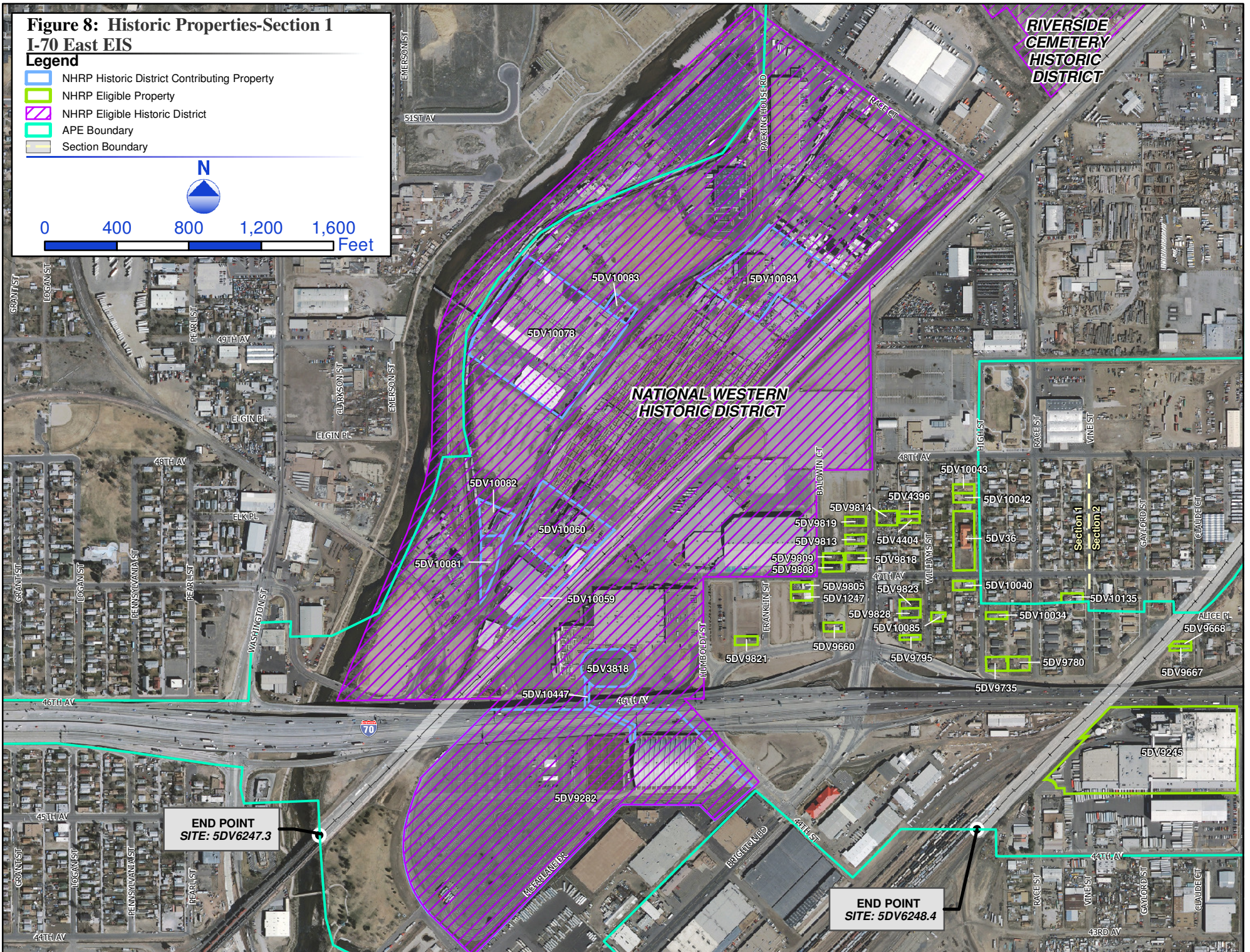
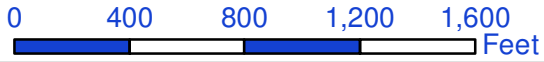
Description of Existing Setting for Section 1

This section, which is the western terminus of the I-70 East project, is dominated by the National Western Historic District located on both sides of I-70 and extends to the northeast on both sides of National Western Drive, ending at Race Court. The west boundary of the district is the South Platte River, and the east boundary of the district is marked by Humboldt Street, Baldwin Court, and Brighton Boulevard (see attached map, Section 1, for more detail). The district also includes several vacant lots used for parking for large events at the Coliseum. Directly east of the National Western Historic District are a collection of individually-eligible historic residences in Elyria-Swansea. These neighborhoods were evaluated by CDOT for a potential historic district but it was determined that many of the original houses in the Elyria and Swansea neighborhoods had been altered with additional massing, modifications to building materials, and removal of architectural ornamentation. In addition, due to the removal of many of the original buildings and the intrusion of newer residential and industrial buildings, the neighborhoods do not convey the feeling, setting, and association of turn-of-the-20th-century neighborhoods to be eligible as a historic district. Even though there are several properties that convey specific architectural styles and forms, the historic setting has altered over the years. This section also includes El Centro Su Teatro, which occupies the former Elyria School building.

Figure 8: Historic Properties-Section 1
I-70 East EIS

Legend

-  NHRP Historic District Contributing Property
-  NHRP Eligible Property
-  NHRP Eligible Historic District
-  APE Boundary
-  Section Boundary



**RIVERSIDE
 CEMETERY
 HISTORIC
 DISTRICT**

**NATIONAL WESTERN
 HISTORIC DISTRICT**

**END POINT
 SITE: 5DV6247.3**

**END POINT
 SITE: 5DV6248.4**

Section 1
 Section 2

GRANT ST, LOGAN ST, PENNSYLVANIA ST, PEARL ST, WASHINGTON ST, ELGIN PL, CLARKSON ST, EMERSON ST, 49TH AV, 48TH AV, 47TH AV, 46TH AV, 45TH AV, 44TH AV, 51ST AV, RACE CT, BALDWIN ST, FRANKLIN ST, HUMBOLDT ST, 46TH AV, 47TH AV, 48TH AV, 49TH AV, 50TH AV, 51ST AV, WILHELM ST, GAYLORD ST, GAUDE CT, ALICE PL, 5DV10083, 5DV10078, 5DV10084, 5DV10082, 5DV10060, 5DV10081, 5DV10059, 5DV3818, 5DV10447, 5DV9282, 5DV9814, 5DV9819, 5DV9813, 5DV9809, 5DV9808, 5DV9805, 5DV1247, 5DV9828, 5DV10085, 5DV9660, 5DV9821, 5DV9795, 5DV10043, 5DV4396, 5DV10042, 5DV36, 5DV10040, 5DV10135, 5DV10034, 5DV9780, 5DV9735, 5DV9667, 5DV9245, 5DV9668

5.1.1 NHRP Eligible Properties in Section 1

The following section includes brief summaries of NRHP eligible or listed districts and contributing resources; linear resources; and architectural resources in this section. The map location numbers in brackets correspond to the numbers used on the Alternatives maps and are used in the tables.

National Western Historic District (5DV10050 includes 5DV3815, 5DV9282, 5DV10059, 5DV10060, 5DV10078, 5DV10081, 5DV10082, 5DV10083, 5DV10084, 5DV10447)

[Numbers 2-9, and 134-135 on Alternative Maps]: The National Western Complex (5DV10050), containing 47 buildings and features, has been identified as a historic district eligible for listing on NRHP under Criteria A and C. Ten of the 47 buildings and features have been evaluated for NRHP eligibility, and eight have been determined to be contributing elements. The National Western Historic District is eligible under NRHP Criterion A because of the area’s relationship to the commerce, economics, and social history of Colorado. The area is significant to Colorado’s commerce because of its ties to the old meat packing industries that were present in the Denver Union Stock Yard. The Denver Union Stock Yard Company helped fund the National Western Stock Show for many years beginning in 1906. Over the years the National Western Stock Show purchased tracts of land from the Denver Union Stock Yards and the associated packing house industries in the area. With the Denver Union Stock Yards slow demise in the 1960s the company began to sell off its land to the National Western Stock Show. This partnership of land acquisition helped the National Western Stock Show grow in size and popularity until it ended with the Denver Union Stock Yards final demise in 1983. Estimates on the impact to the local economy in 1913 are some \$2 million. This number steadily grew as the National Western Stock Show expanded its facilities. The most recent study of 2005 suggested that some 650,000 visitors spent \$84.1 million during the National Western Stock Show. The National Western Historic District is eligible under NRHP Criterion C because of the diversity of building styles and types in the area. The area contains various architectural styles, such as the Denver Terrace, Classical Revival, Early 20th century American Movement’s Commercial, Modern Movement’s Moderne, and International.

**Table 2
Contributing Resources within the National Western Historic District (5DV10050)**

Site Number	Map Location Number	Resource Name	Address
5DV9282	135	Denver Coliseum	1300 East. 46 th Avenue
5DV3815	9	National Western Stadium Arena – Field eligible	
5DV10059	8	National Western Stock Show Coffee Shop	4699 Marion Street
5DV10060	5	Denver Union Stock Yard Building	4701 Marion Street
5DV10078	4	Le Mouton Noir LLC Business Park (Historic Sheep Pens)	4877 National Western Drive (Packing House Road)
5DV10081	7	Artist Studio	4701 National Western Drive (Packing House Road)
5DV10082	6	McConnell Welders	4747 National Western Drive (Packing House Road)

**Table 2
Contributing Resources within the National Western Historic District (5DV10050)**

Site Number	Map Location Number	Resource Name	Address
5DV10083	3	Western Stock Show Association	5001 National Western Drive (Packing House Road)
5DV10084	2	King Energy, Inc.	5012 National Western Drive (Packing House Road)
5DV10447	132	Livestock Bridge and Flyover – Field eligible	

El Centro Su Teatro/Elyria School, 4725 High St (5DV36 [28]): This is a single story commercial use building with a running bond brick masonry construction in the style associated with the Spanish Eclectic Style with Italian Renaissance massing from the early 20th century architectural movement of 1915-1935. This building currently houses the El Centro Su Teatro community center and historically served as the Elyria School, constructed in 1929. It is one of the last original civic buildings that still remains in the Elyria neighborhood, and is eligible for listing on the NRHP under Criteria A and C.

Kosik Residence, 4681-4683 Baldwin Ct. (5DV1247 [12]): This is a one-story dual occupancy residential building with a flat roof and a five-course American common bond masonry structure. Although it has undergone limited modern alterations, the historic physical integrity of the building remains good and it is eligible for listing on the NRHP under Criterion C.

Rocha Residence, 4751 Williams St. (5DV4396 [20]): This is a one-story rectangular plan residential building with a front gabled roof and asbestos siding. Although it has undergone limited modern alterations, the historic physical integrity of the building remains good and it is eligible for listing on the NRHP under Criterion C as a good example of late Victorian architecture.

Diaz Residence, 4747 Williams St. (5DV4404, [21]): This is a one and one-half-story, rectangular plan, Classic Cottage style residential building of brick masonry located in Swansea neighborhood. It exhibits several characteristics of the type, including a central dormer, a steep-pitched hipped roof, and thick porch posts. It is significant as a representative example of a Classic Cottage under Criterion C.

Burlington and Colorado/Chicago, Burlington and Quincy Railroad Segment (5DV6247.3): Site 5DV6247.3 consists of a four-track segment of standard gauge railroad passing underneath I-70, leading to the north Denver rail yards. The southern-most boundary starts at East 44th Avenue and the South Platte River. The rail line continues diagonally at a northeast direction through the present day National Western Historic District, along Brighton Boulevard past Race Court, to the east of Riverside Cemetery, and crosses York Street at approximately East 54th Avenue. It continues northeast crossing the existing Rock Island Railroad tracks south of East 56th Avenue and East 56th Avenue southwest of the SunCor oil refinery. The northern boundary of the segment is at the intersection of I-270 and the Union Pacific Railroad. The entire railroad

right-of-way of this segment is incorporated in this boundary. This railroad line was originally built in 1882 as the Burlington and Colorado Railroad, a subsidiary of the CB&Q railroad. In 1908, Burlington and Colorado, along with several other subsidiaries was absorbed by CB&Q. In 1970, CB&Q merged with the Great Northern and Northern Pacific Railroads and others to form the Burlington Northern, which became the BNSF railroad in 1995. The tracks, rail ties, and track bedding have been replaced or modified, and a number of spurs have been rerouted or altered to accommodate the changing business climate of the areas through which it travels. However, research indicates that this segment of mainline remains located along its original alignment and historic ROW and maintains its significance as a critical segment of railroad that played an important role in the commercial development of metropolitan Denver and Colorado (eligible under Criterion A).

Torres Residence, 4656 Baldwin Ct. (5DV9660 [15]): This is a one and one-half story rectangular plan residential building with a front gabled roof and of stucco construction. Although it has received some modern alterations, the historic physical integrity of the building remains good and it is eligible for listing on the NRHP under Criterion C.

Bernal Residence, 4618 High St. (5DV9735 [31]): This is a one-story rectangular plan residential building with a front and rear gabled roof. Although it has undergone limited modern alterations, the historic physical integrity of the building remains good and it is eligible for listing on the NRHP under Criterion C.

Garcia Residence, 4617-4625 Race St. (5DV9780 [32]): This is a two-story square plan four-unit multiple family residential building with a flat roof, and constructed of stucco and brick. Although it has undergone limited modern alterations, the historic physical integrity of the building remains good and it is eligible for listing on the NRHP under Criterion C as architecturally representative of the 19th century Commercial style in the terraced townhouse form with Classical Revival decorative elements.

Mann Residence, 4645 Williams St. (5DV9795 [24]): This is a one-story L-shaped plan residential building with a flat roof and constructed of brick. Although it has undergone limited modern alterations, the historic physical integrity of the building remains good and it is eligible for listing on the NRHP under Criterion C as architecturally representative of the Denver Terrace form.

E.G. Trading Post, 1630-1632 East 47th Ave. (5DV9805 [11]): This building was initially constructed as a brewery tavern by the Coors Brewing Company to service the Union Stockyards. Following the 1916 Prohibition laws, it was converted into a general store/grocery. This building is significant due to its association with the social history of the neighborhood of Elyria (Criterion A) and for its architectural value (Criterion C) as representative of a commercial form of the Denver Terrace style and a local brewery and saloon.

Elyria's Western Guest House Apartment, 4700 Baldwin Ct. (5DV9808 [14]): This is a two-story rectangular plan multiple family residential building with a flat roof and constructed of brick. Special features of this building include decorative terra cotta and gargoyles. Although it has undergone limited modern alterations, the historic physical integrity of the building remains good and it is eligible for listing on the NRHP under Criterion C.

Haynes and Yuhasz Residence, 4712 Baldwin Ct. (5DV9809 [13]): This is a one-story rectangular plan residential building constructed of brick in a Classical Revival/Classic Cottage style. Although it has undergone limited modern alterations, the historic physical integrity of the building remains good and it is eligible for listing on the NRHP under Criterion C.

Lewis Investments LLC Property, 4727 Brighton Blvd (5DV9813 [17]): This is a two-story square plan multiple family residential building with a side gabled roof and constructed of brick. Although it has undergone limited modern alterations, the historic physical integrity of the building remains good and it is eligible for listing on the NRHP under Criterion C.

Sundheim Property, 4750 Brighton Blvd (5DV9814 [19]): This is a one-story, rectangular plan, commercial use building with a flat roof and constructed of stucco. There is glass block as a special feature. The building is significant as an example of the Denver Terrace form eligible under Criterion C.

Lewis Investments LLC Property, 4709-4715 Brighton Blvd (5DV9818 [18]): This is a one-story U-shaped brick, multiple family residential building with a flat roof and constructed of brick. Although it has undergone limited modern alterations, the historic physical integrity of the building remains good and it is eligible for listing on the NRHP under Criterion C.

Marmolejo Residence, 4741-4747 Brighton Blvd. (5DV9819 [16]): This is a one-story rectangular plan residential building with a flat roof and constructed of brick. This building is an example of the Denver Terrace form and has four bays in the rear or west facade. Special features of the building include a segmental arch and ornamentation. Although modern alterations include door entries enclosed with brick, removal of the front entry porch and new window openings cut into brick, the historic physical integrity of the building remains good. The building is significant as an example of the Denver Terrace style under Criterion C.

Security Realty Company Property, 4645 Franklin St, (5DV9821 [10]): Subsequent to its recording, this building was destroyed, and therefore would not be affected by any of the I-70 highway expansion alternatives.

Montour and Miller Residence, 4675 Williams St. (5DV9823 [22]): This is a one and one-half-story rectangular plan residential building with a front gabled roof and constructed of brick. Although it has undergone limited modern alterations, the historic physical integrity of the building remains good and it is eligible for listing on the NRHP under Criterion C as a good representative of a late Victorian Vernacular style.

Helzberg Property, 4665-4669 Williams St. (5DV9828 [23]): This is a one-story U-shaped plan multiple family residential building with a flat roof and constructed of brick. Although it has undergone limited modern alterations, the historic physical integrity of the building remains good and it is eligible for listing on the NRHP under Criterion C as a good architectural representative of the Denver Terrace style.

Ponce Residence, 4668 High St. (5DV10034 [30]): This is a one story rectangular plan residential building with a front gabled roof and horizontal siding. Although it has undergone limited modern alterations, the historic physical integrity of the building remains good and it is

eligible for listing on the NRHP under Criterion C as representative of a late 19th century American Movement's vernacular style.

Denver Investment Group Inc. Property, 4695 High St. (SDV10040 [29]): This is a one and one-half story rectangular plan residential building with a front gabled roof and brick construction. Although it has undergone limited modern alterations, the historic physical integrity of the building remains good and it is eligible for listing on the NRHP under Criterion C as a good example of late Victorian Vernacular style.

Shaw Residence, 4767 High St. (SDV10042 [27]): This is a one-story rectangular plan residential building with a hipped roof and a running bond brick masonry construction. Although it has undergone limited modern alterations, the historic physical integrity of the building remains good and it is eligible for listing on the NRHP under Criterion C as a good example of a Classic Cottage style.

Zamora Residence, 4775 High Street (SDV10043 [26]): This is a one-story, rectangular plan, residential building with a front gabled roof and of running bond fired brick construction. The building is a good example of a Craftsmen/Bungalow style under Criterion C.

Kirkman Property, 4662-4664 Williams St. (SDV10085 [25]): This is a one-story, rectangular plan, multiple family residential building with a front gabled roof, brick foundation, and brick wall construction. Although it has undergone some modern alterations, the historic physical integrity of the building remains good and it is eligible for listing on the NRHP under Criterion C as a good example of the Craftsmen style.

Loretta Residence, 4679 Vine St. (SDV10135 [33]): This is a one and one-half story rectangular plan residential building with a cross-gabled roof and stucco covered wall construction. Although it has undergone limited modern alterations, the historic physical integrity of the building remains good and it is eligible for listing on the NRHP under Criterion C as a good representative of late Victorian Vernacular style.

5.1.2 Effects Determination for No Action Alternative in Section 1

Description of No Action Alternative, North and South options

Reconstruction of the existing viaduct (beginning at the Brighton Interchange) under the No-Action scenario would require acquisition of additional right of way (ROW), in order to maintain traffic on I-70 during the reconstruction effort. The reconstructed viaduct would be approximately 125 feet wider than the existing structure. The replacement of the viaduct would begin at Brighton Blvd. and end at Colorado Boulevard. The viaduct has already been replaced with a new structure between I-25 and Brighton Boulevard.

Two options exist for reconstructing the viaduct: shifting immediately to the north (No-Action North) or immediately to the south (No-Action South). Off- and on-ramps would be realigned at Brighton Boulevard, York Street, and Steele Street. The proposed improvements would keep the lane configuration the same, with six general-purpose lanes (three in each direction) and a width of approximately 250 feet for the viaduct.

**Table 3
Summary of Effects – No Action North and South Alternative Section 1**

Site Number	Map Location Number	Property Name and Address	National Register Eligibility	No Action North		No Action South		Consulting Parties Comments
				Type of Effects	Finding of Effects	Type of Effects	Finding of Effects	
Historic Districts								
5DV10050	2-9; 134-135	National Western Historic District	Eligible	None	No historic properties affected	None	No historic properties affected	
Railroads								
5DV6247.3	Shown on Map	Burlington and Colorado/Chicago, Burlington, and Quincy Railroad Segment	Segment supports the eligibility of the overall linear resource	None	No historic properties affected	None	No historic properties affected	
Individually Eligible Properties								
5DV36	28	El Centro Su Teatro 4725 High St.	Eligible	None	No historic properties affected	None	No historic properties affected	
5DV1247	12	Kosik Residence 4681-4683 Baldwin Ct.	Eligible	None	No historic properties affected	None	No historic properties affected	
5DV4396	20	Rocha Residence 4751 Williams St.	Eligible	None	No historic properties affected	None	No historic properties affected	
5DV4404	21	Diaz Residence 4747 Williams St.	Eligible	None	No historic properties affected	None	No historic properties affected	
5DV9660	15	Torres Residence 4656 Baldwin Ct.	Eligible	None	No historic properties affected	None	No historic properties affected	

**Table 3
Summary of Effects – No Action North and South Alternative Section 1**

Site Number	Map Location Number	Property Name and Address	National Register Eligibility	No Action North		No Action South		Consulting Parties Comments
				Type of Effects	Finding of Effects	Type of Effects	Finding of Effects	
5DV9735	31	Bernal Residence 4618 High St.	Eligible	Full ROW acquisition	Adverse effect	Historic setting, visual, noise	No adverse effect	
5DV9780	32	Garcia Residence 4617-4625 Race St.	Eligible	Full ROW acquisition	Adverse effect	Historic setting, visual, noise	No adverse effect	
5DV9795	24	Mann Residence 4645 Williams St.	Eligible	Historic setting, visual, noise	No adverse effect	Historic setting, visual, noise	No adverse effect	
5DV9805	11	E. G. Trading Post 1630-1632 East 47 th Ave.	Eligible	None	No historic properties affected	None	No historic properties affected	
5DV9808	14	The Elyria's Western Guest House and Apartments 4700 Baldwin Ct.	Eligible	None	No historic properties affected	None	No historic properties affected	
5DV9809	13	Haynes and Yuhasz Residence 4712 Baldwin Ct.	Eligible	None	No historic properties affected	None	No historic properties affected	
5DV9813	17	Lewis Investments LLC Property 4727 Brighton Blvd.	Eligible	None	No historic properties affected	None	No historic properties affected	
5DV9814	19	Sundheim Property 4750 Brighton Blvd.	Eligible	None	No historic properties affected	None	No historic properties affected	
5DV9818	18	Lewis Investments LLC Property 4709-4715 Brighton Blvd.	Eligible	None	No historic properties affected	None	No historic properties affected	
5DV9819	16	Marmolejo Residence 4741-4747 Brighton Blvd.	Eligible	None	No historic properties affected	None	No historic properties affected	
5DV9821	10	Security Realty Company Property 4645 Franklin St.	Not Eligible Demolished after surveyed	None	No historic properties affected	None	No historic properties affected	

**Table 3
Summary of Effects – No Action North and South Alternative Section 1**

Site Number	Map Location Number	Property Name and Address	National Register Eligibility	No Action North		No Action South		Consulting Parties Comments
				Type of Effects	Finding of Effects	Type of Effects	Finding of Effects	
5DV9823	22	Montour and Miller Residence 4675 Williams St.	Eligible	Historic setting, visual, noise	No adverse effect	Historic setting, visual, noise	No adverse effect	
5DV9828	23	Helzberg Property 4665-4669 Williams St.	Eligible	Historic setting, visual, noise	No adverse effect	Historic setting, visual, noise	No adverse effect	
5DV10034	30	Ponce Residence 4668 High St.	Eligible	Historic setting, visual, noise	No adverse effect	Historic setting, visual, noise	No adverse effect	
5DV10040	29	Denver Investment Group Inc. Property 4695 High St.	Eligible	Historic setting, visual, noise	No adverse effect	Historic setting, visual, noise	No adverse effect	
5DV10042	27	Shaw Residence 4767 High St.	Eligible	None	No historic properties affected	None	No historic properties affected	
5DV10043	26	Zamora Residence 4775 High St.	Eligible	None	No historic properties affected	None	No historic properties affected	
5DV10085	25	Kirkman Property 4662-4664 Williams St.	Eligible	Historic setting, visual, noise	No adverse effect	Historic setting, visual, noise	No adverse effect	
5DV10135	33	Loretta Residence 4679 Vine St.	Eligible	Historic setting, visual, noise	No adverse effect	Historic setting, visual, noise	No adverse effect	

Please Note: All effects determinations are the same for the North and South No Action, except for 5DV9735 and 5DV9780.

Effects Determinations for Section 1, No Action Alternative:

Except for the National Western Historic District, which is located to the north, south, and west of the existing I-70 viaduct, the rest of the properties in Section 1 are on the north side of the viaduct. In addition, the impacts of the No Action North and No Action South are the same except for two properties that would be fully acquired and demolished for the No Action North Alternative due to their proximity to the viaduct.

The proposed work for the No Action Alternative was analyzed for its effect to historic properties based on the proximity of the structures to the existing viaduct and the nature of the work to replace the viaduct with a new structure. Structures that are within 100 feet of the viaduct are evaluated separately from those located 300 feet or more from the viaduct. This is based on the minor widening of the replacement viaduct which would not carry additional capacity and would therefore have less impact on historic properties in this section. See Figure 1 and Figure 2 for maps showing properties affected by the No Action Alternatives North and South.

5.1.2.1 Properties with Adverse Effects Determinations for No Action Alternatives in Section 1

The No-Action North Alternative would require the full acquisition of the following resources in Section 1 because they would be demolished for the new viaduct structure. The determination of **Adverse Effect** applies to these two resources:

1. 5DV9735 [31]: Bernal Residence, 4618 High St
2. 5DV9780 [32]: Garcia Residence, 4617-4625 Race St.

5.1.2.2 Properties with No Adverse Effect Determinations for No Action Alternative in Section 1

The following properties are all located in the blocks directly north of the viaduct, and are between 300-450 feet from the existing viaduct structure. The replacement viaduct would be widened and would be approximately 75 to 100 feet closer to the properties, which are eligible under Criterion C as architecturally representative of their style or form. There are no direct impacts associated with the proposed work and no ROW would be acquired from these properties. Potential indirect impacts include changes to the visual setting and the noise environment. Noise modeling at this location has determined there would not be a perceptible increase in noise for the No Action Alternative. The change to the visual setting consists of replacing the viaduct with a new structure so that I-70 can continue to function in its current capacity and configuration. This action would not directly or indirectly diminish the integrity of the properties significant historic features as they would still be able to convey their architectural significance under Criterion C. The action does not require a detrimental change in the character of the properties use or physical features within the properties setting. CDOT therefore concludes the determination is **No Adverse Effect** for these properties:

1. 5DV9795 [31]: Mann Residence, 4645 Williams St.
2. 5DV9823 [22]: Montour and Miller Residence, 4675 Williams St.
3. 5DV9828 [23]: Helzburg Property, 4665-4669 Williams St.
4. 5DV10085 [25]: Kirkman Property, 4662-2664 Williams St.
5. 5DV10040 [29]: Denver Investment Group Property, 4695 High St.

6. 5DV10034 [30]: Ponce Residence, 4668 High St.
7. 5DV10135 [33]: Loretta Residence, 4679 Vine St.

5.1.2.3 Properties with *No Historic Properties Affected* Determinations for No Action Alternative in Section 1

The Burlington and Colorado/Chicago, Burlington and Quincy Railroad Segment (5DV6247.3) is located underneath a section of the viaduct that has already been replaced and where no work would take place for the No Action North and No Action South Alternatives. Because there are no reasonably foreseeable indirect or direct effects to the railroad segment, CDOT has determined the No Action Alternatives would result in **No Historic Properties Affected**.

The following properties are located west of CO Highway 265 (Brighton Boulevard) and northwest of the existing viaduct. The viaduct would remain in its current location but expand slightly to the north near these structures. No temporary or permanent easements or ROW acquisitions would be necessary for the viaduct. 5DV9660 (Torres Residence, 4656 Baldwin Court [15]) is located approximately 325 feet northwest of the existing viaduct and is the closest property to the structure in this area. The rest of the structures are approximately 400-500 feet from the viaduct structure. There are few indirect impacts because the viaduct would be replaced without major widening and capacity increases and the properties are farther removed from the structure. Noise modeling for the I-70 East Corridor did not find perceptible increases in noise levels for the No Action Alternative. These structures are located between 325-500 feet from the viaduct, and other indirect impacts, including visual changes to the setting, are not expected. The replacement viaduct would be approximately 50 feet closer than its existing location to the structures, but this is not considered to be a significant change in the existing conditions and does not constitute an indirect effect because the viaduct would function much as it currently does with its capacity and configuration intact. CDOT has determined this would result in **No Historic Properties Affected**.

1. 5DV9821 [10] (property was demolished after survey): 4645 Franklin St.
2. 5DV9805 [11]: E.G. Trading Post, 1630-1632 East 47th Ave.
3. 5DV1247 [12]: Kosik Residence, 4681-4683 Baldwin Ct.
4. 5DV9660 [15]: Torres Residence, 4656 Baldwin Ct.

The following properties are located north of 47th Avenue, and between 500 to 1000 feet from the viaduct structure. Homes located between 46th and 47th Avenues also serve as buffers for these homes. Because of the distance between these homes and the proposed work, there is very little potential for indirect impacts. The viaduct would be replaced without major widening and capacity increases. Noise modeling for the I-70 East Corridor did not find measurable increases in noise levels for the No Action Alternative. The proposed work would not change or modify any of the characteristics that make these properties eligible to the NRHP. There is no evidence that the replacement of the viaduct would introduce visual or audible elements that would diminish the integrity of these properties or change any of the characteristics that contribute to their significance. The resulting determination is **No Historic Properties Affected** for the following properties:

1. 5DV9809 [13]: Haynes and Yuhasz Residence, 4712 Baldwin Ct.
2. 5DV9808 [14]: Elyria's Western Guest House Apartment, 4700 Baldwin Ct.
3. 5DV9819 [16]: Marmolejo Residence, 4741-4747 Brighton Blvd.
4. 5DV9813 [17]: Lewis Investments Property, 4727 Brighton Blvd.
5. 5DV9818 [18]: Lewis Investments Property, 4709-4715 Brighton Blvd.
6. 5DV9814 [19]: Sundheim Property, 4750 Brighton Blvd.
7. 5DV4396 [20]: Rocha Residence, 4751 Williams St.
8. 5DV4404 [21]: Diaz Residence, 4747 Williams St.
9. 5DV10043 [26]: Zamora residence, 4775 High St.
10. 5DV10042 [27]: Shaw Residence, 4767 High St.
11. 5DV36 [28]: El Centro Su Teatro, 4725 High St.

National Western Historic District (5DV10050 includes 5DV3815, 5DV9282, 5DV10059, 5DV10060, 5DV10078, 5DV10081, 5DV10082, 5DV10083, 5DV10084, 5DV10447) [Numbers 2-9, and 134-135 on Alternative Maps]: The only historic property south of the viaduct in Section 1 is 5DV9282, the Denver Coliseum, which is a contributing resource of the National Western Historic District. The historic district is not within the area of direct effects of the No Action Alternative because the viaduct has already been replaced between I-25 and Brighton Blvd. It is also outside of any potential indirect effects from the work because it is 800 feet west of the portion of the viaduct that would be replaced and therefore far enough removed that any work involved in the replacement of this section of viaduct would not impact the characteristics that make the district significant. There would be no change to the viaduct in this location in terms of capacity or configuration. The determination of effect for this historic district for the No Action North and South Alternatives would be **No Historic Properties Affected**.

Effects Determinations for Section 1, No Action South Alternative:

This section describes only those properties with different effects determinations due to the shifting of the viaduct to the south instead of the north. None of the historic properties identified in Section 1 north of the viaduct would be directly impacted by the proposed work for the No Action South Alternative and the majority of the effects determinations are the same as the No Action North Alternative. Except for the Denver Coliseum (5DV9282 and addressed above in the National Western Historic District), there are no other historic properties south of the viaduct structure in Section 1, which includes the area north and south I-70 between I-25 and the UPRR.

The two properties that would have been demolished for the No Action North Alternative because of their close proximity to the existing viaduct are 5DV9735 [31] and 5DV9780 [32] as described in Section 5.1.2.1. For the No Action South Alternative, the viaduct would be widened to the south but would be approximately 50 feet closer to these properties than its current location. Both properties are eligible under Criterion C as architecturally representative of their style or form. There are no direct impacts associated with the proposed work and no temporary or permanent easements or ROW would be acquired from these properties. Potential indirect impacts include changes to the visual setting and the noise environment. Noise modeling at this location has determined there would not be a perceptible increase in noise for the No Action Alternative. The changes to the visual setting involved in reconstructing the viaduct would not directly or indirectly diminish the integrity of the properties significant historic features as they would still be able to convey their architectural significance under Criterion C. The action does not require a change in the character of the properties use or physical features within the

properties setting. CDOT therefore concludes the determination is **No Adverse Effect** for these two properties.

1. 5DV9735 [31]: Bernal Residence, 4618 High St.
2. 5DV9780 [32]: Garcia Residence, 4617-4625 Race St.

5.1.3 Effects Determinations for Alternatives 1 and 3 in Section 1

Alternatives 1 and 3 both remain on the existing I-70 alignment. Alternative 1 adds one general purpose lane in each direction between I-25 and I-270 while Alternative 3 adds two tolled express lanes without general purpose lanes in the same area. The typical cross section width for Alternative 1 is 144 feet between I-25 and I-270, while Alternative 3 is wider, with a typical cross section of 200 feet. In Section 1, the widening associated with Alternative 3 could be as much as 250 feet wider than current conditions for a possible maximum width of 400 feet for the section of I-70 between Brighton Blvd and the UPRR. This width includes the reconstruction of the Brighton Boulevard interchange, associated with the replacement of the viaduct starting at this point and widening of the facility. Visual effects include an increase in the visible mass of the highway and the proposed 10-20-foot-high noise walls. Noise is expected to increase over time, but the increase is less than three decibels, which is within the range considered barely perceptible. Noise barriers in this section would provide an approximately 5-decibel reduction.

This widening would have a direct impact on three historic resources in Section 1 because they would be removed for the construction of the wider highway. The remaining resources are subject to potential indirect impacts because of their proximity to the wider facility.

The existing setting of the neighborhood is already dominated by the presence of I-70, and as described in the Section 1 description above, the individually-eligible residences are representative of architectural styles but do not form a cohesive district.

Both Alternatives have north and south options that shift the alignment to either side of the interstate. The north and south options provide a means to weigh impacts to historic resources on both sides of the interstate.

**Table 4
Summary of Effects –Alternatives 1 and 3 North Section 1**

Site Number	Map Location Number	Property Name and Address	National Register Eligibility	Alts 1 and 3 North		Consulting Parties Comments
				Type of Effects	Finding of Effects	
Historic Districts						
5DV10050	2-9, 134-135	National Western Historic District	Eligible	Historic setting, visual, noise	No adverse effect	
Railroads						
5DV6247.3	Not Shown	Burlington and Colorado/Chicago, Burlington & Quincy Railroad Segment	Segment supports the eligibility of the overall linear resource	None	No historic properties affected	
Individually Eligible Properties						
5DV36	28	El Centro Su Teatro 4725 High St.	Eligible	Historic setting, visual, noise	No adverse effect	
5DV1247	12	Kosik Residence 4681-4683 Baldwin Ct.	Eligible	Historic setting, visual, noise	No adverse effect	
5DV4396	20	Rocha Residence 4751 Williams St.	Eligible	Historic setting, visual, noise	No adverse effect	
5DV4404	21	Diaz Residence 4747 Williams St.	Eligible	Historic setting, visual, noise	No adverse effect	
5DV9660	15	Torres Residence 4656 Baldwin Ct.	Eligible	Historic setting, visual, noise	No adverse effect	
5DV9735	31	The Bernal Residence 4618 High St.	Eligible	Full ROW acquisition	Adverse effect	
5DV9780	32	Garcia Residence 4617-4625 Race St.	Eligible	Full ROW acquisition	Adverse effect	
5DV9795	24	Mann Residence 4645 Williams St.	Eligible	Full ROW acquisition	Adverse effect	
5DV9805	11	E. G. Trading Post 1630-1632 East 47th Ave.	Eligible	Historic setting, visual, noise	No adverse effect	
5DV9808	14	The Elyria's Western Guest House and Apartments 4700 Baldwin Ct.	Eligible	Historic setting, visual, noise	No adverse effect	
5DV9809	13	Haynes and Yuhasz Residence 4712 Baldwin Ct.	Eligible	Historic setting, visual	No adverse effect	

**Table 4
Summary of Effects –Alternatives 1 and 3 North Section 1**

Site Number	Map Location Number	Property Name and Address	National Register Eligibility	Alts 1 and 3 North		Consulting Parties Comments
				Type of Effects	Finding of Effects	
5DV9813	17	Lewis Investments LLC Property 4727 Brighton Blvd.	Eligible	Historic setting, visual, noise	No adverse effect	
5DV9814	19	Sundheim Property 4750 Brighton Blvd.	Eligible	Historic setting, visual, noise	No adverse effect	
5DV9818	18	Lewis Investments LLC Property 4709-4715 Brighton Blvd.	Eligible	Historic setting, visual, noise	No adverse effect	
5DV9819	16	Marmolejo Residence 4741-4747 Brighton Blvd.	Eligible	Historic setting, visual, noise	No adverse effect	
5DV9821	10	Security Realty Company Property 4645 Franklin St.	Eligible (Demolished after surveyed)	None	No historic properties affected	
5DV9823	22	Montour and Miller Residence 4675 Williams St.	Eligible	Historic setting, visual, noise	No adverse effect	
5DV9828	23	Helzberg Property 4665-4669 Williams St.	Eligible	Historic setting, visual, noise	No adverse effect	
5DV10034	30	Ponce Residence 4668 High St.	Eligible	Historic setting, visual, noise	No adverse effect	
5DV10040	29	Denver Investment Group Inc. Property 4695 High St.	Eligible	Historic setting, visual, noise	No adverse effect	
5DV10042	27	Shaw Residence 4767 High St.	Eligible	Historic setting, visual, noise	No adverse effect	
5DV10043	26	Zamora Residence 4775 High St.	Eligible	Historic setting, visual, noise	No adverse effect	
5DV10085	25	Kirkman Property 4662-4664 Williams St.	Eligible	Historic setting, visual, noise	No adverse effect	
5DV10135	33	Loretta Residence 4679 Vine St.	Eligible	Historic setting, visual, noise	No adverse effect	

5.1.3.1 Properties with *Adverse Effect* Determinations for Alternatives 1 and 3 North in Section 1

The following properties would be completely acquired and demolished due to Alternative 1 and 3 North, which constitutes an **Adverse Effect**:

1. 5DV9795 [24]: Mann Residence, 4645 Williams St.
2. 5DV9735 [31]: Bernal Residence, 4618 High St.
3. 5DV9780 [32]: Garcia Residence, 4617-4625 Race St.

5.1.3.2 Properties with *No Adverse Effect* Determinations for Alternatives 1 and 3 North in Section 1

National Western Historic District (5DV10050 includes 5DV3815, 5DV9282, 5DV10059, 5DV10060, 5DV10078, 5DV10081, 5DV10082, 5DV10083, 5DV10084, 5DV10447) [Numbers 2-9, and 134-135 on Alternative Maps]: There would be no temporary or permanent construction easements or ROW acquisition of any portion of the district associated with both the shift north and shift south options of Alternatives 1 and 3. I-70 would be restriped through the district to add one general-purpose lane or the two tolled lanes in each direction to add capacity, but the reconstruction of the viaduct and widening begins east of Brighton Blvd., approximately 800 feet east of the eastern edge of the district. The reconstruction work would not impact the National Western Historic District directly because it would take place 800 feet from the district and would not be visible from the district. The district may experience a small increase in traffic noise over time due to the capacity increase and shifting of the lanes, although detailed noise analysis of commercial areas was not performed as part of the noise study. The visual or audible elements introduced by the undertaking do not diminish the integrity of the district's significant historic attributes and would not alter the characteristics that qualify it for inclusion in the NRHP under criteria A and C. Therefore, Alternatives 1 and 3 would cause **No Adverse Effect** to the district.

The properties in Section 1 located north of the viaduct and between Brighton Boulevard and Vine Street would experience indirect impacts from the proposed work to the Brighton Boulevard westbound off-ramp and eastbound on-ramp that would be realigned due to the viaduct reconstruction and widening. The highway would remain in its current location but be widened to the north by approximately 200 feet and therefore be closer to these properties. All of the properties are eligible under Criterion C as representative of their architectural styles. Although the Shift North alternative would bring the highway approximately 200 feet closer to the properties, it would not diminish the characteristics that make these sites eligible for the NRHP because their ability to convey architectural significance would not be altered or changed. The properties may experience a small increase in traffic noise over time due to the freeway widening and shift. Under Alternatives 1 and 3, the noise level is projected to increase by less than 3 decibels, which is within the range considered barely perceptible. Also, noise barriers adjacent to the highway would provide an approximate 5-decibel reduction which would limit the noise effects. The visual elements introduced by Alternatives 1 and 3 do not diminish the integrity of the properties' significant historic attributes and would not alter the characteristics that qualify them for inclusion in the NRHP. These resources are in a setting of incompatible changes due to removal of original buildings, construction of newer residential and industrial buildings, and modifications to original building materials. Therefore, CDOT has determined that Alternatives 1 and 3 would cause **No Adverse Effect** to the following resources.

4. 5DV9805 [11]: E.G. Trading Post, 1630-1632 East 47th Ave.
5. 5DV1247 [12]: Kosik Residence, 4681-4683 Baldwin Ct.
6. 5DV9809 [13]: Haynes and Yuhasz Residence, 4712 Baldwin Ct.
7. 5DV9808 [14]: Elyria's Western Guest House Apartment, 4700 Baldwin Ct.
8. 5DV9660 [15]: Torres Residence, 4656 Baldwin Ct.
9. 5DV9819 [16]: Marmolejo Residence, 4741-4747 Brighton Blvd.
10. 5DV9813 [17]: Lewis Investments Property, 4727 Brighton Blvd.
11. 5DV9818 [18]: Lewis Investments Property, 4709-4715 Brighton Blvd.
12. 5DV9814 [19]: Sundheim Property, 4750 Brighton Blvd.
13. 5DV4396 [20]: Rocha Residence, 4751 Williams St.
14. 5DV4404 [21]: Diaz Residence, 4747 Williams St.
15. 5DV9823 [22]: Montour and Miller Residence, 4675 Williams St.
16. 5DV9828 [23]: Helzburg Property, 4665-4669 Williams St.
17. 5DV10085 [25]: Kirkman Property, 4662-2664 Williams St.
18. 5DV10043 [26]: Zamora residence, 4775 High St.
19. 5DV10042 [27]: Shaw Residence, 4767 High St.
20. 5DV36 [28]: El Centro Su Teatro, 4725 High St.
21. 5DV10040 [29]: Denver Investment Group Property, 4695 High St.
22. 5DV10034 [30]: Ponce Residence, 4668 High St.
23. 5DV10135 [33]: Loretta Residence, 4679 Vine St.

5.1.3.3 Properties with *No Historic Properties Affected* Determinations for Alternatives 1 and 3 North in Section 1

The Burlington and Colorado/Chicago, Burlington and Quincy Railroad Segment (5DV6247.3) is located underneath a section of the viaduct that has already been replaced and where no work would take place for the No Action Alternative, or Alternatives 1 and 3. Because there are no reasonably foreseeable indirect or direct effects to the railroad segment, CDOT has determined the work for these alternatives would result in **No Historic Properties Affected**.

1. 5DV9821 [10]: 4645 Franklin St. Property was demolished after survey.
2. 5DV6247.3: Burlington and Colorado/Chicago, Burlington and Quincy Railroad Segment.

**Table 5
Summary of Effects – Alternatives 1 and 3 South Section 1**

Site Number	Map Location Number	Property Name and Address	National Register Eligibility	Alts 1 and 3 South		Consulting Parties Comments
				Type of Effects	Finding of Effects	
Historic Districts						
5DV10050	2-9, 134-135	National Western Historic District	Eligible	Historic setting, visual, noise	No adverse effect	
Railroads						
5DV6247.3	Shown on Map	Burlington and Colorado/Chicago, Burlington & Quincy Railroad Segment	Segment supports the eligibility of the overall linear resource	None	No historic properties affected	
Individually Eligible Properties						
5DV36	28	El Centro Su Teatro 4725 High St.	Eligible	Historic setting, visual, noise	No adverse effect	
5DV1247	12	Kosik Residence 4681-4683 Baldwin Ct.	Eligible	Historic setting, visual, noise	No adverse effect	
5DV4396	20	Rocha Residence 4751 Williams St.	Eligible	Historic setting, visual, noise	No adverse effect	
5DV4404	21	Diaz Residence 4747 Williams St.	Eligible	Historic setting, visual, noise	No adverse effect	
5DV9660	15	Torres Residence 4656 Baldwin Ct.	Eligible	Historic setting, visual, noise	No adverse effect	
5DV9735	31	The Bernal Residence 4618 High St.	Eligible	Historic setting, visual, noise	No adverse effect	
5DV9780	32	Garcia Residence 4617-4625 Race St.	Eligible	Historic setting, visual, noise	No adverse effect	
5DV9795	24	Mann Residence 4645 Williams St.	Eligible	Historic setting, visual, noise	No adverse effect	
5DV9805	11	E. G. Trading Post 1630-1632 East 47th Ave.	Eligible	Historic setting, visual, noise	No adverse effect	
5DV9808	14	The Elyria's Western Guest House and Apartments 4700 Baldwin Ct.	Eligible	Historic setting, visual, noise	No adverse effect	
5DV9809	13	Haynes and Yuhasz Residence 4712 Baldwin Ct.	Eligible	Historic setting, visual, noise	No adverse effect	

**Table 5
Summary of Effects – Alternatives 1 and 3 South Section 1**

Site Number	Map Location Number	Property Name and Address	National Register Eligibility	Alts 1 and 3 South		Consulting Parties Comments
				Type of Effects	Finding of Effects	
5DV9813	17	Lewis Investments LLC Property 4727 Brighton Blvd.	Eligible	Historic setting, visual, noise	No adverse effect	
5DV9814	19	Sundheim Property 4750 Brighton Blvd.	Eligible	Historic setting, visual, noise	No adverse effect	
5DV9818	18	Lewis Investments LLC Property 4709-4715 Brighton Blvd.	Eligible	Historic setting, visual, noise	No adverse effect	
5DV9819	16	Marmolejo Residence 4741-4747 Brighton Blvd.	Eligible	Historic setting, visual, noise	No adverse effect	
5DV9821	10	Security Realty Company Property 4645 Franklin St.	Not Eligible Demolished after survey	None	No historic properties affected	
5DV9823	22	Montour and Miller Residence 4675 Williams St.	Eligible	Historic setting, visual, noise	No adverse effect	
5DV9828	23	Helzberg Property 4665-4669 Williams St.	Eligible	Historic setting, visual, noise	No adverse effect	
5DV10034	30	Ponce Residence 4668 High St.	Eligible	Historic setting, visual, noise	No adverse effect	
5DV10040	29	Denver Investment Group Inc. Property 4695 High St.	Eligible	Historic setting, visual, noise	No adverse effect	
5DV10042	27	Shaw Residence 4767 High St.	Eligible	Historic setting, visual, noise	No adverse effect	
5DV10043	26	Zamora Residence 4775 High St.	Eligible	Historic setting, visual, noise	No adverse effect	
5DV10085	25	Kirkman Property 4662-4664 Williams St.	Eligible	Historic setting, visual, noise	No adverse effect	
5DV10135	33	Loretta Residence 4679 Vine St.	Eligible	Historic setting, visual, noise	No adverse effect	

Alternatives 1 and 3 South:

Except for the Denver Coliseum (5DV9282, addressed above in the National Western Historic District), there are no other historic properties south of the viaduct structure in Section 1, which includes the area north and south I-70 between I-25 and the UPRR.

None of the historic properties identified in Section 1 north of the viaduct would be directly impacted by the proposed work for the Alternatives 1 and 3 South and the majority of the effects determinations are the same as for the Alternatives 1 and 3 North. This section describes only those properties with different effects determinations due to the shifting of the viaduct to the south instead of the north.

The three properties that would have been demolished for Alternatives 1 and 3 North because of their close proximity to the existing viaduct are 5DV9735, 5DV9780, and 5DV9795. For Alternatives 1 and 3 South, the viaduct would be widened more than 100 feet to the south but these properties are directly north of the realigned westbound off-ramp at Brighton Boulevard and 46th Avenue. All three properties are eligible under Criterion C as architecturally representative of their style or form. There are no direct impacts associated with the proposed work and no temporary or permanent easements or ROW would be acquired from these properties. Potential indirect impacts include visual changes to the setting and increases in noise. Noise modeling at this location has determined there would not be a perceptible increase in noise for the No Action Alternative. The change to the setting involved in widening the existing viaduct would not directly or indirectly diminish the integrity of the properties historic features as they would still be able to convey their architectural significance under Criterion C. The action does not require a change in the character of the properties use or physical features within the properties setting. CDOT therefore concludes the determination is **No Adverse Effect** for these three properties.

1. 5DV9795 [24]: Mann Residence, 4645 Williams St.
2. 5DV9735 [31]: Bernal Residence, 4618 High St.
3. 5DV9780 [32]: Garcia Residence, 4617-4625 Race St.

5.1.4 Effects Determinations for Alternatives 4 and 6 in Section 1

Alternatives 4 and 6 would realign I-70 to follow Brighton Boulevard and extend to the northeast in the vicinity of 56th Avenue toward a new interchange with I-270 near Vasquez Boulevard. The alternatives would then follow the existing I-270 alignment southeast to the existing interchange with I-70. For both alternatives, the new construction of I-70 would start west of the South Platte River, at Washington Street and would include improvements to 46th Avenue underneath the existing viaduct. The typical cross section width for Alternative 4 is 144 feet between I-25 and I-270, while Alternative 6 is wider, with a typical cross section of 200 feet. Alternatives 4 and 6 East have the same effects to historic properties as the wider alternative was used to calculate impacts. Similarly, Alternatives 4 and 6 West have the same effects to historic properties.

Alternative 4 would include four general purpose lanes in each direction and would leave existing I-70 just west of Brighton Boulevard and follow the BNSF and Rock Island railroads north of the Elyria and Swansea neighborhood, connecting back into existing I-70 just west of Quebec Street. Alternative 6 would include three general purpose lanes and two tolled express

lanes in each direction and would leave existing I-70 just west of Brighton Boulevard and follow the BNSF and Rock Island railroads around the Elyria and Swansea neighborhood, connecting back into existing I-70 just west of Quebec Street. For both Alternative 4 and 6, the existing viaduct would be removed when I-70 is realigned, and 46th Avenue would be converted into a four- to six-lane arterial between Washington Street and Quebec Street.

The realignment alternatives have two options that shift to the east or to the west. Alternatives 4 and 6 West shift the new freeway approximately 400 feet west of the existing Brighton Boulevard alignment. Alternatives 4 and 6 East are closer to the existing Brighton Boulevard alignment.

Alternatives 4 and 6 also have indirect effects of noise, visual, and historic setting changes as a result of constructing a new, elevated freeway and noise barriers along Brighton Boulevard in an area where none previously existed. Visual effects would result from the visible mass of the highway and the 10- to 20-foot-high noise walls on either side of the interstate. The historic resources in this area would also experience a small increase in traffic noise over time due to the freeway construction and noise level increases, which are projected to be between 2 to 8 decibels depending on the proximity of each property to the highway. Noise barriers adjacent to the highway would provide an approximate 5 decibel reduction, which would limit the noise effects to within the 3 decibel range considered barely perceptible.

In addition, there are impacts to historic properties as a result of removing the existing I-70 viaduct between Brighton Boulevard and Colorado Boulevard and converting 46th Avenue into a four to six lane arterial.

**Table 6
Summary of Effects – Alternatives 4 and 6 West Section 1**

Site Number	Map Location Number	Property Name and Address	National Register Eligibility	Alts 4 and 6 West		Consulting Parties Comments
				Type of Effects	Finding of Effects	
Historic Districts						
5DV10050	2-9;134-135	National Western Historic District	Eligible	ROW acquisition, historic setting, visual, noise	Adverse effect	
Railroads						
5DV6247.3	Shown on Map	Burlington & Colorado/Chicago, Burlington & Quincy Railroad Segment	Segment supports the eligibility of the overall linear resource	Historic setting, visual, noise	No historic properties affected	
Individually Eligible Properties						
5DV36	28	El Centro Su Teatro 4725 High St.	Eligible	Historic setting, visual, noise	No adverse effect	
5DV1247	12	Kosik Residence 4681-4683 Baldwin Ct.	Eligible	Full ROW acquisition	Adverse effect	
5DV4396	20	Rocha Residence 4751 Williams St.	Eligible	Historic setting, visual, noise	No adverse effect	
5DV4404	21	Diaz Residence 4747 Williams St.	Eligible	Historic setting, visual, noise	No adverse effect	
5DV9660	15	Torres Residence 4656 Baldwin Ct.	Eligible	Full ROW acquisition	Adverse effect	
5DV9735	31	Bernal Residence 4618 High St.	Eligible	Historic setting, visual, noise	No adverse effect	
5DV9780	32	Garcia Residence 4617-4625 Race St.	Eligible	Historic setting noise, visual	No adverse effect	
5DV9795	24	Mann Residence 4645 Williams St.	Eligible	Historic setting, visual, noise	No adverse effect	
5DV9805	11	E. G. Trading Post 1630-1632 East 47 th Ave.	Eligible	Full ROW acquisition	Adverse effect	
5DV9808	14	The Elyria's Western Guest House and Apartments 4700 Baldwin Ct.	Eligible	Full ROW acquisition	Adverse effect	

**Table 6
Summary of Effects – Alternatives 4 and 6 West Section 1**

Site Number	Map Location Number	Property Name and Address	National Register Eligibility	Alts 4 and 6 West		Consulting Parties Comments
				Type of Effects	Finding of Effects	
5DV9809	13	Haynes and Yuhasz Residence 4712 Baldwin Ct.	Eligible	Full ROW acquisition	Adverse effect	
5DV9813	17	Lewis Investments LLC Property 4727 Brighton Blvd.	Eligible	Full ROW acquisition	Adverse effect	
5DV9814	19	Sundheim Property 4750 Brighton Blvd.	Eligible	Temp. Const. Easement/ Historic setting, visual, noise	Adverse effect	
5DV9818	18	Lewis Investments LLC Property 4709-4715 Brighton Blvd.	Eligible	Full ROW acquisition	Adverse effect	
5DV9819	16	Marmolejo Residence 4741-4747 Brighton Blvd.	Eligible	Full ROW acquisition	Adverse effect	
5DV9821	10	Security Realty Company Property 4645 Franklin St.	Not Eligible Demolished after Survey	None	No historic properties affected	
5DV9823	22	Montour and Miller Residence 4675 Williams St.	Eligible	Historic setting, visual, noise	No adverse effect	
5DV9828	23	Helzberg Property 4665-4669 Williams St.	Eligible	Historic setting, visual, noise	No adverse effect	
5DV10034	30	Ponce Residence 4668 High St.	Eligible	Historic setting, visual, noise	No adverse effect	
5DV10040	29	Denver Investment Group Inc. Property 4695 High St.	Eligible	Historic setting, visual, noise	No adverse effect	
5DV10042	27	Shaw Residence 4767 High St.	Eligible	Historic setting, visual, noise	No adverse effect	
5DV10043	26	Zamora Residence 4775 High St.	Eligible	Historic setting, visual, noise	No adverse effect	
5DV10085	25	Kirkman Property 4662-4664 Williams St.	Eligible	Historic setting, visual, noise	No adverse effect	
5DV10135	33	Loretta Residence 4679 Vine St.	Eligible	Historic setting, visual, noise	No adverse effect	

5.1.4.1 Properties with *Adverse Effect* Determinations for Alternatives 4 and 6 West in Section 1

National Western Historic District (5DV10050 includes 5DV3815, 5DV9282, 5DV10059, 5DV10060, 5DV10078, 5DV10081, 5DV10082, 5DV10083, 5DV10084, 5DV10447) [Numbers 2-9, and 134-135 on Alternative Maps]: Alternatives 4 and 6 West would result in the ROW acquisition of 25.32 acres (12 percent) of the National Western Historic District. This ROW acquisition would adversely affect the National Western Stadium Arena (5DV3815) and the Livestock Bridge and Flyover (5DV10447), which would be completely or partially demolished due to the proposed reconstruction of I-70 between Washington St. and Brighton Blvd to change the alignment of I-70. The ROW acquisition would also include the Events Center, which is a modern non-contributing element to the historic district, and a portion of the parking lot of the Coliseum (5DV9282). The National Western would no longer be able to operate in its current capacity and the loss of the arena, an anchor of the district, would substantially diminish the characteristics that contribute to the district, eligible under both criteria A for its association with significant historical events and C for its variety of architectural styles. Because of the central role it plays in the function of the National Western Stock Show, the loss of the arena would result in the closure of its operations. This would be a substantial change in the use of the properties in the district, which CDOT has determined constitutes an **Adverse Effect**.

The following properties would be completely acquired and demolished due to Alternative 4 and 6 West, which constitutes an **Adverse Effect**:

1. 5DV9805 [11]: E. G. Trading Post, 1630-1632 East 47th Ave.
2. 5DV1247 [12]: Kosik Residence, 4681-4683 Baldwin Ct.
3. 5DV9809 [13]: Haynes and Yuhasz Residence, 4712 Baldwin Ct.
4. 5DV9808 [14]: The Elyria's Western Guest House and Apartments, 4700 Baldwin Ct.
5. 5DV9660 [15]: Torres Residence, 4656 Baldwin Ct.
6. 5DV9819 [16]: Marmolejo Residence, 4741-4747 Brighton Blvd.
7. 5DV9813 [17]: Lewis Investments LLC Property, 4727 Brighton Blvd.
8. 5DV9818 [18]: Lewis Investments LLC Property, 4709-4715 Brighton Blvd.

A portion of 5DV9814 [19]: Sundheim Property, 4750 Brighton Boulevard, would be acquired for a temporary construction easement that would impact 12 percent of the commercial property. The easement would require the temporary use of a portion of the parcel along the western edge of the property to allow access for the highway construction. The effects of the construction easement are not fully known at this time. The determination is **Adverse Effect** for this temporary construction easement because of the uncertainty of requiring permanent changes to the acquired portion of the parcel.

5.1.4.2 Properties with *No Adverse Effect* Determinations for Alternatives 4 and 6 West in Section 1

The following properties are located one to three blocks east of Alternatives 4 and 6 West, and are between 125 to 600 feet east of the eastern edge of the improvements. There would be no direct impacts from the proposed work, but there would be indirect impacts related to noise, visual and setting changes in the area due to the visible mass of an elevated highway and the 10- to 20-foot-high noise walls on either side of the highway structure. These barriers would provide an approximate 5 decibel reduction which would limit the noise effects. The visual changes

would not impact the significance of the properties that are all eligible under criterion C, for their representation of architectural styles and forms. These resources are in a setting where incompatible changes have occurred, such as removal of original buildings, construction of newer residential and industrial buildings, and modifications to original building materials. The introduction of a new viaduct, constituting a visual change, would not diminish the integrity of the properties' significant historic attributes and would not alter the characteristics that qualify them for inclusion in the NRHP. CDOT has determined that Alternatives 4 and 6 West would cause **No Adverse Effect** to the following resources:

1. 5DV4396 [20]: Rocha Residence, 4751 Williams St.
2. 5DV4404 [21]: Diaz Residence, 4747 Williams St.
3. 5DV9823 [22]: Montour and Miller Residence, 4675 Williams St.
4. 5DV9828 [23]: Helzberg Property, 4665-4669 Williams St.
5. 5DV9795 [24]: Mann Residence, 4645 Williams St.
6. 5DV10085 [25]: Kirkman Property, 4662-2664 Williams St.
7. 5DV10043 [26]: Zamora residence, 4775 High St.
8. 5DV10042 [27]: Shaw Residence, 4767 High St.
9. 5DV36 [28]: El Centro Su Teatro, 4725 High St.
10. 5DV10040 [29]: Denver Investment Group Property, 4695 High St.
11. 5DV10034 [30]: Ponce Residence, 4668 High St.
12. 5DV10135 [33]: Loretta Residence, 4679 Vine St.

The following properties are located approximately 75 feet north of the current I-70 alignment. The realigned, elevated freeway and noise barriers on Brighton Blvd. would introduce a major highway facility located approximately 800 feet west of the properties where none previously existed. The existing I-70 viaduct would be removed, and 46th Avenue would be improved to serve as a four- to six-lane roadway along the existing I-70 alignment. Alternatives 4 and 6 would result in slightly decreased noise levels for properties in this location. The visual and audible elements associated with these alternatives would not diminish the integrity of the properties' significant historical attributes and would not alter the characteristics that qualify them for inclusion in the NRHP because the alternatives would move a major highway facility farther away from the properties. CDOT has determined Alternatives 4 and 6 West would cause **No Adverse Effect** to the following resources:

13. 5DV9735 [31]: Bernal Residence, 4618 High St.
14. 5DV9780 [32]: Garcia Residence, 4617-4625 Race St.

5.1.4.3 Properties with *No Historic Properties Affected* Determinations for Alternatives 4 and 6 West in Section 1

5DV9821 [10]: Property was demolished after survey.

The Burlington and Colorado/Chicago, Burlington and Quincy Railroad Segment (5DV6247.3) is located underneath a section of the viaduct that has already been replaced and where no work would take place for the No Action Alternative, or Alternatives 1 and 3 or 4 and 6. Because there are no reasonably foreseeable indirect or direct effects to the railroad segment, CDOT has determined the work for these alternatives would result in **No Historic Properties Affected**.

**Table 7
Summary of Effects – Alternatives 4 and 6 East Section 1**

Site Number	Map Location Number	Property Name and Address	National Register Eligibility	Alts 4 and 6 East		Consulting Parties Comments
				Type of Effects	Finding of Effects	
Historic Districts						
5DV10050	2-9, 134-135	National Western Historic District	Eligible	ROW acquisition, historic setting, visual, noise	No adverse effect	
Railroads						
5DV6247.3	Shown on Map	Burlington & Colorado/Chicago, Burlington & Quincy RR Segment	Segment supports the eligibility of the overall linear resource	Historic setting, visual, noise	No historic properties affected	
Individually Eligible Properties						
5DV36	28	El Centro Su Teatro 4725 High St.	Eligible	Historic setting, visual, noise	No adverse effect	
5DV1247	12	Kosik Residence 4681-4683 Baldwin Ct.	Eligible	Full ROW acquisition	Adverse effect	
5DV4396	20	Rocha Residence 4751 Williams St.	Eligible	Full ROW acquisition	Adverse effect	
5DV4404	21	Diaz Residence 4747 Williams St.	Eligible	Full ROW acquisition	Adverse effect	
5DV9660	15	Torres Residence 4656 Baldwin Ct.	Eligible	Full ROW acquisition	Adverse effect	
5DV9735	31	Bernal Residence 4618 High St.	Eligible	Historic setting, visual, noise	No adverse effect	
5DV9780	32	Garcia Residence 4617-4625 Race Street	Eligible	Historic setting noise, visual	No adverse effect	
5DV9795	24	Mann Residence 4645 Williams St.	Eligible	Historic setting, visual, noise	No adverse effect	
5DV9805	11	E. G. Trading Post 1630-1632 East 47 th Ave.	Eligible	Historic setting, visual, noise	Adverse effect	
5DV9808	14	The Elyria's Western Guest House and Apartments 4700 Baldwin Ct.	Eligible	Full ROW acquisition	Adverse effect	
5DV9809	13	Haynes and Yuhasz Residence 4712 Baldwin Ct.	Eligible	Full ROW acquisition	Adverse effect	

**Table 7
Summary of Effects – Alternatives 4 and 6 East Section 1**

Site Number	Map Location Number	Property Name and Address	National Register Eligibility	Alts 4 and 6 East		Consulting Parties Comments
				Type of Effects	Finding of Effects	
5DV9813	17	Lewis Investments LLC Property 4727 Brighton Blvd.	Eligible	Full ROW acquisition	Adverse effect	
5DV9814	19	Sundheim Property 4750 Brighton Blvd.	Eligible	Full ROW acquisition	Adverse effect	
5DV9818	18	Lewis Investments LLC Property 4709-4715 Brighton Blvd.	Eligible	Full ROW acquisition	Adverse effect	
5DV9819	16	Marmolejo Residence 4741-4747 Brighton Blvd.	Eligible	Full ROW acquisition	Adverse effect	
5DV9821	10	4645 Franklin St.	Not Eligible Demolished after surveyed	None	No historic properties affected	
5DV9823	22	Montour and Miller Residence 4675 Williams St.	Eligible	Full ROW acquisition	Adverse effect	
5DV9828	23	Helzberg Property 4665-4669 Williams St.	Eligible	Full ROW acquisition	Adverse effect	
5DV10034	30	Ponce Residence 4668 High St.	Eligible	Historic setting, visual, noise	No adverse effect	
5DV10040	29	Denver Investment Group Inc. Property 4695 High St.	Eligible	Historic setting, visual, noise	No adverse effect	
5DV10042	27	Shaw Residence 4767 High St.	Eligible	Historic setting, visual, noise	No adverse effect	
5DV10043	26	Zamora Residence 4775 High St.	Eligible	Historic setting, visual, noise	No adverse effect	
5DV10085	25	Kirkman Property 4662-4664 Williams St.	Eligible	Historic setting, visual, noise	No adverse effect	
5DV10135	33	Loretta Residence 4679 Vine St.	Eligible	Historic setting, visual, noise	No adverse effect	

5.1.4.4 Properties with *Adverse Effect Determinations* for Alternatives 4 and 6 East in Section 1

The following properties would be completely acquired and demolished due to Alternative 4 and 6 East, which constitutes an **Adverse Effect**:

1. 5DV9805 [11]: E. G. Trading Post, 1630-1632 East 47th Ave.
2. 5DV1247 [12]: Kosik Residence, 4681-4683 Baldwin Ct.
3. 5DV9809 [13]: Haynes and Yuhasz Residence, 4712 Baldwin Ct.
4. 5DV9808 [14]: The Elyria's Western Guest House and Apartments, 4700 Baldwin Ct.
5. 5DV9660 [15]: Torres Residence, 4656 Baldwin Ct.
6. 5DV9819 [16]: Marmolejo Residence, 4741-4747 Brighton Blvd.
7. 5DV9813 [17]: Lewis Investments LLC Property, 4727 Brighton Blvd.
8. 5DV9818 [18]: Lewis Investments LLC Property, 4709-4715 Brighton Blvd.
9. 5DV9814 [19]: Sundheim Property, 4750 Brighton Boulevard
10. 5DV4396 [20]: Rocha Residence, 4751 Williams St.
11. 5DV4404 [21]: Diaz Residence, 4747 Williams St.
12. 5DV9823 [22]: Montour and Miller Residence, 4675 Williams St.
13. 5DV9828 [23]: Helzberg Property, 4665-4669 Williams St.

5.1.4.5 Properties with *No Adverse Effect Determinations* for Alternatives 4 and 6 East in Section 1

National Western Historic District (5DV10050 includes 5DV3815, 5DV9282, 5DV10059, 5DV10060, 5DV10078, 5DV10081, 5DV10082, 5DV10083, 5DV10084, 5DV10447) [Numbers 2-9, and 134-135 on Alternative Maps]: Alternatives 4 and 6 East would result in the ROW acquisition of 12.11 acres (6 percent) of the National Western Historic District due to the proposed reconstruction of I-70 between Washington St. and Brighton Blvd to transition to the realignment of I-70 along Brighton Boulevard. This ROW acquisition would adversely affect the Livestock Bridge and Flyover (5DV10447), which would be completely or partially demolished under Alternatives 4 and 6 East. Portions of the parking lots of the Coliseum (5DV9282) and the Stadium Arena (5DV3815) would have temporary construction easement acquisitions to allow construction access for the planned improvements to I-70. The effects of the construction easements associated with Alternatives 4 and 6 East would not require permanent physical changes to the acquired area of this parcel and the remaining contributing historic structures would remain intact.

There would be noise, visual, and historic setting changes in the district as a result of this alternative. The construction of the realigned, elevated freeway and noise barriers would introduce a major highway facility where none previously existed, but given the industrial/transportation nature of the area, it would not diminish the characteristics that make the site eligible for the NRHP. In addition, the National Western Historic District experiences considerable existing noise and vibration as a result of the trains traveling along the BNSF railroad that runs through it. The National Western Historic District may experience a small increase in traffic noise over time due to the freeway widening and shift, although detailed noise analysis of commercial areas was not performed as part of the noise study.

While the loss of the Livestock Bridge and Flyover (5DV10447) would diminish the characteristics of integrity that contribute to the NRHP-eligibility of the district, sufficient

contributing properties would remain to convey the historic significance of the National Western Historic District, which would remain eligible for the NRHP as a historic district. The visual or audible elements introduced by the undertaking do not diminish the integrity of the district's significant historic attributes and would not alter the characteristics that qualify it for inclusion in the NRHP. Therefore, CDOT has determined Alternatives 4 and 6 East would cause **No Adverse Effect** to the National Western Historic District.

The following properties would not have any temporary or permanent easements or ROW acquisition associated with Alternatives 4 and 6 East, but there would be noise, visual, and historic setting changes in the area. The construction of the realigned, elevated freeway and noise barriers would introduce a major highway facility located approximately 25-150 feet west of these properties where none previously existed. The existing I-70 viaduct, now located approximately 75 to 200 feet south of the properties, would be removed, and 46th Avenue would be improved to serve as a four- to six-lane roadway along the existing I-70 alignment. The net change under the eastern connection option of Alternatives 4 and 6 would move the highway from the south side of the properties to the western side, but to approximately the same distance. The properties may experience a small increase (3 to 4 decibels) in traffic noise over time due to the freeway realignment, but noise barriers on the highway structure would provide an approximate five decibels reduction. The visual changes would not impact the significance of the properties that are all eligible under criterion C, for their representation of architectural styles and forms. These resources are in a setting where incompatible changes have occurred, such as removal of original buildings, construction of newer residential and industrial buildings, and modifications to original building materials. The introduction of a new freeway, constituting a visual change, would not diminish the integrity of the properties' significant historic attributes and would not alter the characteristics that qualify them for inclusion in the NRHP. CDOT has determined that Alternatives 4 and 6 East would cause **No Adverse Effect** to the following resources:

14. 5DV9795 [24]: Mann Residence, 4645 Williams St.
15. 5DV10085 [25]: Kirkman Property, 4662-2664 Williams St.

The following properties are located one block east of Alternatives 4 and 6 East, except for 5DV10135, Loretta Residence, 4679 Vine Street, which is two blocks east. The properties on High Street would have a major freeway facility located approximately 200 feet behind them where none previously existed. There would be no temporary or permanent construction easements or ROW acquisitions of any portion of these properties associated with Alternatives 4 and 6 East. However, there would be noise, visual, and setting changes in the area. The construction of the realigned, elevated freeway and noise barriers on the structure would introduce a major highway facility where none previously existed. However, the existing I-70 viaduct, now located approximately 1,000 feet south of the property, would be removed, and 46th Avenue would be improved to serve as a four- to six-lane roadway along the existing I-70 alignment. The visual changes would not impact the significance of the properties that are all eligible under criterion C, for their representation of architectural styles and forms. These resources are in a setting where incompatible changes have occurred, such as removal of original buildings, construction of newer residential and industrial buildings, and modifications to original building materials. The introduction of a new freeway, constituting a visual change, would not diminish the integrity of the properties' significant historic attributes and would not

alter the characteristics that qualify them for inclusion in the NRHP. CDOT has determined that Alternatives 4 and 6 East would cause **No Adverse Effect** to the following resources:

1. 5DV10043 [26]: Zamora residence, 4775 High St.
2. 5DV10042 [27]: Shaw Residence, 4767 High St.
3. 5DV36 [28]: El Centro Su Teatro, 4725 High St.
4. 5DV10040 [29]: Denver Investment Group Property, 4695 High St.
5. 5DV10034 [30]: Ponce Residence, 4668 High St.
6. 5DV10135 [33]: Loretta Residence, 4679 Vine St.

The following properties are located approximately 75 feet north of the current I-70 alignment. The realigned, elevated freeway and noise barriers on Brighton Blvd. would introduce a major highway facility located approximately 600 feet west of the properties where none previously existed. The existing I-70 viaduct would be removed, and 46th Avenue would be improved to serve as a four- to six-lane roadway along the existing I-70 alignment. Alternatives 4 and 6 would result in slightly decreased noise levels for properties in this location. The visual and audible elements associated with these alternatives would not diminish the integrity of the properties' significant historical attributes and would not alter the characteristics that qualify them for inclusion in the NRHP because the alternatives would move a major highway facility farther away from the properties. CDOT has determined Alternatives 4 and 6 East would cause **No Adverse Effect** to the following resources:

15. 5DV9735 [31]: Bernal Residence, 4618 High St.
16. 5DV9780 [32]: Garcia Residence, 4617-4625 Race St.

5.1.4.6 Properties with *No Historic Properties Affected* Determinations for Alternatives 4 and 6 East in Section 1

5DV9821 [10]: Property was demolished after survey.

The Burlington and Colorado/Chicago, Burlington and Quincy Railroad Segment (5DV6247.3) is located underneath a section of the viaduct that has already been replaced and where no work would take place for the No Action Alternative, or Alternatives 1 and 3 or 4 and 6. Because there are no reasonably foreseeable indirect or direct effects to the railroad segment, CDOT has determined the work for these alternatives would result in **No Historic Properties Affected**.






5.2 SECTION 2

Section 2 of I-70 is located east of the Denver and Kansas Pacific/Union Pacific Railroad segment and ends at west of Thompson Court. It is part of the Elyria/Swansea neighborhood and is a mix of commercial, industrial, and residential use. It includes the Nestle/Purina plant on York Street, the Colonial Motel on 46th and Elizabeth, two businesses, 23 residential properties, and one railroad segment that supports the eligibility of the overall linear resource. All of the historic properties in this section are eligible as individual properties as shown in Figure 9.

Figure 9: Historic Properties-Section 2

I-70 East EIS

Legend

-  NHRP Historic District Contributing Property
-  NHRP Eligible Property
-  NHRP Eligible Historic District
-  APE Boundary
-  Section Boundary



0 125 250 375 500 Feet



SITE: 5DV6248.4

Section 1
Section 2

Section 2
Section 3

Description of Existing Setting for Section 2: As in Section 1, the history and development of the properties in Section 2 are closely related to the National Western Stock Show. The section includes businesses that cater to visitors to the Stock Show, such as the Colonial Motel and gas stations/convenience stores, as well as a diverse collection of individually eligible historic residences in Elyria-Swansea. These blocks were evaluated by CDOT for a potential historic district but it was determined that many of the original houses in the Elyria and Swansea neighborhoods had been altered with additional massing, modifications to building materials, and removal of architectural ornamentation. In addition, due to the removal of many of the original buildings and the intrusion of newer residential and industrial buildings, the blocks do not convey the feeling, setting, and association of turn-of-the-20th-century neighborhoods to be eligible as a historic district. Even though there are several properties that convey specific architectural styles and forms under Criterion C, the historic setting has altered over the years.

5.2.1 NHRP Eligible Properties in Section 2

The following section includes brief summaries of NRHP eligible properties in this section. The map location numbers in brackets correspond to the numbers used on the Alternatives maps and are used in the tables.

Plazola Residence, 4673 Josephine St. (5DV1172) [39]: This is a one-story rectangular plan residential building with a front gabled roof and of brick construction. Although it has undergone some modern alterations, the historic physical integrity of the building remains good and it is eligible for listing on the NRHP under Criterion C.

The Miranda Residence, 4632 Josephine St. (5DV5677) [51]: This is a one-story, rectangular plan, residential building with a front gabled roof and of brick construction. Special features of this building include multiple gabled frontage, a decorative dog tooth string course, a dog toothed barrel arched pediment, and an inset pedimented front porch. Although modern alterations include additional massing on the rear or east façade and replacement of the original front picture window, the historic physical integrity of the building remains good. The building is an excellent example of late Victorian with Queen Anne elements.

Denver and Kansas Pacific/Union Pacific Railroad Segment (5DV6248.4): Site 5DV6248.4 consists of four to six standard gauge tracks that pass underneath the I-70 viaduct and into the north Denver rail yards. The site area is approximately 60 meters by 25 meters and is in an area largely disturbed by urban development. This segment, currently in use and maintained, was originally part of the Denver Pacific Railway and Telegraph. Denver Pacific, Kansas Pacific, and the Denver and Boulder Valley Railway operated as a single system in this area until 1878. The Denver Pacific line was subsequently sold to UPRR in 1880. UPRR has retained ownership although the line is generally known as Denver Pacific. The tracks, rail ties, and track bedding have been replaced or modified, and a number of spurs have been rerouted or altered to accommodate the changing business climate of the areas through which it travels. Research indicates that this segment of mainline remains located along its original alignment and historic ROW. It is eligible under Criterion A and maintains its significance as a critical segment of railroad that played an important role in the commercial development of metropolitan Denver and Colorado.

Colonial Manor Motel, 2615 E. 46th Ave. (5DV7130) [59]: The Colonial Manor Motel is a 23-unit motel comprised of a complex of two detached but related buildings arranged in an L-pattern about a circular central parking area. Both buildings are two stories and have brick masonry running bond walls carried by poured concrete wall foundations. The buildings each face the central courtyard, an aspect that is elaborated by large front porches. The roofs of the buildings, with a few exceptions, are low sloping side gables with an asymmetrical section that are finished with three tabbed asphalt shingles. The architectural characteristics of this motel are most related to an Adam or Georgian colonial revival of the middle of the 20th Century. This building is eligible under Criterion A for its association with the rise of the motel industry in the first half of the 20th Century as automobile transportation grew in popularity and importance and for its association with the local tourism generated by the nearby National Western Stock Show. This building is also eligible under criterion C because it is a rare remaining example of a 1940s motor court. A development significant to the post war era, the motor court exemplifies the growth of automobile-based tourism along major commercial strips such as East 46th Avenue. Similar to motels along East Colfax built during the 1940s, this building also represents accommodations which began to disappear from the American roadside landscape with the introduction of the interstate system in the late 1950s as they were replaced by large-scale hotel chains.

Nestle Purina Pet Care Company, 2151 East 45th Ave. (5DV9245) [36]: The Denver Nestle Purina Pet Care Company (formerly the Ralston Purina Company) represents a significant industrial development in Colorado history. Its continuous 75-year operation has been central to Denver's position as one of the most important marketing points for stock feeds in the Rocky Mountain region. It also has been associated with several prominent historical figures in the history of industrial growth in Denver, including Governor William H. Adams. The Denver Nestle Purina Pet Care Company facility has undergone a number of significant structural alterations and modifications since its 1930 opening. As a result, the original building has changed considerably. However, its historical impact on the Denver manufacturing industry remains. Furthermore, it represents the only building of its type in the central Denver area, and it is eligible for listing on the NRHP under Criterion A.

Sanchez Business, 2381 E. 46th Ave. (5DV9655) [43]: This is a one-story irregular plan brick commercial use building with a flat roof located in a primarily commercial area. Although it has undergone limited modern alterations, the historic physical integrity of the building remains good and it is eligible for listing on the NRHP under Criteria A and C as a good example of a neighborhood gas station from the 1950's.

Brown and Alarid Property, 4637 Claude Ct. (5DV9667) [35]: This is a one-story rectangular plan residential building with a front gabled roof and primarily asbestos siding. Although it has undergone limited modern alterations, the historic physical integrity of the building remains good and it is eligible for listing on the NRHP under Criterion C as a good architectural example of late Victorian vernacular style with a bungalow-type massing.

Kelly Residence, 4639 Claude Ct. (5DV9668) [34]: This building is a one-story rectangular plan house with a front gabled roof and primarily asbestos siding. The property is terraced and special features include a square masonry chimney, a porch, and etched glass windows. Although it has undergone limited modern alterations, the historic physical integrity of the

building remains good and it is eligible for listing on the NRHP under Criterion C as architecturally representative of late Victorian vernacular style.

Braswell Residence, 4631 Columbine St. (5DV9705) [54]: This is a one-story rectangular plan residential building of brick construction with a front gabled roof. Although it has undergone limited modern alterations, the historic physical integrity of the building remains good and it is eligible for listing on the NRHP under Criterion C as a good example of late Victorian style with Queen Anne elements.

Pavon Residence, 4633 Columbine St. (5DV9706) [53]: This is a one story rectangular plan residential building of brick construction and with front gabled roof. Although it has undergone limited modern alterations, the historic physical integrity of the building remains good and it is eligible for listing on the NRHP under Criterion C as a good example of late Victorian architecture with Queen Anne styling.

Lasalle Bank National Property, 4502 Josephine St. (5DV9742) [57]: This is a one and one-half story rectangular plan Classic Cottage style residential building. Although it has undergone limited modern alterations, the historic physical integrity of the building remains good and it is eligible for listing on the NRHP under Criterion C as architecturally representative of a Classic Cottage style.

Kenworthy Residence, 4529 Josephine St. (5DV9745) [44]: This is a one-story rectangular plan residential building with a side gabled roof and constructed of brick. Although it has undergone limited modern alterations, the historic physical integrity of the building remains good and it is eligible for listing on the NRHP under Criterion C as architecturally representative of a Craftsmen/Bungalow style.

Portales Residence, 4608 Josephine St. (5DV9746) [55]: This building is a one-story rectangular plan house with a front gabled roof and wood siding. Although it has undergone limited modern alterations, the historic physical integrity of the building remains good and it is eligible for listing on the NRHP under Criterion C as architecturally representative of late Victorian style house with a Craftsman-type porch.

Chavez Residence, 4628 Josephine St. (5DV9748) [52]: This is a one story rectangular plan residential building with a front gabled roof, and constructed of wood and stucco. Although it has undergone limited modern alterations, the historic physical integrity of the building remains good and it is eligible for listing on the NRHP under Criterion C as a good example of late Victorian architecture with Queen Anne style.

Waggoner Residence, 4647 Josephine St. (5DV9751) [41]: This is a one-story rectangular plan house with a gabled-on-hip roof, constructed of stucco and wood. Although it has undergone limited modern alterations, the historic physical integrity of the building remains good and it is eligible for listing on the NRHP under Criterion C as architecturally distinct for its unique stylistic variation of a late Victorian with Queen Anne style elements.

James Property, 4651 Josephine St. (5DV9753) [40]: This is a one-story rectangular plan residential building with a gabled-on-hip roof and of brick construction. Although it has undergone limited modern alterations, the historic physical integrity of the building remains

good and it is eligible for listing on the NRHP under Criterion C as a good example of late Victorian style with Queen Anne elements.

Barajas Residence, 4681 Josephine St. (5DV9761) [38]: This is a one-story rectangular plan residential building with a flat roof and of brick construction. Although it has undergone some modern alterations, the historic physical integrity of the building remains good and it is eligible for listing on the NRHP under Criterion C as architecturally representative of the Denver Terrace form.

Araujo Residence, 4682 Josephine St. (5DV9762) [49]: This is a one-story rectangular plan residential building of brick construction with a front gabled roof. Although it has undergone some modern alterations, the historic physical integrity of the building remains good and it is eligible for listing on the NRHP under Criterion C as architecturally representative of late Victorian Vernacular style with Queen Anne elements.

Lovato Residence, 4696 Josephine St. (5DV9765) [48]: This building is a one and a half story rectangular plan house with a front gabled roof and of brick construction. Although it has undergone some modern alterations, the historic physical integrity of the building remains good and it is eligible for listing on the NRHP under Criterion C as architecturally representative of late Victorian vernacular style with Queen Anne elements.

Davis Residence, 4623-4625 Thompson Ct. (5DV9787) [58]: This is a one story rectangular plan residential building with a front gabled roof and wood siding. Although it has undergone limited modern alterations, the historic physical integrity of the building remains good, and it is eligible for listing on the NRHP under Criterion C as a good example of late Victorian Vernacular style with Queen Anne elements.

Sanchez Business, 4600 York St. (5DV9801) [42]: This is a one-story L-Shaped plan commercial use building constructed of brick with a flat roof. Although it has undergone limited modern alterations, the historic physical integrity of the building remains good and it is eligible for listing on the NRHP under Criteria A and C as a good example of a 20th century Modernistic gas station.

Gonzales Residence, 4515 Columbine St. (5DV9994) [56]: This is a one -story rectangular plan residential building with a gabled-on-hip roof and brick masonry construction. Although it has undergone limited modern alterations, the historic physical integrity of the building remains good and it is eligible for listing on the NRHP under Criterion C as a good architectural representative of late Victorian style with Queen Anne elements.

Tomas Residence, 4653 Columbine St. (5DV9996) [50]: This is a one and one-half story rectangular plan residential building of brick wall construction with a hip-on-gable roof. Although it has undergone limited modern alterations, the historic physical integrity of the building remains good and it is eligible for listing on the NRHP under Criterion C as a good representative of late Victorian style with Queen Anne elements.

Deltorre Residence, 4419 Josephine St. (5DV10051) [47]: This is a one and one-half story rectangular plan residential building with a hipped roof and brick wall construction. Although it has undergone limited modern alterations, the historic physical integrity of the building remains

good and it is eligible for listing on the NRHP under Criterion C as architecturally representative of a Classic Cottage style.

Bustillos Residence, 4437 Josephine St. (5DV10053) [46]: This is a one and one-half story rectangular plan residential building with a hipped roof, a brick masonry foundation and brick walls. Although it has undergone limited modern alterations, the historic physical integrity of the building remains good and it is eligible for listing on the NRHP under Criterion C as architecturally representative of a Classic Cottage style.

Muniz Residence, 4443 Josephine St. (5DV10054) [45]: This is a one and one-half-story rectangular plan residential building with a hipped roof, a sealed masonry foundation, and brick walls. Although it has undergone some modern alterations, the historic physical integrity of the building remains good and it is eligible for listing on the NRHP under Criterion C as architecturally representative of a Classic Cottage style.

McColl Property, 4707 Josephine St. (5DV10058) [37]: This is a one-story irregular plan multiple family residential building with a flat roof and brick wall construction. Although it has undergone some modern alterations, the historic physical integrity of the building remains good and it is eligible for listing on the NRHP under Criterion C as architecturally representative of the Denver Terrace style.

Ibarra Residence, 4459 Thompson Ct. (5DV10124) [60]: This is a two story rectangular plan residential building with a front gabled roof and brick masonry wall construction. Although it has undergone limited modern alterations, the historic physical integrity of the building remains good and it is eligible for listing on the NRHP under Criterion C as a good architectural example of a simple Bungalow style.

**Table 8
Summary of Effects – No Action North and South Alternative Section 2**

Site Number	Map Location Number	Property Name and Address	National Register Eligibility	No Action North		No Action South		Consulting Parties Comments
				Type of Effects	Finding of Effects	Type of Effects	Finding of Effects	
Railroads								
5DV6248.4	Shown on Map	Denver & Kansas Pacific/Union Pacific Railroad Segment	Segment supports the eligibility of the overall linear resource	Historic setting, visual, noise	No adverse effect	Historic setting, visual, noise	No adverse effect	
Individually Eligible Properties								
5DV1172	39	Plazola Residence 4673 Josephine St.	Eligible	Historic setting, visual, noise	No adverse effect	Historic setting, visual, noise	No adverse effect	
5DV5677	51	Miranda Residence 4632 Josephine St	Eligible	Historic setting, visual, noise	No adverse effect	Historic setting, visual, noise	No adverse effect	
5DV7130	59	Colonial Manor Motel 2615 E. 46 th Ave.	Eligible	Full ROW acquisition	Adverse effect	Full ROW acquisition	Adverse effect	
5DV9245	36	Nestle Purina PetCare Company 2151 East 45 th Ave.	Eligible	Historic setting, visual	No adverse effect	Full ROW acquisition	Adverse effect	
5DV9655	43	Sanchez Business 2381 E. 46 th Ave.	Eligible	Full ROW acquisition	Adverse effect	Full ROW acquisition	Adverse effect	
5DV9667	35	Brown and Alarid Property 4637 Claude Ct.	Eligible	Const. Easement/ Historic setting, visual, noise	Adverse effect	Const. Easement/ Historic setting, visual, noise	Adverse effect	
5DV9668	34	Kelly Residence 4639 Claude Ct.	Eligible	Const. Easement/ Historic setting, visual, noise	Adverse effect	Const. Easement/ Historic setting, visual, noise	Adverse effect	
5DV9705	54	Braswell Residence 4631 Columbine St.	Eligible	Historic setting, visual, noise	No adverse effect	Historic setting, visual, noise	No adverse effect	

**Table 8
Summary of Effects – No Action North and South Alternative Section 2**

Site Number	Map Location Number	Property Name and Address	National Register Eligibility	No Action North		No Action South		Consulting Parties Comments
				Type of Effects	Finding of Effects	Type of Effects	Finding of Effects	
5DV9706	53	Pavon Residence 4633 Columbine St.	Eligible	Historic setting, visual, noise	No adverse effect	Historic setting, visual, noise	No adverse effect	
5DV9742	57	Lasalle Bank National Property 4502 Josephine St.	Eligible	Historic setting, visual, noise	No adverse effect	Historic setting, visual, noise	No adverse effect	
5DV9745	44	Kenworthy Residence 4529 Josephine St.	Eligible	Historic setting, visual, noise	No adverse effect	Historic setting, visual, noise	No adverse effect	
5DV9746	55	Portales Residence 4608 Josephine St.	Eligible	Full ROW acquisition	Adverse effect	Full ROW acquisition	Adverse effect	
5DV9748	52	Chavez Residence 4628 Josephine St.	Eligible	Historic setting, visual, noise	No adverse effect	Historic setting, visual, noise	No adverse effect	
5DV9751	41	Waggoner Residence 4647 Josephine St.	Eligible	Historic setting, visual, noise	No adverse effect	Historic setting, visual, noise	No adverse effect	
5DV9753	40	James Property 4651 Josephine St.	Eligible	Historic setting, visual, noise	No adverse effect	Historic setting, visual, noise	No adverse effect	
5DV9761	38	Barajas Residence 4681 Josephine St.	Eligible	Historic setting, visual, noise	No adverse effect	Historic setting, visual, noise	No adverse effect	
5DV9762	49	Araujo Residence 4682 Josephine St.	Eligible	Historic setting, visual, noise	No adverse effect	Historic setting, visual, noise	No adverse effect	
5DV9765	48	Lovato Residence 4696 Josephine St.	Eligible	Historic setting, visual, noise	No adverse effect	Historic setting, visual, noise	No adverse effect	
5DV9787	58	Davis Residence 4623-4625 Thompson Ct.	Eligible	Historic setting, visual, noise	No adverse effect	Historic setting, visual, noise	No adverse effect	
5DV9801	42	Sanchez Business 4600 York St.	Eligible	Full ROW acquisition	Adverse effect	Full ROW acquisition	Adverse effect	
5DV9994	56	Gonzales Residence 4515 Columbine St.	Eligible	Historic setting, visual, noise	No adverse effect	Historic setting, visual, noise	No adverse effect	

**Table 8
Summary of Effects – No Action North and South Alternative Section 2**

Site Number	Map Location Number	Property Name and Address	National Register Eligibility	No Action North		No Action South		Consulting Parties Comments
				Type of Effects	Finding of Effects	Type of Effects	Finding of Effects	
5DV9996	50	Tomas Residence 4653 Columbine St.	Eligible	Historic setting, visual, noise	No adverse effect	Historic setting, visual, noise	No adverse effect	
5DV10051	47	Deltorre Residence 4419 Josephine St.	Eligible	Historic setting, visual, noise	No adverse effect	Historic setting, visual, noise	No adverse effect	
5DV10053	46	Bustillos Residence 4437 Josephine St.	Eligible	Historic setting, visual, noise	No adverse effect	Historic setting, visual, noise	No adverse effect	
5DV10054	45	Muniz Residence 4443 Josephine St.	Eligible	Historic setting, visual, noise	No adverse effect	Historic setting, visual, noise	No adverse effect	
5DV10058	37	Mccoll Property 4707 Josephine St.	Eligible	Historic setting, visual, noise	No adverse effect	Historic setting, visual, noise	No adverse effect	
5DV10124	60	Ibarra Residence 4459 Thompson Ct.	Eligible	Historic setting, visual, noise	No adverse effect	Historic setting, visual, noise	No adverse effect	

5.2.2 Effects Determinations for No Action Alternatives in Section 2

Description of No Action Alternative North and South Alternatives: Reconstruction of the existing viaduct (beginning at the Brighton Interchange) under the No-Action scenario would require acquisition of additional right of way (ROW), in order to maintain traffic on I-70 during the reconstruction effort. The reconstructed viaduct would be approximately 125 feet wider than the existing structure. The replacement of the viaduct would begin at Brighton Blvd. and end at Colorado Blvd. The viaduct has already been replaced with a new structure between I-25 and Brighton Blvd.

Two options exist for reconstructing the viaduct: shifting immediately to the north (No-Action North) or immediately to the south (No-Action South). Off- and on-ramps would be realigned at Brighton Boulevard, York Street, and Steele Street. The proposed improvements would keep the lane configuration the same, with six general-purpose lanes (three in each direction) and a width of approximately 250 feet for the viaduct.

Effects determinations for the No Action North and No Action South are the same, except for the Nestle Purina Pet Care Company (5DV9245 [36]) which would be acquired in full for the No Action South Alternative. All other impacts are the same for the Shift North and Shift South option because of the proximity of the properties to the existing viaduct structure.

The proposed work for the No Action Alternative was analyzed for its effect to historic properties based on the proximity of the structures to the existing viaduct and the nature of the work to replace the viaduct with a new, in-kind structure without added capacity. Section 2 differs from Section 1 in that the majority of the historic properties are either one block north or south of the existing viaduct, and therefore closer to the proposed undertaking.

5.2.2.1 Properties with *Adverse Effect* Determinations for No Action Alternatives in Section 2

The No-Action Alternative would require the full acquisition of the following resources in Section 2 because they would be demolished for the new viaduct structure. The determination of **Adverse Effect** applies to these four resources:

1. 5DV7130 [59], Colonial Manor Motel
2. 5DV9655 [43], Sanchez Business 2381 E. 46th Ave.
3. 5DV9801 [42], Sanchez Business 4600 York St.
4. 5DV9746 [55], Portales Residence 4608 Josephine St.

The following properties would be located directly north of the reconstructed viaduct under the proposed undertaking for the No Action North Alternative. 5DV9677 is currently located 150 feet north of the on-ramp from York Street to I-70 westbound. 5DV9668 is nearly 200 feet north of the on-ramp. The reconstructed viaduct would be located approximately 100 feet closer than the existing viaduct to these properties. It is likely that a temporary construction easement acquisition would be required of the Brown and Alarid property associated with the No-Action Alternative because of proposed improvements to the York Street on-ramp directly south of these properties. The construction easement would temporarily require the use of a portion of the parcel along the southern edge of the Brown and Alarid property during construction to allow access for the planned improvements to the York Street interchange and widening north of I-70.

It is unknown at this time whether this would require permanent physical changes to the acquired area of this parcel and whether the historic structure would remain intact. There are no known temporary or permanent acquisitions of 5DV9668, but its proximity to the new viaduct would suggest that it would be impacted by the viaduct reconstruction and reconfiguration of York Street. For these reasons, CDOT has determined that the No Action Alternative would have an **Adverse Effect** on the following two properties located directly adjacent to the reconstructed viaduct.

1. 5DV9667 [35], Brown and Alarid Property, 4637 Claude Ct.
2. 5DV9668 [34], Kelly Residence 4639 Claude Ct.

5.2.2.2 Properties with *No Adverse Effect* Determinations for No Action Alternatives in Section 2

5DV6248.4, Denver and Kansas Pacific/Union Pacific Railroad segment: There would be no ROW acquisitions or physical effects to any portion of the railroad associated with the No-Action North and South alternatives. The undertaking would involve the widening of the existing viaduct, which would require the reconstruction of the bridge that now crosses the railroad starting at Brighton Boulevard. Construction of the new bridge would not alter the railway in any way, and therefore would not have an adverse effect. The undertaking would not diminish the integrity of the property's significant historic attributes and would not alter the characteristics that qualify it for inclusion in the NRHP under Criterion A. Therefore, the No-Action Alternatives would cause **No Adverse Effect** to the resource.

Nestle Purina Pet Care Company, 2151 East 45th Ave., (5DV9245 [36]) There would be no ROW acquisition of any portion of the property associated with the No-Action North Alternative, although there would be visual and historic setting changes in the area from the widening of the existing elevated I-70. The widening of I-70 and reconstruction of the interchange would not dramatically change the overall visual character of the area or diminish the characteristics that make the site eligible for the NRHP. Nestle Purina Pet Care may experience a small increase in traffic noise over time due to the freeway widening, although a detailed noise analysis of commercial areas was not performed as part of the noise study. The visual or audible elements introduced by the undertaking do not diminish the integrity of the property's significant historic attributes and would not alter the characteristics that qualify it for inclusion in the NRHP. Therefore, the No-Action North Alternative would cause No Adverse Effect to the resource.

The following properties are located on the blocks directly north of I-70 and north of 46th Drive on Josephine and Columbine Streets and are between 200 and 500 feet north of the existing viaduct structure. The closest properties, 5DV9748 and 5DV9705, would be approximately 125 feet north of the new reconstructed viaduct, meaning the widened replacement viaduct would be approximately 75 feet closer to the properties. 46th Drive would be retained as access for these properties. There are no direct impacts associated with the work and no temporary or permanent construction easements or ROW would be acquired from these properties. Potential indirect impacts include visual changes to the setting and increases in noise. Noise modeling at this location has determined there would not be a perceptible increase in noise for the No Action Alternative. The change to the setting consists of rebuilding the viaduct so that I-70 can continue to function in its current capacity and configuration. This action would not directly or indirectly

diminish the integrity of the properties significant historic features as they would still be able to convey their architectural significance under Criterion C. The action does not cause a detrimental change in the character of the properties use or physical features within the properties setting. CDOT therefore concludes the determination for the No Action Alternatives is **No Adverse Effect** for these properties:

1. 5DV9748 [52], Chavez Residence, 4628 Josephine St.
2. 5DV5677 [51], Miranda Residence, 4632 Josephine St.
3. 5DV9705 [54], Braswell Residence, 4631 Columbine St.
4. 5DV9706 [53], Pavon Residence, 4633 Columbine St.
5. 5DV9751 [41], Waggoner Residence, 4647 Josephine St.
6. 5DV9753 [40], James property, 4651 Josephine St
7. 5DV9996 [50], Tomas Residence, 4653 Columbine St.
8. 5DV1172 [39]. Plazola Residence, 4673 Josephine St.
9. 5DV9761 [38], Barajas Residence, 4681 Josephine St.
10. 5DV9762 [49], Araujo Residence, 4682 Josephine St.
11. 5DV9765 [48], Lovato Residence, 4696 Josephine St.
12. 5DV10058 [37], McColl Property, 4707 Josephine St.

Davis Residence, 4623-4625 Thompson Court (5DV9787 [58]): 5DV9787 is located directly north of 5DV7130, Colonial Manor Motel, which would be demolished as a result of the No Action Alternative. The Davis Residence sits on a large parcel and is currently located 300 feet north of the existing viaduct. The replacement viaduct would be widened and would be approximately 70 feet closer to the property, which is eligible under Criterion C as a good example of late Victorian Vernacular style with Queen Anne elements. There are no direct impacts associated with the proposed work and no temporary or permanent construction easements or ROW would be acquired for the proposed undertaking. This residential property may experience a small increase in traffic noise over time due to the freeway widening. Under the No-Action Alternative, the noise level is projected to increase by approximately 4 decibels for the shift north option. Noise barriers adjacent to the highway would provide an approximate 5 decibel reduction which would limit the noise effects to within the range considered barely perceptible. The visual or audible elements introduced by the undertaking do not diminish the integrity of the property's significant historic attributes and would not alter the characteristics that qualify it for inclusion in the NRHP. The property would still be able to convey its significance under Criterion C. Therefore, CDOT has determined the No-Action Alternatives would cause **No Adverse Effect** to 5DV9787.

The following properties are located south of I-70 between 46th and 44th Avenues and one block east of York St. There would be no temporary or permanent construction easements or ROW acquisition of any portion of the properties associated with the No-Action Alternatives. There would be noise, visual, and historic setting changes in the area from the replacement of the existing elevated I-70 viaduct and reconstruction of the York Street interchange directly west of the properties on Josephine St. The York Street off-ramp would be removed and replaced in the same location with improvements to the curve coming off the interstate. These actions would not dramatically change the overall visual character of the area or diminish the characteristics that make these sites eligible for the NRHP under Criterion C. The residential properties may experience a small increase in traffic noise over time due to the freeway widening. Under the No-Action Alternatives, the noise level is projected to increase by 5 decibels but noise barriers

adjacent to the highway would provide an approximate 5 decibel reduction which would limit the noise effects to within the range considered barely perceptible. The visual or audible elements introduced by the undertaking do not diminish the integrity of the properties' significant historic attributes and would not alter the characteristics that qualify them for inclusion in the NRHP. Therefore, CDOT has determined the No-Action Alternatives would cause **No Adverse Effect** to the following properties.

1. 5DV9745 [44], Kenworthy Residence, 4529 Josephine St.
2. 5DV10054 [45], Muniz Residence, 4443 Josephine St.
3. 5DV10053 [46], Bustillos Residence, 4437 Josephine St.
4. 5DV10051 [47], Deltorre Residence, 4419 Josephine St.
5. 5DV9994 [56], Gonzales Residence, 4515 Columbine St.
6. 5DV9742 [57], Lasalle National Bank Property, 4502 Josephine St.
7. 5DV10124 [60], Ibarra Residence, 4459 Thompson Ct.

5.2.2.3 Properties with *No Historic Properties Affected* Determinations for No Action Alternatives in Section 2

There are no properties with this effect determination in Section 2 as a result of the No Action North Alternative.

5.2.2.4 Properties with *Adverse Effect* Determinations for No Action South Alternative in Section 2

This section describes only those properties with different effects determinations due to the shifting of the viaduct south instead of north.

Nestle Purina Pet Care Company, 2151 East 45th Ave. (5DV9245 [36]): The No-Action South Alternative would result in the ROW acquisition of the entire property (9.95 acres), which would be an adverse effect to the historic property. The acquisition is necessary for the reconstruction of the York Street interchange.

5.2.3 Effects Determinations for Alternatives 1 and 3 North and South in Section 2

Description of Alternatives 1 and 3, North and South options:

Alternatives 1 and 3 both remain on the existing I-70 alignment. Alternative 1 adds one general purpose lane in each direction between I-25 and I-270 while Alternative 3 adds two tolled express lanes without general purpose lanes in the same area. The typical cross section width for Alternative 1 is 144 feet between I-25 and I-270, while Alternative 3 is wider, with a typical cross section of 200 feet. In Section 2, the widening associated with Alternative 3 could be as much as 250 feet wider than current conditions for a possible maximum of 400 feet for the section of I-70 between the UPRR and Thompson Court. This width includes the reconstruction of the York Street interchange, associated with the replacement of the viaduct as well as widening the facility. Visual effects include an increase in the visible mass of the highway and the proposed 10-20-foot-high noise walls. Noise is expected to increase over time, but the increase is less than three decibels, which is within the range considered barely perceptible. Noise barriers in this section would provide an approximately 5-decibel reduction.

Both Alternatives have north and south options that shift the alignment to either side of the interstate. The north and south options provide a means to weigh impacts to historic resources on both sides of the interstate. There are differences to note between the shift north and shift south options. The north shift has a greater impact on historic properties in Section 2. The North option would result in the demolition of 10 historic properties on the north side of I-70. The South option does not have the same number of demolitions due to the greater density of properties on the north side but would result in demolishing two properties, including 5DV9245 [36]: Nestle Purina and 5DV9745 [44]: 4529 Josephine Street, and would require temporary construction easement acquisition of portions of three parcels on the north side of I-70 (5DV9801 [42]: Sanchez Business, 4600 York St.; 5DV9655 [43]: Sanchez Business, 2381 E. 46th Ave., and 5DV9746 [55]: Portales Residence, 4608 Josephine St). Please note that the current engineering drawings for the Alternatives 1 and 3 South and the No Action South Alternative show different temporary and permanent impacts to these three parcels. As additional engineering is completed, more information will be known about impacts to the properties. If the impacts are different from those discussed in this report, the consulting parties will be advised. The remaining properties are subject to potential indirect impacts because of their proximity to the wider facility.

The existing setting of the neighborhood is already dominated by the presence of I-70, and as described in the Section 2 description above, the individually-eligible residences are representative of architectural styles but do not form a cohesive district. For these reasons, the criteria of adverse effect would be applied in consideration of how the widening of the highway would impact the integrity of the architectural significance of the structures.

**Table 9
Summary of Effects – Alternatives 1 and 3 North Section 2**

Site Number	Map Location Number	Property Name and Address	National Register Eligibility	Alts 1 and 3 North		Consulting Parties Comments
				Type of Effects	Finding of Effects	
Railroads						
5DV6248.4	Shown on Map	Denver & Kansas Pacific/Union Pacific Railroad Segment	Segment supports the eligibility of the overall linear resource	Historic setting, visual, noise	No adverse effect	
Individually Eligible Properties						
5DV1172	39	Plazola Residence 4673 Josephine St.	Eligible	Historic setting, visual, noise	No adverse effect	
5DV5677	51	Miranda Residence 4632 Josephine St.	Eligible	Full ROW acquisition	Adverse effect	
5DV7130	59	Colonial Manor Motel 2615 E. 46 th Ave.	Eligible	Full ROW acquisition	Adverse effect	
5DV9245	36	Nestle Purina PetCare Company 2151 East 45 th Ave.	Eligible	Historic setting, visual	No adverse effect	
5DV9655	43	Sanchez Business 2381 E. 46 th Ave.	Eligible	Full ROW acquisition	Adverse effect	
5DV9667	35	Brown and Alarid Property 4637 Claude Ct.	Eligible	Full ROW acquisition	Adverse effect	
5DV9668	34	Kelly Residence 4639 Claude Ct.	Eligible	Historic setting, visual, noise	Adverse effect	
5DV9705	54	Braswell Residence 4631 Columbine St.	Eligible	Full ROW acquisition	Adverse effect	
5DV9706	53	Pavon Residence 4633 Columbine St.	Eligible	Full ROW acquisition	Adverse effect	
5DV9742	57	Lasalle Bank National Property 4502 Josephine St.	Eligible	Historic setting, visual, noise	No adverse effect	
5DV9745	44	Kenworthy Residence 4529 Josephine St.	Eligible	Historic setting, visual, noise	No adverse effect	
5DV9746	55	Portales Residence 4608 Josephine St.	Eligible	Full ROW acquisition	Adverse effect	

**Table 9
Summary of Effects – Alternatives 1 and 3 North Section 2**

Site Number	Map Location Number	Property Name and Address	National Register Eligibility	Alts 1 and 3 North		Consulting Parties Comments
				Type of Effects	Finding of Effects	
5DV9748	52	Chavez Residence 4628 Josephine St.	Eligible	Full ROW acquisition	Adverse effect	
5DV9751	41	Waggoner Residence 4647 Josephine St.	Eligible	Historic setting, visual, noise	No adverse effect	
5DV9753	40	James Property 4651 Josephine St.	Eligible	Historic setting, visual, noise	No adverse effect	
5DV9761	38	Barajas Residence 4681 Josephine St.	Eligible	Historic setting, visual, noise	No adverse effect	
5DV9762	49	Araujo Residence 4682 Josephine St.	Eligible	Historic setting, visual, noise	No adverse effect	
5DV9765	48	Lovato Residence 4696 Josephine St.	Eligible	Historic setting, visual, noise	No adverse effect	
5DV9787	58	Davis Residence 4623-4625 Thompson Ct.	Eligible	Full ROW acquisition	Adverse effect	
5DV9801	42	Sanchez Business 4600 York St.	Eligible	Full ROW acquisition	Adverse effect	
5DV9994	56	Gonzales Residence 4515 Columbine St.	Eligible	Historic setting, visual, noise	No adverse effect	
5DV9996	50	Tomas Residence 4653 Columbine St.	Eligible	Historic setting, visual, noise	No adverse effect	
5DV10051	47	Deltorre Residence 4419 Josephine St.	Eligible	Historic setting, visual, noise	No adverse effect	
5DV10053	46	Bustillos Residence 4437 Josephine St.	Eligible	Historic setting, visual, noise	No adverse effect	
5DV10054	45	Muniz Residence 4443 Josephine St.	Eligible	Historic setting, visual, noise	No adverse effect	
5DV10058	37	Mccoll Property 4707 Josephine St.	Eligible	Historic setting, visual, noise	No adverse effect	
5DV10124	60	Ibarra Residence 4459 Thompson Ct.	Eligible	Historic setting, visual, noise	No adverse effect	

5.2.3.1 Properties with *Adverse Effect* Determinations for Alternatives 1 and 3 North in Section 2

The following properties would be acquired in full and the structures demolished as a result of Alternatives 1 and 3 North. This would result in the determination of **Adverse Effect** to the following properties:

1. 5DV5677 [51], Miranda Residence, 4632 Josephine St.
2. 5DV7130 [59], Colonial Manor Motel, 2615 E. 46th Ave.
3. 5DV9655 [43], Sanchez Business, 2381 E. 46th Ave.
4. 5DV9667 [35], Brown and Alarid Property, 4637 Claude Ct.
5. 5DV9668 [34], Kelly Residence, 4639 Claude Ct.
6. 5DV9705 [54], Braswell Residence, 4631 Columbine St.
7. 5DV9706 [53], Pavon Residence, 4633 Columbine St.
8. 5DV9746 [55], Portales Residence, 4608 Josephine St.
9. 5DV9748 [52], Chavez Residence, 4628 Josephine St.
10. 5DV9787 [58], Davis Residence, 4623-4625 Thompson Ct.
11. 5DV9801 [42], Sanchez Business, 4600 York St.

5.2.3.2 Properties with *No Adverse Effect* Determinations for Alternatives 1 and 3 North in Section 2

5DV6248.4: Denver and Kansas Pacific/Union Pacific Railroad segment: There would be no ROW acquisitions or physical effects to any portion of the railroad associated with the shift north option of Alternatives 1 and 3. The undertaking would involve replacement of the existing elevated I-70 with another elevated and wider highway, which would require the reconstruction of the bridge that now crosses the railroad east of Brighton Boulevard. Construction of the new bridge would not alter the railway in any way, and therefore would not have an adverse effect. The undertaking would not diminish the integrity of the property's significant historic attributes and would not alter the characteristics that qualify it for inclusion in the NRHP. Therefore, Alternatives 1 and 3 North would cause **No Adverse Effect** to the resource.

The following properties are located north of I-70 and north of 46th Drive between Josephine and Columbine streets. 5DV9751 [41] and 5DV9753 [40] would be directly north of a non-historic parcel that would be acquired for the shift north option of Alternatives 1 and 3. None of these properties would be subject to temporary or permanent easements or ROW acquisition for the shift north option of Alternatives 1 and 3. However, there would be noise, visual, and historic setting changes in the area as a result of these alternatives. The undertaking would involve replacement of the existing elevated I-70 with another elevated and wider highway to the north, coming approximately 200 feet closer to the properties. The widened interstate would be approximately 100 feet south of 5DV9751 [41] and 140 feet south of 5DV9753 [40].

Visual effects would result from the increase in the visible mass of the highway and the proposed 10- to 20-foot-high noise walls. Although the Shift North alternative would bring the highway closer to the properties, this action would not diminish the characteristics that make the sites eligible for the NRHP. The residential properties may experience a small increase in traffic noise over time due to the freeway widening and shift. Under Alternatives 1 and 3 North, the noise level is projected to increase by 7.6 decibels. Noise barriers adjacent to the highway would provide an approximate 5 decibel reduction which would limit the noise effects to within the

range considered barely perceptible. The visual or audible elements introduced by the undertaking do not diminish the integrity of the properties' significant historic attributes and would not alter the characteristics that qualify them for inclusion in the NRHP. Therefore, Alternatives 1 and 3 North would cause **No Adverse Effect** to the following resources north of I-70:

1. 5DV1172 [39], Plazola Residence, 4673 Josephine St.
2. 5DV9751 [41], Waggoner Residence, 4647 Josephine St.
3. 5DV9753 [40], James Property, 4651 Josephine St.
4. 5DV9761 [38], Barajas Residence, 4681 Josephine St.
5. 5DV9762 [49], Araujo Residence, 4682 Josephine St.
6. 5DV9765 [48], Lovato Residence, 4696 Josephine St.
7. 5DV9996 [50], Tomas Residence, 4653 Columbine St.
8. 5DV10058 [37], Mccoll Property, 4707 Josephine St.

The following properties are located south of I-70 between York and Thompson Court. The shift north of Alternatives 1 and 3 maintains the current proximity of the interstate to these properties as the majority of the impact would occur on the other side of I-70. Visual effects would result from the increase in the visible mass of the highway and the proposed 10- to 20-foot-high noise walls. The Shift North alternative would not change or diminish the characteristics that make the sites eligible for the NRHP. The residential properties may experience a small increase in traffic noise over time due to the freeway widening and shift. Under Alternatives 1 and 3 North, the noise level is projected to increase by 7.6 decibels. Noise barriers adjacent to the highway would provide an approximate 5 decibel reduction which would limit the noise effects to within the range considered barely perceptible. The visual or audible elements introduced by the undertaking do not diminish the integrity of the properties' significant historic attributes and would not alter the characteristics that qualify them for inclusion in the NRHP. Therefore, Alternatives 1 and 3 North would cause **No Adverse Effect** to the following resources south of I-70:

9. 5DV9245 [36], Nestle Purina Pet Care, Company 2151 East 45th Ave.
10. 5DV9742 [57], Lasalle Bank National Property, 4502 Josephine St.
11. 5DV9745 [44], Kenworthy Residence, 4529 Josephine St.
12. 5DV9994 [56], Gonzales Residence, 4515 Columbine St.
13. 5DV10051 [47], Deltorre Residence, 4419 Josephine St.
14. 5DV10053 [46], Bustillos Residence, 4437 Josephine St.
15. 5DV10054 [45], Muniz Residence, 4443 Josephine St.
16. 5DV10124 [60], Ibarra Residence, 4459 Thompson Ct

5.2.3.3 Properties with *No Historic Properties Affected* Determinations for Alternatives 1 and 3 North in Section 2

There are no properties with this effect determination in Section 2 as a result of the Alternatives 1 and 3 North.

**Table 10
Summary of Effects – Alternatives 1 and 3 South Section 2**

Site Number	Map Location Number	Property Name and Address	National Register Eligibility	Alts 1 and 3 South		Consulting Parties Comments
				Type of Effects	Finding of Effects	
Railroads						
5DV6248.4	Shown on Map	Denver & Kansas Pacific/Union Pacific Railroad Segment	Segment supports the eligibility of the overall linear resource	Historic setting, visual, noise	No adverse effect	
Individually Eligible Properties						
5DV1172	39	Plazola Residence 4673 Josephine St.	Eligible	Historic setting, visual, noise	No adverse effect	
5DV5677	51	Miranda Residence 4632 Josephine St.	Eligible	Historic setting, visual, noise	No adverse effect	
5DV7130	59	Colonial Manor Motel 2615 E. 46 th Ave.	Eligible	Historic setting, visual, noise	No adverse effect	
5DV9245	36	Nestle Purina PetCare Company 2151 East 45 th Ave.	Eligible	Full ROW acquisition	Adverse effect	
5DV9655	43	Sanchez Business 2381 E. 46 th Ave.	Eligible	Temporary Construction Easement/Historic setting, visual, noise	No adverse effect	
5DV9667	35	Brown and Alarid Property 4637 Claude Ct.	Eligible	Historic setting, visual	No adverse effect	
5DV9668	34	Kelly Residence 4639 Claude Ct.	Eligible	Historic setting, visual	No adverse effect	
5DV9705	54	Braswell Residence 4631 Columbine St.	Eligible	Historic setting, visual	No adverse effect	
5DV9706	53	Pavon Residence 4633 Columbine St.	Eligible	Historic setting, visual	No adverse effect	
5DV9742	57	Lasalle Bank National Property 4502 Josephine St.	Eligible	Historic setting, visual, noise	No adverse effect	
5DV9745	44	Kenworthy Residence 4529 Josephine St.	Eligible	Full ROW acquisition	Adverse effect	

Table 10
Summary of Effects – Alternatives 1 and 3 South Section 2

Site Number	Map Location Number	Property Name and Address	National Register Eligibility	Alts 1 and 3 South		Consulting Parties Comments
				Type of Effects	Finding of Effects	
5DV9746	55	Portales Residence 4608 Josephine St.	Eligible	Temp. Const. Easement/Historic setting, visual, noise	No adverse effect	
5DV9748	52	Chavez Residence 4628 Josephine St.	Eligible	Historic setting, visual	No adverse effect	
5DV9751	41	Waggoner Residence 4647 Josephine St.	Eligible	Historic setting, visual, noise	No adverse effect	
5DV9753	40	James Property 4651 Josephine St.	Eligible	Historic setting, visual, noise	No adverse effect	
5DV9761	38	Barajas Residence 4681 Josephine St.	Eligible	Historic setting, visual, noise	No adverse effect	
5DV9762	49	Araujo Residence 4682 Josephine St.	Eligible	Historic setting, visual, noise	No adverse effect	
5DV9765	48	Lovato Residence 4696 Josephine St.	Eligible	Historic setting, visual, noise	No adverse effect	
5DV9787	58	Davis Residence 4623-4625 Thompson Ct.	Eligible	Historic setting, visual, noise	No adverse effect	
5DV9801	42	Sanchez Business 4600 York St.	Eligible	Temp. Const. Easement/Historic setting, visual, noise	No adverse effect	
5DV9994	56	Gonzales Residence 4515 Columbine St.	Eligible	Historic setting, visual, noise	No adverse effect	
5DV9996	50	Tomas Residence 4653 Columbine St.	Eligible	Historic setting, visual, noise	No adverse effect	
5DV10051	47	Deltorre Residence 4419 Josephine St.	Eligible	Historic setting, visual, noise	No adverse effect	
5DV10053	46	Bustillos Residence 4437 Josephine St.	Eligible	Historic setting, visual, noise	No adverse effect	
5DV10054	45	Muniz Residence 4443 Josephine St.	Eligible	Historic setting, visual, noise	No adverse effect	
5DV10058	37	Mccoll Property 4707 Josephine St.	Eligible	Historic setting, visual, noise	No adverse effect	
5DV10124	60	Ibarra Residence 4459 Thompson Ct.	Eligible	Historic setting, visual, noise	No adverse effect	

5.2.3.4 Properties with *Adverse Effect* Determinations for Alternatives 1 and 3 South in Section 2

Alternatives 1 and 3 South would result in the ROW acquisition of the following properties and demolishing the structures, which would be an **Adverse Effect** to the following historic properties.

1. 5DV9245 [36], Nestle Purina PetCare Company, 2151 East 45th Ave.
2. 5DV9745 [44], Kenworthy Residence, 4529 Josephine St.

5.2.3.5 Properties with *No Adverse Effect* Determinations for Alternatives 1 and 3 South in Section 2

5DV6248.4 Denver & Kansas Pacific/Union Pacific Railroad Segment: There would be no ROW acquisitions or physical effects to any portion of the railroad associated with the shift south option of Alternatives 1 and 3. The undertaking would involve replacement of the existing elevated I-70 with another elevated and wider highway, which would require the reconstruction of the bridge that now crosses the railroad east of Brighton Boulevard. Construction of the new bridge would not alter the railway in any way, and therefore would not have an adverse effect. The undertaking would not diminish the integrity of the property's significant historic attributes and would not alter the characteristics that qualify it for inclusion in the NRHP. Therefore, CDOT concludes Alternatives 1 and 3 South would cause **No Adverse Effect** to the resource.

The following properties are located on the north side of I-70. The interstate is currently as 200-600 feet south of these properties but it would shift approximately 75-100 feet farther to the south as a result of the shift south option of Alternatives 1 and 3. Therefore, CDOT concludes there would be **No Adverse Effect** to the following properties:

1. 5DV9667 [35], Brown and Alarid Property, 4637 Claude Ct.
2. 5DV9668 [34], Kelly Residence, 4639 Claude Ct.
3. 5DV1172 [39], Plazola Residence, 4673 Josephine St.
4. 5DV5677 [51], Miranda Residence, 4632 Josephine St.
5. 5DV7130 [59], Colonial Manor Motel, 2615 E. 46th Ave.
6. 5DV9705 [54], Braswell Residence, 4631 Columbine St.
7. 5DV9706 [53], Pavon Residence, 4633 Columbine St.
8. 5DV9748 [52], Chavez Residence, 4628 Josephine St.
9. 5DV9751 [41], Waggoner Residence, 4647 Josephine St.
10. 5DV9753 [40], James Property, 4651 Josephine St.
11. 5DV9761 [38], Barajas Residence, 4681 Josephine St.
12. 5DV9762 [49], Araujo Residence, 4682 Josephine St.
13. 5DV9765 [48], Lovato Residence, 4696 Josephine St.
14. 5DV9787 [58], Davis Residence, 4623-4625 Thompson Ct.
15. 5DV9996 [50], Tomas Residence, 4653 Columbine St.
16. 5DV10058 [37], Mccoll Property, 4707 Josephine St.

The following properties are located directly north of the current I-70. The shift south option of Alternatives 1 and 3 would move the interstate 100 feet south of its current location in the vicinity of these properties. However, the proposed work involves temporary construction easement acquisitions from the southern margins of each property as follows:

Table 11
Amount of Temporary Construction Easement (TCE) for Three Properties

Smithsonian Number	Map Location Number	Address	Amount of TCE	Percentage of Entire Property
5DV9746	55	Portales Residence 4608 Josephine St.	0.04 acres	29 percent
5DV9801	42	Sanchez Business 4600 York St.	0.04 acres	20 percent
5DV9655	43	Sanchez Business 2381 E. 46 th Ave.	0.04 acres	29 percent

The construction easement would temporarily require the use of a portion of the parcels south of the buildings to allow construction access for the planned improvements to I-70 and 46th Avenue. This is not considered to be an adverse effect because there would be no permanent physical changes to the acquired area of this parcel and the historic structures would remain intact. These alternatives would create visual and historic setting changes. The existing elevated portion of I-70 would be replaced by another elevated highway. Although the elevated structure would be farther away from the buildings, visual effects would result from the increase in the visible mass of the wider highway and the 10-to 20-foot-high noise walls on either side of the structure. However, this visual change would not dramatically change the overall visual character of the setting, nor would it diminish the characteristics that make these sites eligible for the NRHP. The noise level is projected to decrease slightly as part of the shift south option. The visual and audible elements introduced by the undertaking do not diminish the integrity of the properties' significant historic attributes. They would still be able to convey the characteristics that qualify them for inclusion in the NRHP. Therefore, CDOT concludes the shift south option of Alternatives 1 and 3 would cause **No Adverse Effect** to the following properties:

1. 5DV9746 [55], Portales Residence, 4608 Josephine St.
2. 5DV9801 [42], Sanchez Business, 4600 York St.
3. 5DV9655 [43], Sanchez Business, 2381 E. 46th Ave.

The following properties are located south of I-70 and between 46th and 45th avenues in Section 2. There would be no temporary or permanent construction easements or ROW acquisition of any portion of the properties associated with the shift south options of Alternatives 1 and 3, but the interstate would be 175 feet closer than its current location to the properties, requiring the acquisition and demolition of most of the parcels, which are non-historic except for 5DV9745, between these properties and the interstate. As a result, there would be noise, visual, and historic setting changes. The undertaking would involve replacement of the existing elevated I-70 with another elevated and wider highway and reconstruction of the York Street interchange. Visual effects would result from the increase in the visible mass of the highway and the proposed 10-to-20-foot-high noise walls. Although the Shift South alternative would bring the highway approximately 175 feet closer to the properties, these actions and changes to the historic setting would not change the residential character or use of these historic properties, and it would not diminish the characteristics that make the sites eligible for the NRHP. The residential properties would experience an increase in traffic noise over time due to the freeway widening and shift. Under Alternatives 1 and 3 South, the noise level is projected to increase by 8.4 decibels. Noise barriers adjacent to the highway would provide an approximate 5 decibel reduction which would

limit the noise effects to within the range considered barely perceptible. The visual or audible elements introduced by the undertaking do not diminish the integrity of the properties' significant historic attributes and would not alter the characteristics that qualify them for inclusion in the NRHP. Therefore, CDOT concludes Alternatives 1 and 3 South would cause **No Adverse Effect** to the following resources:

1. 5DV9742 [57], Lasalle Bank National Property, 4502 Josephine St.
2. 5DV9994 [56], Gonzales Residence, 4515 Columbine St.

The following property is located on the southeast corner of 45th Ave. and Thompson Court. All of the parcels (non-historic) between I-70 and 45th Ave. on Thompson Court would be acquired and removed for the shift south option, which would bring the interstate 300 feet closer to the property than its current location. There would be no temporary or permanent construction easement or ROW acquisition of any portion of the property associated with the shift south options of Alternatives 1 and 3. However, there would be noise, visual, and historic setting changes in the area as a result of these alternatives. Visual effects would result from the increase in the visible mass of the highway and the proposed 10- to 20-foot-high noise walls. Although the Shift South alternative would bring the highway to within approximately 100 feet of the property, it would not diminish the characteristics that make the site eligible for the NRHP. These actions and changes to the historic setting would not change the residential character or use of this historic property. This residential property may experience a small increase in traffic noise over time due to the freeway widening and shift. Under Alternatives 1 and 3, the noise level is projected to increase by 6.5 decibels under the shift south option. Noise barriers adjacent to the highway would provide an approximate 5 decibel reduction which would limit the noise effects to within the range considered barely perceptible. The visual or audible elements introduced by the undertaking do not diminish the integrity of the property's significant historic attributes and would not alter the characteristics that qualify it for inclusion in the NRHP. Therefore, CDOT concludes Alternatives 1 and 3 South would cause **No Adverse Effect** to the following resource:

1. 5DV10124 [60], Ibarra Residence, 4459 Thompson Ct

The following properties are located south of I-70 and south of 45th Ave. in Section 2. They are currently between 500 and 650 feet south of the interstate but the shift south option of Alternatives 1 and 3 would bring the interstate to approximately 325-475 feet north of the properties. Access would still be maintained on 45th Ave. to these properties. There would be no temporary or permanent easement or ROW acquisition of any portion of the properties associated with the shift south option of Alternatives 1 and 3. However, there would be noise, visual, and historic setting changes in the area as a result of these alternatives. Visual effects would result from the increase in the visible mass of the highway and the proposed 10- to 20-foot-high noise walls. Although the Shift South alternative would bring the highway approximately 175 feet closer to the properties, it would not diminish the characteristics that make the sites eligible for the NRHP under Criterion C. The residential properties may experience a small increase in traffic noise over time due to the freeway widening and shift. Under Alternatives 1 and 3 South, the noise level is projected to increase by 5 decibels. Noise barriers adjacent to the highway would provide an approximate 5 decibel reduction which would limit the noise effects to within the range considered barely perceptible. The visual or audible elements introduced by the undertaking do not diminish the integrity of the property's significant

historic attributes because the properties would still be able to convey the characteristics that qualify them for inclusion in the NRHP. Therefore, CDOT concludes Alternatives 1 and 3 South would cause **No Adverse Effect** to the following properties:

1. 5DV10051 [47], Deltorre Residence, 4419 Josephine St.
2. 5DV10053 [46], Bustillos Residence, 4437 Josephine St.
3. 5DV10054 [45], Muniz Residence, 4443 Josephine St.

5.2.3.6 Properties with *No Historic Properties Affected* Determinations for Alternatives 1 and 3 South in Section 2

There are no properties with this effect determination in Section 2 as a result of the Alternatives 1 and 3 South.

5.2.4 Effects Determinations for Alternatives 4 and 6 in Section 2

Description of Alternatives 4 and 6, West and East options:

Alternatives 4 and 6 would realign I-70 to follow Brighton Boulevard and extend to the northeast in the vicinity of 56th Avenue toward a new interchange with I-270 near Vasquez Boulevard. The alternatives would then follow the existing I-270 alignment southeast to the existing interchange with I-70. For both alternatives, the new construction of I-70 would start west of the South Platte River, at Washington Street and would include improvements to 46th Avenue underneath the existing viaduct. The typical cross section width for Alternative 4 is 144 feet between I-25 and I-270, while Alternative 6 is wider, with a typical cross section of 200 feet. Alternatives 4 and 6 East have the same effects to historic properties as the wider alternative was used to calculate impacts. Similarly, Alternatives 4 and 6 West have the same effects to historic properties.

Alternative 4 would include four general purpose lanes in each direction and would leave existing I-70 just west of Brighton Boulevard and follow the BNSF and Rock Island railroads north of the Elyria and Swansea neighborhood, connecting back into the existing I-70 just west of Quebec Street. Alternative 6 would include three general purpose lanes and two tolled express lanes in each direction and would leave the existing I-70 just west of Brighton Boulevard and follow the BNSF and Rock Island railroads around the Elyria and Swansea neighborhood, connecting back into existing I-70 just west of Quebec Street. For both Alternative 4 and 6, the existing viaduct would be removed when I-70 is realigned, and 46th Avenue would be converted into a four- to six-lane arterial between Washington Street and Quebec Street.

The realignment alternatives have two options that shift to the east or to the west. Alternatives 4 and 6 West shift the new freeway approximately 400 feet west of the existing Brighton Boulevard alignment. Alternatives 4 and 6 East are closer to the existing Brighton Boulevard alignment.

Alternatives 4 and 6 also have indirect effects of noise, visual, and historic setting changes to historic properties on either side of I-70 in Section 2 as a result of removing the existing I-70 viaduct between Brighton Boulevard and Colorado Boulevard and converting 46th Avenue into a four-to-six-lane arterial.

**Table 12
Summary of Effects – Alternatives 4 and 6 East and West in Section 2**

Site Number	Map Location Number	Property Name and Address	National Register Eligibility	Alts 4 and 6 West		Alts 4 and 6 East		Consulting Parties Comments
				Type of Effects	Finding of Effects	Type of Effects	Finding of Effects	
Railroads								
5DV6248.4	Shown on Map	Denver & Kansas Pacific/Union Pacific Railroad Segment	Segment supports the eligibility of the overall linear resource	Historic setting, visual, noise	No adverse effect	Historic setting, visual, noise	No adverse effect	
Individually Eligible Properties								
5DV1172	39	Plazola Residence 4673 Josephine St.	Eligible	Historic setting, visual, noise	No adverse effect	Historic setting, visual, noise	No adverse effect	
5DV5677	51	Miranda Residence 4632 Joephine St.	Eligible	Historic setting, visual, noise	No adverse effect	Historic setting, visual, noise	No adverse effect	
5DV7130	59	Colonial Manor Motel 2615 E. 46 th Ave.	Eligible	Historic setting, visual, noise	No adverse effect	Historic setting, visual, noise	No adverse effect	
5DV9245	36	Nestle Purina PetCare Company 2151 East 45 th Ave.	Eligible	Temp. Const. Easement/ Historic setting, visual, noise	No adverse effect	Temp. Const. Easement/ Historic setting, visual, noise	No adverse effect	
5DV9655	43	Sanchez Business 2381 E. 46 th Ave.	Eligible	Temp. Const. Easement/Historic setting, visual, noise	No adverse effect	Temp. Const. Easement/Historic setting, visual, noise	No adverse effect	
5DV9667	35	Brown and Alarid Property 4637 Claude Ct.	Eligible	Historic setting, visual, noise	No adverse effect	Historic setting, visual, noise	No adverse effect	
5DV9668	34	Kelly Residence 4639 Claude Ct.	Eligible	Historic setting, visual, noise	No adverse effect	Historic setting, visual, noise	No adverse effect	

**Table 12
Summary of Effects – Alternatives 4 and 6 East and West in Section 2**

Site Number	Map Location Number	Property Name and Address	National Register Eligibility	Alts 4 and 6 West		Alts 4 and 6 East		Consulting Parties Comments
				Type of Effects	Finding of Effects	Type of Effects	Finding of Effects	
5DV9705	54	Braswell Residence 4631 Columbine St.	Eligible	Historic setting, visual, noise	No adverse effect	Historic setting, visual, noise	No adverse effect	
5DV9706	53	Pavon Residence 4633 Columbine St.	Eligible	Historic setting, visual, noise	No adverse effect	Historic setting, visual, noise	No adverse effect	
5DV9742	57	Lasalle Bank National Property 4502 Josephine St.	Eligible	Historic setting, visual, noise	No adverse effect	Historic setting, visual, noise	No adverse effect	
5DV9745	44	Kenworthy Residence 4529 Josephine St.	Eligible	Historic setting, visual, noise	No adverse effect	Historic setting, visual, noise	No adverse effect	
5DV9746	55	Portales Residence 4608 Josephine St.	Eligible	Temp. Const. Easement/ Historic setting, visual, noise	No adverse effect	Temp. Const. Easement/ Historic setting, visual, noise	No adverse effect	
5DV9748	52	Chavez Residence 4628 Josephine St.	Eligible	Historic setting, visual, noise	No adverse effect	Historic setting, visual, noise	No adverse effect	
5DV9751	41	Waggoner Residence 4647 Josephine St.	Eligible	Historic setting, visual, noise	No adverse effect	Historic setting, visual, noise	No adverse effect	
5DV9753	40	James Property 4651 Josephine St.	Eligible	Historic setting, visual, noise	No adverse effect	Historic setting, visual, noise	No adverse effect	
5DV9761	38	Barajas Residence 4681 Josephine St.	Eligible	Historic setting, visual, noise	No adverse effect	Historic setting, visual, noise	No adverse effect	
5DV9762	49	Araujo Residence 4682 Josephine St.	Eligible	Historic setting, visual, noise	No adverse effect	Historic setting, visual, noise	No adverse effect	
5DV9765	48	Lovato Residence 4696 Josephine St.	Eligible	Historic setting, visual, noise	No adverse effect	Historic setting, visual, noise	No adverse effect	
5DV9787	58	Davis Residence 4623-4625 Thompson Ct.	Eligible	Historic setting, visual, noise	No adverse effect	Historic setting, visual, noise	No adverse effect	

**Table 12
Summary of Effects – Alternatives 4 and 6 East and West in Section 2**

Site Number	Map Location Number	Property Name and Address	National Register Eligibility	Alts 4 and 6 West		Alts 4 and 6 East		Consulting Parties Comments
				Type of Effects	Finding of Effects	Type of Effects	Finding of Effects	
5DV9801	42	Sanchez Business 4600 York St.	Eligible	Temp. Const. Easement/ Historic setting, visual, noise	No adverse effect	Temp. Const. Easement/ Historic setting, visual, noise	No adverse effect	
5DV9994	56	Gonzales Residence 4515 Columbine St.	Eligible	Historic setting, visual, noise	No adverse effect	Historic setting, visual, noise	No adverse effect	
5DV9996	50	Tomas Residence 4653 Columbine St.	Eligible	Historic setting, visual, noise	No adverse effect	Historic setting, visual, noise	No adverse effect	
5DV10051	47	Deltorre Residence 4419 Josephine St.	Eligible	Historic setting, visual, noise	No adverse effect	Historic setting, visual, noise	No adverse effect	
5DV10053	46	Bustillos Residence 4437 Josephine St.	Eligible	Historic setting, visual, noise	No adverse effect	Historic setting, visual, noise	No adverse effect	
5DV10054	45	Muniz Residence 4443 Josephine St.	Eligible	Historic setting, visual, noise	No adverse effect	Historic setting, visual, noise	No adverse effect	
5DV10058	37	Mccoll Property 4707 Josephine St.	Eligible	Historic setting, visual, noise	No adverse effect	Historic setting, visual, noise	No adverse effect	
5DV10124	60	Ibarra Residence 4459 Thompson Ct.	Eligible	Historic setting, visual, noise	No adverse effect	Historic setting, visual, noise	No adverse effect	

Please note: Effect determinations are the same for Alternatives 4 and 6 West and Alternatives 4 and 6 East.

5.2.4.1 Properties with *Adverse Effect* Determinations for Alternatives 4 and 6 in Section 2

There are no properties in Section 2 with this effect determination as a result of Alternatives 4 and 6.

5.2.4.2 Properties with *No Adverse Effect* Determinations for Alternatives 4 and 6 in Section 2

5DV6248.4, Denver & Kansas Pacific/Union Pacific Railroad segment: There would be no ROW acquisitions to any portion of the railroad associated with Alternatives 4 and 6. The undertaking would consist of removing the existing I-70 viaduct between Brighton Boulevard and Colorado Boulevard, and improving 46th Avenue to serve as a four- to six-lane roadway along the existing I-70 alignment. This would include removing the bridge that now crosses the railroad east of Brighton Boulevard and constructing a new bridge to carry the 46th Ave. traffic over the railroad. This undertaking would change the existing setting but would not have an adverse effect because it would not diminish the integrity of the property’s significant historic attributes and would not alter the characteristics that qualify it for inclusion in the NRHP. Therefore, CDOT concludes Alternatives 4 and 6 would cause **No Adverse Effect** to the resource.

The following properties are located just north of the I-70 viaduct between York and Columbine streets. The viaduct would be removed and 46th Avenue would be converted to a two-to-four-lane arterial. This would require temporary construction easements from the following properties as follows:

**Table 13
Amount of Temporary Construction Easement (TCE) for Three Properties**

Smithsonian Number	Map Location Number	Address	Amount of TCE	Percentage of Entire Property
5DV9746	55	Portales Residence 4608 Josephine St.	0.04 acres	29 percent
5DV9801	42	Sanchez Business 4600 York St.	0.04 acres	20 percent
5DV9655	43	Sanchez Business 2381 E. 46 th Ave.	0.04 acres	29 percent

The easements are necessary to allow construction access for the planned improvements to 46th Avenue and removal of the existing I-70 viaduct. This is not considered to be an adverse effect because there would be no permanent physical changes to the acquired areas of these parcels and the historic structures would remain intact. These alternatives would create noise, visual, and historic setting changes. The existing I-70 viaduct now located approximately 25 feet north of the historic structures would be removed and the noise level is projected to decrease slightly. The visual or audible elements introduced by the undertaking do not diminish the integrity of the properties’ significant historic attributes and would not alter the characteristics that qualify them for inclusion in the NRHP. Therefore, CDOT concludes Alternatives 4 and 6 would cause **No Adverse Effect** to the following properties:

1. 5DV9746 [55], Portales Residence, 4608 Josephine St.
2. 5DV9801 [42], Sanchez Business, 4600 York St.
3. 5DV9655 [43], Sanchez Business, 2381 E. 46th Ave.

5DV9245 [36], Nestle Purina Pet Care: There would be a temporary construction easement acquisition of 0.11 acres (1 percent) of the Nestle Purina Pet Care Company property associated with the western and eastern connection options of Alternatives 4 and 6. The construction easement would temporarily require the use of a portion of the parcel along the northern edge of the property during construction to allow access for the improvements to 46th Avenue and the removal of the existing I-70 viaduct. The effects of the construction easement associated with these alternatives are not considered adverse because there would be no permanent physical changes to the acquired area of this parcel, and the historic building would remain intact. Under Alternatives 4 and 6 the noise level is projected to decrease slightly. The visual or audible elements introduced by the undertaking do not diminish the integrity of the property's significant historic attributes and would not alter the characteristics that qualify it for inclusion in the NRHP. Therefore, CDOT concludes Alternatives 4 and 6 would cause **No Adverse Effect** to the resource.

5DV7130 [59], Colonial Manor Motel: A small temporary construction easement would be needed from this property associated with the western and eastern connection options of Alternatives 4 and 6. The amount needed has not been calculated but it is a minor temporary access of the southern border of the property. The construction easement would temporarily require the use of a portion of the parcel along the southern edge of the property during construction to allow access for the improvements to 46th Avenue and the removal of the existing I-70 viaduct. The effects of the construction easement associated with these alternatives are not considered adverse because there would be no permanent physical changes to the acquired area of this parcel, and the historic buildings would remain intact. Under Alternatives 4 and 6 the noise level is projected to decrease slightly. The visual or audible elements introduced by the undertaking do not diminish the integrity of the property's significant historic attributes and would not alter the characteristics that qualify it for inclusion in the NRHP. Therefore, CDOT concludes Alternatives 4 and 6 would cause **No Adverse Effect** to the resource.

The following properties are located north and south of I-70 and would not be impacted directly through temporary or permanent easements or ROW acquisitions related to removing the viaduct and improving the existing 46th Ave. into a city arterial. Indirect impacts would include changes in access to local streets that connect with the arterial, visual impacts, and audible elements that are expected to decrease as a result of the removal of the viaduct. While these constitute changes, they would not be adverse or diminish the ability of these properties to convey their reasons for significance that qualify them for inclusion in the NRHP. Therefore, CDOT concludes Alternatives 4 and 6 would result in **No Adverse Effect** for the following resources:

1. 5DV1172 [39], Plazola Residence, 4673 Josephine St.
2. 5DV5677 [51], Miranda Residence, 4632 Josephine St.
3. 5DV9667 [35], Brown and Alarid Property, 4637 Claude Ct.
4. 5DV9668 [34], Kelly Residence, 4639 Claude Ct.
5. 5DV9705 [54], Braswell Residence, 4631 Columbine St.
6. 5DV9706 [53], Pavon Residence, 4633 Columbine St.
7. 5DV9742 [57], Lasalle Bank National Property, 4502 Josephine St.

8. 5DV9745 [44], Kenworthy Residence, 4529 Josephine St.
9. 5DV9748 [52], Chavez Residence, 4628 Josephine St.
10. 5DV9751 [41], Waggoner Residence, 4647 Josephine St.
11. 5DV9753 [40], James Property, 4651 Josephine St.
12. 5DV9761 [38], Barajas Residence, 4681 Josephine St.
13. 5DV9762 [49], Araujo Residence, 4682 Josephine St.
14. 5DV9765 [48], Lovato Residence, 4696 Josephine St.
15. 5DV9787 [58], Davis Residence, 4623-4625 Thompson Ct.
16. 5DV9994 [56], Gonzales Residence, 4515 Columbine St.
17. 5DV9996 [50], Tomas Residence, 4653 Columbine St.
18. 5DV10051 [47], Deltorre Residence, 4419 Josephine St.
19. 5DV10053 [46], Bustillos Residence, 4437 Josephine St.
20. 5DV10054 [45], Muniz Residence, 4443 Josephine St.
21. 5DV10058 [37], Mccoll Property, 4707 Josephine St.
22. 5DV10124 [60], Ibarra Residence, 4459 Thompson Ct

5.2.4.3 Properties with *No Historic Properties Affected* Determinations for Alternatives 4 and 6 in Section 2






There are no properties in Section 2 with this effect determination as a result of Alternatives 4 and 6.

5.3 SECTION 3

Section 3 of I-70 is located between Thompson Court on the west and the western boundary of 5AM1298.2, the Adams County Market Street Railroad/Chicago, Burlington & Quincy Railroad at approximately Monroe Street on the east. It includes 49 contributing resources in the A.R. Wessel Historic District and individually-eligible residential properties on the south side of I-70 as shown in Figure 10.

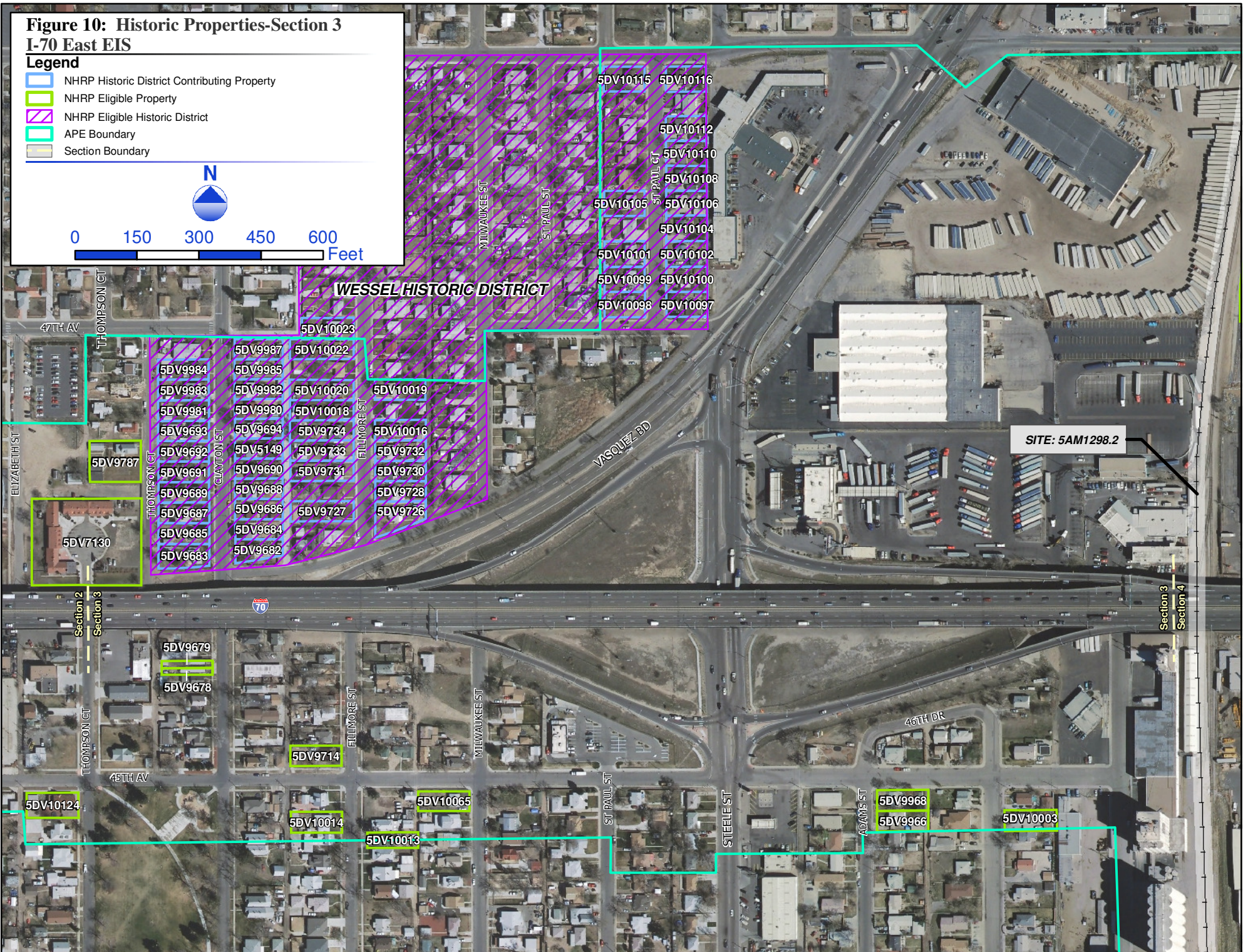
Figure 10: Historic Properties-Section 3
I-70 East EIS

Legend

-  NHRP Historic District Contributing Property
-  NHRP Eligible Property
-  NHRP Eligible Historic District
-  APE Boundary
-  Section Boundary



0 150 300 450 600 Feet



Description of Existing Setting for Section 3:

The industrial, residential, and transportation land uses of this section have been influenced by its proximity to the nearby National Western Stock Show to the west, but the small neighborhood of Minimal Traditional homes, recorded as the eligible Wessel Historic District (5DV10126) also dominates the setting. The homes are characterized by their standard box-like forms. The small parcels have shallow setbacks from the sidewalks and minimal landscaping elements that were added on by homeowners, not according to a uniform plan or style.

On the south side of I-70 between Thompson Court and Monroe Street, the houses are a collection of individually-eligible historic residences in Elyria-Swansea. These neighborhoods were evaluated by CDOT for a potential historic district but it was determined that many of the original houses in the Elyria Swansea neighborhood had been altered with additional massing, modifications to building materials, and removal of architectural ornamentation. In addition, due to the removal of many of the original buildings and the intrusion of newer residential and industrial buildings, the blocks do not convey the feeling, setting, and association of turn-of-the-20th century neighborhoods to be eligible as a historic district. Even though there are several properties that convey specific architectural styles and forms, the historic setting has altered over the years.

5.3.1 NHRP Eligible Properties in Section 3

The following section includes brief summaries of NRHP eligible or listed districts and contributing resources; linear resources; and architectural resources in this section. The map location numbers in brackets correspond to the numbers used on the Alternatives maps and are used in the tables.

Rodriguez Residence, 4539 Clayton St. (5DV9678) [72]: This is a one-story rectangular plan residential building with a flat roof and constructed of brick and stucco. Although it has undergone limited modern alterations, the historic physical integrity of the building remains good, and it is eligible for listing on the NRHP under Criterion C as architecturally representative of the late 19th century Denver Terrace form with Classical decorative elements.

Zale Property, 4541 Clayton St. (5DV9679) [71]: This is a one-story rectangular plan residential building with a terraced flat roof and constructed of brick and stucco. Although it has undergone limited modern alterations, the historic physical integrity of the building remains good, and it is eligible for listing on the NRHP under Criterion C as architecturally representative of the late 19th century Denver Terrace form with Classical revival elements.

Olive Street LLC Property, 4503 Fillmore St. (5DV9714) [92]: This is a one and one-half story rectangular plan residential building with a side gabled roof and constructed of brick. Although it has undergone some modern alterations, the historic physical integrity of the building remains good and it is eligible for listing on the NRHP under Criterion C as architecturally representative of the Dutch Colonial Revival style.

Perez Residence, 4446 Fillmore St. (5DV10013) [100]: This is a one and one-half story rectangular residential building with a front gabled roof and stucco construction. Although it has undergone some modern alterations, the historic physical integrity of the building remains good and it is eligible for listing on the NRHP under Criterion C as architecturally representative of late Victorian Vernacular style.

Tenenbaum Residence, 4453 Fillmore St. (5DV10014) [93]: This is a one-story T-shaped plan residential building constructed of brick with a cross hipped roof. Although it has undergone some modern alterations, the historic physical integrity of the building remains good and it is eligible for listing on the NRHP under Criterion C as architecturally representative of a Minimal Traditional style.

Sweet Residence, 4461 Milwaukee St. (5DV10065) [101]: This is a one-story rectangular plan brick residential building with a side gabled roof and synthetic siding located in the Swansea neighborhood of Denver. Although it has undergone some modern alterations, the historic physical integrity of the building remains good, and it is eligible for listing on the NRHP under Criterion C as a good example of the Minimal Traditional style.

Wessel Historic District (5DV10126) [61-70, 73-91, 94-99, 102-115]: The A.R. Wessel district includes the Wulfekuhler's, Vasquez Plaza, and Vasquez Court subdivisions. All three subdivisions are currently within the Swansea neighborhood of Denver. The Wulfekuhler's Subdivision was subdivided from the Swansea neighborhood in 1940 and encompasses the 4600 block to the 4700 block of Clayton Street. The Vasquez Plaza Subdivision was subdivided from the Swansea neighborhood in 1945 and encompasses the 4600 block to the 4800 block of Fillmore Street. The Vasquez Court Subdivision was subdivided from the Swansea neighborhood in 1946 and encompasses the 4700 block of St. Paul Court, the 4700 block of St. Paul Street and the west side of the 4700 block of Milwaukee. The three subdivisions were developed because of their proximity to various manufacturing facilities as well as State Highway 85/Vasquez Boulevard as a transportation corridor.

The Alfred R. Wessel Historic District contains 114 residences, of which 60 are in the APE of the project. Of the 60 buildings recorded within the historic district, 49 have been determined by SHPO to be contributing elements to the district and 11 are non-contributing. Non-contributing and contributing elements of the Alfred R. Wessel Historic District are listed in Table 14. The period of construction of the Alfred R. Wessel Historic District is from 1940 to 1948, and reflects the period from the date of the first subdivision's original plan and construction to the end of construction in the third associated subdivision.

This district is significant under Criterion A because of its significance to racial desegregation in the building covenants that took place in the area after WW II, as well as community planning and development because of the need for mass housing after WW II that facilitated the need to create and build up suburbs. The district exemplifies the racial and ethnic make up of the neighborhood due to the specific inclusion of "only Caucasian ownership" found in the original covenant used for the Wulfekuhler's Subdivision when platted in 1940. Although newly formed suburbs still had a tendency to exclude particular minority groups, housing developments became more accessible to African-Americans and Hispanics with their gained economic, political, and social influence after the desegregation of the U. S. Army in 1946. This possible desegregation is evident in the original plats of Vasquez Plaza (1945) and Vasquez Court (1946) subdivisions, which do not specify the exclusion of racial or ethnic groups of people.

The potential NRHP district is also eligible under Criterion C for its architecture, as an example of an area suburb developed by A.R. Wessel, a merchant builder. Most of the buildings within the NRHP district reflect a standardized form that utilized five known floor plans, that were boxlike in style constructed of similar material, with little ornamentation, windows of the same

approximate size, and add-on features such as detached garages, small porches and basements. The structures typically had a hipped-roof footprint indicative of the Minimal Traditional form that defines the A.R. Wessel district. This type of floor plan standardization and construction management was influenced by the introduction of assembly lines in the early automobile industry made famous by Ford Motor Company.

The district has also been determined to be eligible under Criterion B due to its association with Alfred R. Wessel, a merchant builder who was instrumental in providing affordable housing during World War II and the immediate post-war period. Wessel was the company president of both Wulfekuhler Homes and Kimble-Kroft Homes which constructed homes in all three subdivisions in a manner consistent with that of a merchant builder. In addition to being the president of these two companies, Wessel signed the original plat from the City and County of Denver for both the Vasquez Plaza (1945) and Vasquez Court (1946) subdivisions. Merchant builders, including the most well-known builders such as William Levitt and Joe Eichler, were instrumental immediately before and after World War II in several places around the nation in supplying homes to qualified owners. Merchant builders emphasized the need to intertwine land acquisition, financing, marketing, government subsidies, and the de-skilling of labor to construct mass produced housing for returning GI's after World War II. This approach helped the merchant builders to build houses, develop subdivisions, and make a decent profit.

**Table 14
Contributing Resources within the Alfred R. Wessel Historic District (5DV10126)**

Site Number	Map Location Number	Resource Type	Resource Name/Address	National Register Eligibility
Wulfekuhler's Subdivision				
5DV9682	83	Historic House	McCoy Residence 4600 Clayton St.	Contributing
5DV9683	70	Historic House	Luchetta Residence 4601 Clayton St.	Contributing
5DV9684	82	Historic House	Ramirez Residence 4610 Clayton St.	Contributing
5DV9685	69	Historic House	Dady Residence 4611 Clayton St.	Contributing
5DV9686	81	Historic House	Martinez Residence 4620 Clayton St.	Contributing
5DV9687	68	Historic House	Carrera and Ortiz Residence 4621 Clayton St.	Contributing
5DV9688	80	Historic House	Contreras Residence 4630 Clayton St.	Contributing
5DV9689	67	Historic House	Chaires Residence 4631 Clayton St.	Contributing
5DV9690	79	Historic House	Gorniak Residence 4640 Clayton St.	Contributing
5DV9691	66	Historic House	Romero Residence 4641 Clayton St.	Contributing

Table 14
Contributing Resources within the Alfred R. Wessel Historic District (5DV10126)

Site Number	Map Location Number	Resource Type	Resource Name/Address	National Register Eligibility
5DV5149	78	Historic House	Pacheco Residence 4650 Clayton St.	Contributing
5DV9692	65	Historic House	Erives Residence 4651 Clayton St.	Contributing
5DV9693	64	Historic House	Portales Residence 4661 Clayton St.	Contributing
5DV9694	77	Historic House	Quintana Residence 4664 Clayton St.	Contributing
5DV9980	76	Historic House	Villa Residence 4670 Clayton St.	Contributing
5DV9981	63	Historic House	Rodriguez Residence 4671 Clayton St	Contributing
5DV9982	75	Historic House	Aravelo Residence 4680 Clayton St.	Contributing
5DV9983	62	Historic House	Glasgow and Miller Residence 4681 Clayton St	Contributing
5DV9984	61	Historic House	Horta and Martinez Residence 4685 Clayton St.	Contributing
5DV9985	74	Historic House	Avila Residence 4690 Clayton St	Contributing
5DV9986	Not shown	Historic House	Vigil Residence 4691 Clayton St.	Non-contributing
5DV9987	73	Historic House	Villarreal Residence 4694 Clayton St.	Contributing
Vasquez Plaza Subdivision				
5DV9725	Not shown	Historic House	Ortega Residence 4605 Fillmore St	Non-contributing
5DV9726	99	Historic House	Warren Residence 4610 Fillmore St.	Contributing
5DV9727	91	Historic House	Griffie Residence 4615 Fillmore St.	Contributing
5DV9728	98	Historic House	Santa Cruz Property 4620 Fillmore St	Contributing
5DV9729	Not shown	Historic House	Fleck Residence 4625 Fillmore St	Non-contributing
5DV9730	97	Historic House	Villarreal Property 4630 Fillmore St	Contributing
5DV9731	91	Historic House	Martinez Property 4635 Fillmore St	Contributing

Table 14
Contributing Resources within the Alfred R. Wessel Historic District (5DV10126)

Site Number	Map Location Number	Resource Type	Resource Name/Address	National Register Eligibility
5DV9732	96	Historic House	Cuevas Residence 4640 Fillmore St.	Contributing
5DV9733	89	Historic House	Pacheco Residence 4645 Fillmore St	Contributing
5DV9734	88	Historic House	Sandoval Residence 4655 Fillmore St	Contributing
5DV10016	95	Historic House	Singer Property 4650 Fillmore St	Contributing
5DV10017	Not shown	Historic House	Compos Residence 4660 Fillmore St	Non-contributing
5DV10018	87	Historic House	Mares Residence 4665 Fillmore St	Contributing
5DV10019	94	Historic House	Elliot Residence 4670 Fillmore St	Contributing
5DV10020	86	Historic House	Ortega Residence 4675 Fillmore St	Contributing
5DV10021	Not shown	Historic House	Martin Property 4685 Fillmore St	Non-contributing
5DV10022	85	Historic House	Andazola Residence 4695 Fillmore St	Contributing
5DV10023	84	Historic House	Almendariz Residence 4701 Fillmore St	Contributing
Vasquez Court Subdivision				
5DV10097	115	Historic House	Franca Property 4700 Saint Paul Ct	Contributing
5DV10098	106	Historic House	Simental de Garcia and Cisneros Residence 4701 Saint Paul Ct	Contributing
5DV10099	105	Historic House	Franco Residence 4705 Saint Paul Ct	Contributing
5DV10100	114	Historic House	Fremont Investment and Loan Property 4710 Saint Paul Ct	Contributing
5DV10101	104	Historic House	Ruiz-A Residence 4715 Saint Paul Ct	Contributing
5DV10102	113	Historic House	HUD Property 4720 Saint Paul Ct	Contributing
5DV10103	Not shown	Historic House	Santellano Residence 4725 Saint Paul Ct	Non-contributing
5DV10104	112	Historic House	Romero Residence 4730 Saint Paul Ct	Contributing

Table 14
Contributing Resources within the Alfred R. Wessel Historic District (5DV10126)

Site Number	Map Location Number	Resource Type	Resource Name/Address	National Register Eligibility
5DV10105	103	Historic House	Caldron Residence 4735 Saint Paul Ct	Contributing
5DV10106	111	Historic House	Molina Residence 4740 Saint Paul Ct	Contributing
5DV10107	Not shown	Historic House	Valdez Residence 4745 Saint Paul Ct	Non-contributing
5DV10108	110	Historic House	Velasquez Residence 4750 Saint Paul Ct	Contributing
5DV10109	Not shown	Historic House	4755 Saint Paul Ct LLC Property 4755 Saint Paul Ct	Non-contributing
5DV10110	109	Historic House	Montelongo Residence 4760 Saint Paul Ct	Contributing
5DV10111	Not shown	Historic House	Moreno Residence 4765 Saint Paul Ct	Non-contributing
5DV10112	108	Historic House	Montoya Residence 4770 Saint Paul Ct	Contributing
5DV10113	Not shown	Historic House	Rocky Mountain Ally-Hester Property 4775 Saint Paul Ct	Non-contributing
5DV10114	Not shown	Historic House	Ortega Residence 4780 Saint Paul Ct	Non-contributing
5DV10115	102	Historic House	Marquez Residence 4785 Saint Paul Ct	Contributing
5DV10116	107	Historic House	Montoya Residence 4790 Saint Paul Ct	Contributing

Rodriguez Residence, 4539 Clayton St. (5DV9678) [72]: This is a one-story rectangular plan residential building with a flat roof and constructed of brick and stucco. Although it has undergone limited modern alterations, the historic physical integrity of the building remains good, and it is eligible for listing on the NRHP under Criterion C as architecturally representative of the late 19th century Denver Terrace form with Classical decorative elements.

Zale Property, 4541 Clayton St. (5DV9679) [71]: This is a one-story rectangular plan residential building with a terraced flat roof and constructed of brick and stucco. Although it has undergone limited modern alterations, the historic physical integrity of the building remains good, and it is eligible for listing on the NRHP under Criterion C as architecturally representative of the late 19th century Denver Terrace form with Classical revival elements.

Olive Street LLC Property, 4503 Fillmore St. (5DV9714) [92]: This is a one and one-half story rectangular plan residential building with a side gabled roof and constructed of brick. Although it has undergone some modern alterations, the historic physical integrity of the

building remains good and it is eligible for listing on the NRHP under Criterion C as architecturally representative of the Dutch Colonial Revival style.

Perez Residence, 4446 Fillmore St. (5DV10013) [100]: This is a one and one-half story rectangular residential building with a front gabled roof and stucco construction. Although it has undergone some modern alterations, the historic physical integrity of the building remains good and it is eligible for listing on the NRHP under Criterion C as architecturally representative of late Victorian Vernacular style.

Tenenbaum Residence, 4453 Fillmore St. (5DV10014) [93]: This is a one-story T-shaped plan residential building constructed of brick with a cross hipped roof. Although it has undergone some modern alterations, the historic physical integrity of the building remains good and it is eligible for listing on the NRHP under Criterion C as architecturally representative of a Minimal Traditional style.

Sweet Residence, 4461 Milwaukee St. (5DV10065) [101]: This is a one-story rectangular plan brick residential building with a side gabled roof and synthetic siding located in the Swansea neighborhood of Denver. Although it has undergone some modern alterations, the historic physical integrity of the building remains good, and it is eligible for listing on the NRHP under Criterion C as a good example of the Minimal Traditional style.

5.3.2 Effects Determinations for No Action Alternative in Section 3

Description of No Action Alternative, North and South options:

Reconstruction of the existing viaduct (beginning at the Brighton Interchange) under the No-Action scenario would require acquisition of additional right of way (ROW), in order to maintain traffic on I-70 during the reconstruction effort. The reconstructed viaduct would be approximately 125 feet wider than the existing structure. The replacement of the viaduct would begin at Brighton Blvd. and end at Colorado Blvd.

Two options exist for reconstructing the viaduct: shifting immediately to the north (No-Action North) or immediately to the south (No-Action South). Off- and on-ramps would be realigned at Brighton Boulevard, York Street, and, within Section 3, Steele Street. The proposed improvements would keep the lane configuration the same, with six general-purpose lanes (three in each direction) and a width of approximately 250 feet for the viaduct. See Figure 1 and Figure 2.

**Table 15
Summary of Effects – No Action Alternative North Section 3**

Site Number	Map Location Number	Property Name and Address	National Register Eligibility	No Action North		Consulting Parties Comments
				Type of Effects	Finding of Effects	
Historic Districts						
5DV10126	61-70, 73-91, 94-99, 102-115	Alfred R. Wessel Historic District	Eligible	Full permanent ROW acquisition of 5DV9682, and 5DV9683; partial acquisition of 5DV9685; historic setting, visual, noise indirect effects	No adverse effect	
Individually Eligible Properties						
5DV9678	72	Rodriguez Residence 4539 Clayton St.	Eligible	Historic setting, visual, noise	No adverse effect	
5DV9679	71	Zale Property 4541 Clayton St.	Eligible	Historic setting, visual, noise	No adverse effect	
5DV9714	92	Olive Street LLC Property 4503 Fillmore St.	Eligible	Historic setting, visual, noise	No adverse effect	
5DV9966	117	Yoshimura Residence 4450 Adams St.	Eligible	Historic setting, visual, noise	No adverse effect	
5DV9968	116	McGee Residence 4460 Adams St.	Eligible	Historic setting, visual, noise	No adverse effect	
5DV10003	118	Vasquez Residence 4450 Cook St.	Eligible	Historic setting, visual, noise	No adverse effect	
5DV10013	100	Perez Residence 4446 Fillmore St.	Eligible	Historic setting, visual, noise	No adverse effect	
5DV10014	93	Tenenbaum Residence 4453 Fillmore St.	Eligible	Historic setting, visual, noise	No adverse effect	
5DV10065	101	Sweet Residence 4461 Milwaukee St.	Eligible	Historic setting, visual, noise	No adverse effect	

5.3.2.1 Properties with *Adverse Effect* Determinations for No Action North Alternative in Section 3

There are no properties in Section 3 with this effect determination as a result of the No Action North Alternative.

5.3.2.2 Properties with *No Adverse Effect* Determinations for No Action North Alternative in Section 3

Alfred R. Wessel Historic District (5DV10126)

The properties in the district do not possess significance to be individually eligible to the National Register; however, 49 of the 60 houses are contributing resources in the eligible Alfred R. Wessel NRHP district, which was determined to be eligible under Criteria A, B, and C. The No Action North Alternative would result in the permanent acquisition of two parcels and the removal of two contributing structures, and the temporary easement of a portion of the third parcel. The proposed undertaking would result in the encroachment of the viaduct 75 feet closer to the homes and within the southern boundary of the district. The following parcels would be acquired for the new viaduct structure:

1. McCoy Residence (5DV9682) [83] 4600 Clayton St., full ROW acquisition and demolition of structure
2. Luchetta Residence (5DV9683) [70] 4601 Clayton St., full ROW acquisition and demolition of structure
3. Ramirez Residence, 5DV9684 [82] 4610 Clayton St. partial temporary easement, no structure demolition

The effects of these ROW acquisitions if the structures were individually eligible to the NRHP would be considered adverse because the entire parcels would be acquired and the structures destroyed. However, CDOT's determination is focused on the effect of the undertaking to the entire district. While the undertaking would impact three parcels, the majority of the contributing properties (46 of 49) would remain intact. The essential physical features of the district include: small lots and shallow setbacks, with houses located very close together; minimal and unornamented forms; and uniform building materials which represent the efforts of merchant builders to build houses with standard floor plans and utilizing construction management techniques from assembly lines and worker specialization. Notably lacking from the essential physical features are elements of landscape or streetscape design which were not part of the original subdivision. The action would permanently impact two contributing properties and temporarily impact one contributing property, but the overall action would not diminish the reasons the district is significant under Criteria A, B, or C because it would still be able to convey the essential physical features and the district's significance to be eligible to the NRHP.

The No Action North Alternative would have indirect impacts on the district due to changes in noise levels and visual changes related to the shifting of the new viaduct shifted to the north, and closer to the district. The physical environment, or setting, should reflect the period of significance and the original functions of the district. Built between 1940 and 1948, the neighborhood predates the interstate, but it was platted because of its proximity to manufacturing facilities and industry and transportation corridors including 46th Avenue and Vasquez Boulevard/US Highway 85. The construction of the interstate did not destroy the neighborhood,

but provided access to the highway for residents of the community. The neighborhood maintained its livability after the interstate was built and would presumably still retain this function if the viaduct is reconstructed without capacity increases. For this reason, the integrity of the property would be impacted, but not adversely because the setting would still uphold the essential physical features that made the district eligible to the NRHP.

Other aspects of integrity, including Design Materials, and Workmanship, would also be impacted by the removal of two of the homes but to a lesser degree because only two contributing structures will be removed. The aspect of Association of the historic district and its elements of significance would remain the same because many of the physical features that convey the district's character will be retained and it will still demonstrate its link to its social history and be able to represent a neighborhood of pre- and post-World War II housing for low-income families. For these reasons, CDOT has determined the No Action North would result in **No Adverse Effect** to the A.R. Wessel Historic District.

The following properties are all located directly south of the viaduct, and are between 75 to 100 feet from the existing viaduct structure. The replacement viaduct would be widened to the north and would remain in approximately the same location and proximity to these properties, which are eligible under Criterion C as architecturally representative of the Denver Terrace form. There are no direct impacts associated with the proposed work and no temporary or permanent easements or ROW would be acquired from these properties. Potential indirect impacts include changes to the visual setting and the noise environment. Noise modeling at this location has determined there would not be a perceptible increase in noise for the No Action Alternative. The change to the setting involved in replacing the existing viaduct consists of rebuilding the viaduct so that I-70 can continue to function in its current capacity and configuration. This action would not directly or indirectly diminish the integrity of the properties significant historic features as they would still be able to convey their architectural significance under Criterion C. The action does not require a detrimental change in the character of the properties use or physical features within the properties setting. CDOT therefore concludes the determination is **No Adverse Effect** for these properties:

4. 5DV9678 [72], Rodriguez Residence, 4539 Clayton Street
5. 5DV9679 [71], Zale Property, 4541 Clayton St.

The following properties are all located south of the viaduct and are between 300 and 500 feet from the existing structure near 45th Avenue. The replacement viaduct would be widened to the north and would remain in approximately the same location and proximity to these properties, which are eligible under Criterion C. There are no direct impacts associated with the proposed work and no temporary or permanent easements or ROW would be acquired from these properties. Potential indirect impacts include changes to the visual setting and the noise environment. Noise modeling at this location has determined there would not be a perceptible increase in noise for the No Action Alternative. The change to the setting involved in replacing the existing viaduct consists of rebuilding the viaduct so that I-70 can continue to function in its current capacity and configuration. This action would not directly or indirectly diminish the integrity of the properties significant historic features as they would still be able to convey their architectural significance under Criterion C. The action does not require a detrimental change in the character of the properties use or physical features within the properties setting. CDOT therefore concludes the determination is **No Adverse Effect** for these properties:

1. 5DV9714 [92], Olive Street LLC Property, 4503 Fillmore St.
2. 5DV9966 [117], Yoshimura Residence, 4450 Adams St.
3. 5DV9968 [116], McGee Residence, 4460 Adams St.
4. 5DV10003 [118], Vasquez Residence, 4450 Cook St.
5. 5DV10013 [100], Perez Residence, 4446 Fillmore St.
6. 5DV10014 [93], Tenenbaum Residence, 4453 Fillmore St.
7. 5DV10065 [101], Sweet Residence, 4461 Milwaukee St.

5.3.2.3 Properties with *No Historic Properties Affected* Determinations for No Action North Alternative in Section 3

There are no properties in Section 3 with this effect determination as a result of the No Action North Alternative.

**Table 16
Summary of Effects – No Action Alternative North Section 3**

Site Number	Map Location Number	Property Name and Address	National Register Eligibility	No Action South		Consulting Parties Comments
				Type of Effects	Finding of Effects	
Historic Districts						
5DV10126	61-70, 73-91, 94-99, 102-115	Alfred R. Wessel Historic District	Eligible	Historic setting, visual, noise,	No adverse effect	
Individually Eligible Properties						
5DV9678	72	Rodriguez Residence 4539 Clayton St.	Eligible	Full ROW acquisition	Adverse effect	
5DV9679	71	Zale Property 4541 Clayton St.	Eligible	Full ROW acquisition	Adverse effect	
5DV9714	92	Olive Street LLC Property 4503 Fillmore St.	Eligible	Historic setting, visual, noise	No adverse effect	
5DV9966	117	Yoshimura Residence 4450 Adams St.	Eligible	Historic setting, visual, noise	No adverse effect	
5DV9968	116	McGee Residence 4460 Adams St.	Eligible	Historic setting, visual, noise	No adverse effect	
5DV10003	118	Vasquez Residence 4450 Cook St.	Eligible	Historic setting, visual, noise	No adverse effect	
5DV10013	100	Perez Residence 4446 Fillmore St.	Eligible	Historic setting, visual, noise	No adverse effect	
5DV10014	93	Tenenbaum Residence 4453 Fillmore St.	Eligible	Historic setting, visual, noise	No adverse effect	
5DV10065	101	Sweet Residence 4461 Milwaukee St.	Eligible	Historic setting, visual, noise	No adverse effect	

5.3.2.4 Properties with *Adverse Effect* Determinations for No Action South Alternative in Section 3

The No-Action South Alternative would require the full acquisition of the following resources in Section 3 because they would be demolished for the new viaduct structure. The determination of **Adverse Effect** applies to these two resources:

1. 5DV9678 [72], Rodriguez Residence, 4539 Clayton St.
2. 5DV9679 [71], Zale Property, 4541 Clayton St.

5.3.2.5 Properties with *No Adverse Effect* Determinations for No Action South Alternative in Section 3

Alfred R. Wessel Historic District (5DV10126)

The properties in the district do not possess significance to be individually eligible to the National Register; however, 49 of the 60 houses are contributing resources in the eligible Alfred R. Wessel NRHP district, which was determined to be eligible under Criteria A, B, and C. The No Action South Alternative would not require temporary or permanent easements or ROW acquisitions from any property within the district. The proposed undertaking would result in the viaduct remaining in its current location in relation to the district.

The No Action South Alternative would have indirect impacts on the district due to changes in noise levels and visual changes related to the shifting of the new viaduct to the south. The physical environment, or setting, should reflect the period of significance and the original functions of the district. Built between 1940 and 1948, the neighborhood predates the interstate, but it was platted because of its proximity to manufacturing facilities and industry and transportation corridors including 46th Avenue and Vasquez Boulevard/US Highway 85. The construction of the interstate did not destroy the neighborhood, but provided access to the highway for residents of the community. The neighborhood maintained its livability after the interstate was built and would presumably still retain this function if the viaduct is reconstructed without capacity increases. For this reason, the integrity of the property would be impacted, but not adversely because the setting would still uphold the essential physical features that made the district eligible to the NRHP.

Other aspects of integrity, including Design Materials, and Workmanship, would also be impacted by the removal of two of the homes but to a lesser degree because only two contributing structures will be removed. The aspect of Association of the historic district and its elements of significance would remain the same because many of the physical features that convey the district's character would be retained and it would still demonstrate its link to its social history and be able to represent a neighborhood of pre- and post-World War II housing for low-income families. For these reasons, CDOT has determined the No Action South would result in **No Adverse Effect** to the A.R. Wessel Historic District.

The following properties are all located south of the viaduct and are between 300 and 500 feet from the existing structure near 45th Avenue. The replacement viaduct would be widened to the south and would be approximately 250 feet closer to these properties, which are eligible under Criterion C. There are no direct impacts associated with the proposed work and no temporary or permanent easements or ROW would be acquired from these properties. Potential indirect impacts include changes to the visual setting and the noise environment. Noise modeling at this

location has determined there would not be a perceptible increase in noise for the No Action Alternative. The change to the setting consists of reconstructing the viaduct so that I-70 can continue to function in its current capacity and configuration. This action would not directly or indirectly diminish the integrity of the properties significant historic features as they would still be able to convey their architectural significance under Criterion C. The action does not require a detrimental change in the character of the properties use or physical features within the properties setting. CDOT therefore concludes the determination is **No Adverse Effect** for these properties:

1. 5DV9714 [92], Olive Street LLC Property, 4503 Fillmore St.
2. 5DV9966 [117], Yoshimura Residence, 4450 Adams St.
3. 5DV9968 [116], McGee Residence, 4460 Adams St.
4. 5DV10003 [118], Vasquez Residence, 4450 Cook St.
5. 5DV10013 [100], Perez Residence, 4446 Fillmore St.
6. 5DV10014 [93], Tenenbaum Residence, 4453 Fillmore St.
7. 5DV10065 [101], Sweet Residence, 4461 Milwaukee St.

5.3.2.6 Properties with *No Historic Properties Affected* Determinations for No Action South Alternative in Section 3

There are no properties in Section 3 with this effect determination as a result of the No Action South Alternative.

5.3.3 Effects Determinations for Alternatives 1 and 3 in Section 3

Alternatives 1 and 3 both remain on the existing I-70 alignment. Alternative 1 adds one general purpose lane in each direction between I-25 and I-270 while Alternative 3 adds two tolled express lanes without general purpose lanes in the same area. The typical cross section width for Alternative 1 is 144 feet between I-25 and I-270, while Alternative 3 is wider, with a typical cross section of 200 feet. In Section 1, the widening associated with Alternative 3 could be as much as 250 feet wider than current conditions for a possible maximum of 400 feet for the section of I-70 between Thompson Court and Adams County Market Street Railroad/Chicago, Burlington & Quincy Railroad at approximately Monroe Street on the east. This width includes the reconstruction of the Vasquez/Steele St. interchange and ramps associated with the replacement of the viaduct starting at this point and widening of the facility. Visual effects include an increase in the visible mass of the highway and the proposed 10-20-foot-high noise walls. Noise is expected to increase over time, but the increase is less than three decibels, which is within the range considered barely perceptible. Noise barriers in this section would provide an approximately 5-decibel reduction. See Figure 3 and Figure 4.

This widening would have a direct impact on two individually eligible properties and 19 contributing properties in the A.R. Wessel district because they would be removed for the construction of the wider highway. The remaining resources are subject to potential indirect impacts because of their proximity to the wider facility.

The existing setting of the neighborhood is already dominated by the presence of I-70, and as described in the Section 3 description above, except for the A.R. Wessel District, the individually-eligible residences are representative of architectural styles but do not form a cohesive district. The criteria of adverse effect was applied in consideration of how the widening

of the highway would impact the integrity of the architectural significance of the structures that are individually eligible and to the entire historic district.

Both Alternatives have north and south options that shift the alignment to either side of the interstate. The north and south options provide a means to weigh impacts to historic resources on both sides of the interstate.

**Table 17
Summary of Effects – Alternatives 1 and 3 North Section 3**

Site Number	Map Location Number	Property Name and Address	National Register Eligibility	Alts 1 and 3 North		Consulting Parties Comments
				Type of Effects	Finding of Effects	
Historic Districts						
5DV10126	61-70, 73-91, 94-99, 102-115	Alfred R. Wessel Historic District	Eligible	ROW Acquisition and demolition of structures on 19 contributing parcels, historic setting, visual, noise	Adverse effect	
Individually Eligible Properties						
5DV9678	72	Rodriguez Residence 4539 Clayton St.	Eligible	Full ROW acquisition	Adverse effect	
5DV9679	71	Zale Property 4541 Clayton St.	Eligible	Full ROW acquisition	Adverse effect	
5DV9714	92	Olive Street LLC Property 4503 Fillmore St.	Eligible	Historic setting, visual, noise	No adverse effect	
5DV9966	117	Yoshimura Residence 4450 Adams St.	Eligible	Historic setting, visual, noise	No adverse effect	
5DV9968	116	McGee Residence 4460 Adams St.	Eligible	Historic setting, visual, noise	No adverse effect	
5DV10003	118	Vasquez Residence 4450 Cook St.	Eligible	Historic setting, visual, noise	No adverse effect	
5DV10013	100	Perez Residence 4446 Fillmore St.	Eligible	Historic setting, visual, noise	No adverse effect	
5DV10014	93	Tenenbaum Residence 4453 Fillmore St.	Eligible	Historic setting, visual, noise	No adverse effect	
5DV10065	101	Sweet Residence 4461 Milwaukee St	Eligible	Historic setting, visual, noise	No adverse effect	

5.3.3.1 Properties with *Adverse Effect* Determinations for Alternatives 1 and 3 North in Section 3

Alfred R. Wessel Historic District (5DV10126)

The properties in the district do not possess significance to be individually eligible to the National Register; however, 49 of the 60 houses are contributing resources in the eligible Alfred R. Wessel NRHP district, which was determined to be eligible under Criteria A, B, and C. Alternatives 1 and 3 North would result in the permanent acquisition of 19 contributing and three non-contributing parcels and the removal of the following structures.

Table 18
Complete ROW Acquisitions of Contributing Properties in the A.R. Wessel Historic District (5DV10126) – Alternatives 1 and 3 North Section 3

Site Number	Map Location Number	Resource Name	Address
5DV5149	[78]	Pacheco Residence	4650 Clayton St.
5DV9682	[83]	McCoy Residence	4600 Clayton St.
5DV9683	[70]	Luchetta Residence	4601 Clayton St.
5DV9684	[82]	Ramirez Residence	4610 Clayton St.
5DV9685	[69]	Dady Residence	4611 Clayton St.
5DV9686	[81]	Martinez Residence	4620 Clayton St.
5DV9687	[68]	Carrera and Ortiz Residence	4621 Clayton St.
5DV9688	[80]	Contreras Residence	4630 Clayton St.
5DV9689	[67]	Chaires Residence	4631 Clayton St.
5DV9690	[79]	Gorniak Residence	4640 Clayton St.
5DV9691	[66]	Romero Residence	4641 Clayton St.
5DV9692	[65]	Erives Residence	4651 Clayton St.
5DV9726	[99]	Warren Residence	4610 Fillmore St.
5DV9727	[91]	Griffie Residence	4615 Fillmore St.
5DV9728	[98]	Santa Cruz Property	4620 Fillmore St
5DV9730	[97]	Villarreal Property	4630 Fillmore St
5DV9731	[90]	Martinez Property	4635 Fillmore St
5DV9732	[96]	Cuevas Residence	4640 Fillmore St.
5DV9733	[89]	Pacheco Residence	4645 Fillmore St.

The ROW acquisitions of 19 of the 49 (38 percent) contributing properties within the historic district would substantially diminish the integrity of the historic district’s significant historic attributes and would alter the characteristics that qualify it for inclusion in the NRHP. Alternatives 1 and 3 North would result in **Adverse Effect** to the A.R. Wessel Historic District.

Alternatives 1 and 3 North would require the full acquisition of the following resources in Section 3 because they would be demolished for the new viaduct structure. The determination of **Adverse Effect** applies to these two resources:

1. 5DV9678 [72], Rodriguez Residence, 4539 Clayton St.
2. 5DV9679 [71], Zale Property, 4541 Clayton St.

5.3.3.2 Properties with *No Adverse Effect* Determinations for Alternatives 1 and 3 North in Section 3

The following properties are located south of the interstate. Even though Alternatives 1 and 3 North shift away from these properties, the interstate also widens to the south in the vicinity of the properties. No temporary or permanent easements or ROW acquisitions would be required from the properties. There would be noise, visual, and historic setting changes in the area as a result of these alternatives. The undertaking would involve replacement of the existing elevated I-70 with another elevated highway approximately 75 feet wider to the south at this location, and reconstruction of the York Street interchange. Visual effects would result from the increase in the visible mass of the highway and the 10-to 20-foot-high noise walls on either side of the structure. The visual changes would not dramatically change the overall character of the setting which is already dominated by the existing viaduct, nor would it diminish the characteristics that make these sites eligible for the NRHP. The residential properties may experience a small increase in traffic noise over time due to the freeway widening and shift. Under Alternatives 1 and 3, the noise level is projected to increase by approximately 6 decibels for the shift north option. Noise barriers adjacent to the highway would provide an approximate 5 decibel reduction which would limit the noise effects to within the range considered barely perceptible. The visual or audible elements introduced by the undertaking do not diminish the integrity of the properties' significant historic attributes because the properties would still be able to convey significance under Criterion C. Therefore, Alternatives 1 and 3 North would cause **No Adverse Effect** to the following properties:

1. 5DV9714 [92], Olive Street LLC Property, 4503 Fillmore St.
2. 5DV9966 [117], Yoshimura Residence, 4450 Adams St.
3. 5DV9968 [116], McGee Residence, 4460 Adams St.
4. 5DV10003 [118], Vasquez Residence, 4450 Cook St.
5. 5DV10013 [100], Perez Residence, 4446 Fillmore St.
6. 5DV10014 [93], Tenenbaum Residence, 4453 Fillmore St.
7. 5DV10065 [101], Sweet Residence, 4461 Milwaukee St.

5.3.3.3 Properties with *No Historic Properties Affected* Determinations for Alternatives 1 and 3 North in Section 3

There are no properties in Section 3 with this effect determination as a result of Alternatives 1 and 3 North.

**Table 19
Summary of Effects – Alternatives 1 and 3 South Section 3**

Site Number	Map Location Number	Property Name and Address	National Register Eligibility	Alts 1 and 3 South		Consulting Parties Comments
				Type of Effects	Finding of Effects	
Historic Districts						
5DV10126	61-70, 73-91, 94-99, 102-115	Alfred R. Wessel Historic District	Eligible	ROW Acquisition and demolition of structures on 19 contributing parcels, historic setting, visual, noise	No adverse effect	
Individually Eligible Properties						
5DV9678	72	Rodriguez Residence 4539 Clayton St.	Eligible	Full ROW acquisition	Adverse effect	
5DV9679	71	Zale Property 4541 Clayton St.	Eligible	Full ROW acquisition	Adverse effect	
5DV9714	92	Olive Street LLC Property 4503 Fillmore St.	Eligible	Full ROW acquisition	Adverse effect	
5DV9966	117	Yoshimura Residence 4450 Adams St.	Eligible	Historic setting, visual, noise	No adverse effect	
5DV9968	116	McGee Residence 4460 Adams St.	Eligible	Historic setting, visual, noise	No adverse effect	
5DV10003	118	Vasquez Residence 4450 Cook St.	Eligible	Historic setting, visual, noise	No adverse effect	
5DV10013	100	Perez Residence 4446 Fillmore St.	Eligible	Historic setting, visual, noise	No adverse effect	
5DV10014	93	Tenenbaum Residence 4453 Fillmore St.	Eligible	Historic setting, visual, noise	No adverse effect	
5DV10065	101	Sweet Residence 4461 Milwaukee St	Eligible	Historic setting, visual, noise	No adverse effect	

5.3.3.4 Properties with *Adverse Effect* Determinations for Alternatives 1 and 3 South in Section 3

Alternatives 1 and 3 South would require the full acquisition of the following resources in Section 3 because they would be demolished for the new viaduct structure. The determination of **Adverse Effect** applies to these three resources:

1. 5DV9678 [72], Rodriguez Residence, 4539 Clayton St.
2. 5DV9679 [71], Zale Property, 4541 Clayton St.
3. 5DV9714 [92], Olive Street LLC Property, 4503 Fillmore St.

5.3.3.5 Properties with *No Adverse Effect* Determinations for Alternatives 1 and 3 South in Section 3

Alfred R. Wessel Historic District (5DV10126)

The properties in the district do not possess significance to be individually eligible to the National Register; however, 49 of the 60 houses are contributing resources in the eligible Alfred R. Wessel NRHP district, which was determined to be eligible under Criteria A, B, and C. There would be no temporary or permanent ROW acquisition of any portion of the A.R. Wessel Historic District associated with the shift south option of Alternatives 1 and 3. However, there would be noise, visual, and historic setting changes in the area as a result of these alternatives. The existing elevated portion of I-70 would be replaced by another elevated highway that is approximately 300 feet wider to the south. Although the elevated structure would not be closer to the contributing properties in the district, visual effects would result from the increase in the visible mass of the highway and the 10-to 20-foot-high noise walls on either side of the structure. However, this visual change would not dramatically change the overall visual character of the setting, nor would it diminish the characteristics that make the district eligible for the NRHP. The residential properties would not experience an increase in traffic noise over time due to these alternatives. The noise level is projected to decrease slightly.

The visual or audible elements introduced by the undertaking do not diminish the integrity of the A.R. Wessel Historic District's significant historic attributes. The district would still be able to convey its historic significance and the characteristics that qualify it for inclusion in the NRHP would not be altered because the visual and auditory changes do not constitute adverse effects under Section 106 criteria. Therefore, Alternatives 1 and 3 South would cause No Adverse Effect to the historic district.

The following properties are located south of I-70, currently approximately 350-400 feet from the existing viaduct. Alternatives 1 and 3 South would shift the viaduct approximately 100 from the edge of these properties due to the widening necessary for capacity increases and shifting to the south. No temporary or permanent easements or ROW acquisitions would be required from the properties. There would be noise, visual, and historic setting changes in the area as a result of these alternatives. The undertaking would involve replacement of the existing elevated I-70 with another elevated highway approximately 300 feet wider to the south at this location. Visual effects would result from the increase in the visible mass of the highway and the 10-to 20-foot-high noise walls on either side of the structure. The visual changes would not dramatically change the overall character of the setting which is already dominated by the existing viaduct, nor would it diminish the characteristics that make these sites eligible for the NRHP. The residential properties may experience a small increase in traffic noise over time due to the

freeway widening and shift. Under Alternatives 1 and 3, the noise level is projected to increase by approximately 6 decibels for the shift south option. Noise barriers adjacent to the highway would provide an approximate 5 decibel reduction which would limit the noise effects to within the range considered barely perceptible. The visual or audible elements introduced by the undertaking do not diminish the integrity of the properties' significant historic attributes because the properties would still be able to convey significance under Criterion C. Therefore, Alternatives 1 and 3 North would cause **No Adverse Effect** to the following properties:

1. 5DV9966 [117], Yoshimura Residence, 4450 Adams St.
2. 5DV9968 [116], McGee Residence, 4460 Adams St.
3. 5DV10003 [118], Vasquez Residence, 4450 Cook St.
4. 5DV10013 [100], Perez Residence, 4446 Fillmore St.
5. 5DV10014 [93], Tenenbaum Residence, 4453 Fillmore St.
6. 5DV10065 [101], Sweet Residence, 4461 Milwaukee St.

5.3.3.6 Properties with *No Historic Properties Affected* Determinations for Alternatives 1 and 3 South in Section 3

There are no properties in Section 3 with this effect determination as a result of Alternatives 1 and 3 South.

5.3.4 Effects Determinations for Alternatives 4 and 6 East and West in Section 3

Alternatives 4 and 6 would realign I-70 to follow Brighton Boulevard and extend to the northeast in the vicinity of 56th Avenue toward a new interchange with I-270 near Vasquez Boulevard. The alternatives would then follow the existing I-270 alignment southeast to the existing interchange with I-70. For both alternatives, the new construction of I-70 would start west of the South Platte River, at Washington Street and would include improvements to 46th Avenue underneath the existing viaduct. The typical cross section width for Alternative 4 is 144 feet between I-25 and I-270, while Alternative 6 is wider, with a typical cross section of 200 feet. The wider alternative was used to calculate impacts, and Alternatives 4 and 6 East and West have the same effects to historic properties in Section 3. See Figure 5 and Figure 6.

Alternative 4 would include four general purpose lanes in each direction and would leave existing I-70 just west of Brighton Boulevard and follow the BNSF and Rock Island railroads north of the Elyria and Swansea neighborhood, connecting back into existing I-70 just west of Quebec Street. Alternative 6 would include three general purpose lanes and two tolled express lanes in each direction and would leave existing I-70 just west of Brighton Boulevard and follow the BNSF and Rock Island railroads around the Elyria and Swansea neighborhood, connecting back into existing I-70 just west of Quebec Street. For both Alternative 4 and 6, the existing viaduct would be removed when I-70 is realigned, and 46th Avenue would be converted into a four- to six-lane arterial between Washington Street and Quebec Street.

The realignment alternatives have two options that shift to the east or to the west. Alternatives 4 and 6 West shift the new freeway approximately 400 feet west of the existing Brighton Boulevard alignment. Alternatives 4 and 6 East are closer to the existing Brighton Boulevard alignment.

There are potential indirect impacts to historic properties as a result of removing the existing I-70 viaduct between Brighton Boulevard and Colorado Boulevard, and converting 46th Avenue into a four- to six- lane arterial.

**Table 20
Summary of Effects – Alternatives 4 and 6 East and West in Section 3**

Site Number	Map Location Number	Property Name and Address	National Register Eligibility	Alts 4 and 6 West		Alts 4 and 6 East		Consulting Parties Comments
				Type of Effects	Finding of Effects	Type of Effects	Finding of Effects	
Historic Districts								
5DV10126 [61-70, 73-91, 94-99, 102-115]		Alfred R. Wessel Historic District	Eligible	Historic setting, visual, noise	No adverse effect	Historic setting, visual, noise	No adverse effect	
Individually Eligible Properties								
5DV9678 [72]		Rodriguez Residence 4539 Clayton St.	Eligible	None	No historic properties affected	None	No historic properties affected	
5DV9679 [71]		Zale Property 4541 Clayton St.	Eligible	None	No historic properties affected	None	No historic properties affected	
5DV9714 [92]		Olive Street LLC Property 4503 Fillmore St.	Eligible	None	No historic properties affected	None	No historic properties affected	
5DV9966 [117]		McGee Residence 4460 Adams St.	Eligible	None	No historic properties affected	None	No historic properties affected	
5DV9968 [116]		Yoshimura Residence 4450 Adams St.	Eligible	None	No historic properties affected	None	No historic properties affected	
5DV10003 [118]		Vasquez Residence 4450 Cook St.	Eligible	None	No historic properties affected	None	No historic properties affected	
5DV10013 [100]		Perez Residence 4446 Fillmore St.	Eligible	None	No historic properties affected	None	No historic properties affected	
5DV10014 [93]		Tenenbaum Residence 4453 Fillmore St.	Eligible	None	No historic properties affected	None	No historic properties affected	
5DV10065 [101]		Sweet Residence 4461 Milwaukee St	Eligible	None	No historic properties affected	None	No historic properties affected	

5.3.4.1 Properties with *Adverse Effect* Determinations for Alternatives 4 and 6 in Section 3

There are no properties in Section 3 with this effect determination as a result of Alternatives 1 and 3 South.

5.3.4.2 Properties with *No Adverse Effect* Determinations for Alternatives 4 and 6 in Section 3

Alfred R. Wessel Historic District (5DV10126)

The existing I-70, now located between approximately 50 and 1,050 feet south of the contributing properties in the A.R. Wessel Historic District would be removed, including removal of the Steele Street and Vasquez Boulevard interchange, and 46th Avenue would be improved to serve as a four- to six-lane roadway along the existing I-70 alignment. Construction of the realigned, elevated freeway and noise barriers would introduce a major highway facility one-half mile northwest of the district where none previously existed, but it would not be visible from the contributing properties. Also, under Alternatives 4 and 6 the noise level is projected to decrease. Removal of the viaduct constitutes a significant visual change in the vicinity of the district but it does not have the potential to alter the district's ability to convey its significance under Criteria A, B, and C. The visual or audible elements introduced by the undertaking do not diminish the integrity of the district's significant historic attributes and would not alter the characteristics that qualify it for inclusion in the NRHP. Therefore, Alternatives 4 and 6 would cause **No Adverse Effect** to the A.R. Wessel Historic District.

5.3.4.3 Properties with *Adverse Effect* Determinations for Alternatives 4 and 6 in Section 3

The following properties are not located within the vicinity of the proposed undertaking for Alternatives 4 and 6 and far enough removed from I-70 that they would not be subject to direct or indirect effects as a result of the removal of the I-70 viaduct and improvement of 46th Avenue as 2- to 4- lane arterial. Due to the lack of direct or indirect effects to these properties, CDOT has determined that Alternatives 4 and 6 would result in **No Historic Properties Affected** for the following properties:

1. 5DV9678 [72], Rodriguez Residence, 4539 Clayton St.
2. 5DV9679 [71], Zale Property, 4541 Clayton St.
3. 5DV9714 [92], Olive Street LLC Property, 4503 Fillmore St.
4. 5DV9966 [117], Yoshimura Residence, 4450 Adams St.
5. 5DV9968 [116], McGee Residence, 4460 Adams St.
6. 5DV10003 [118], Vasquez Residence, 4450 Cook St.
7. 5DV10013 [100], Perez Residence, 4446 Fillmore St.
8. 5DV10014 [93], Tenenbaum Residence, 4453 Fillmore St.
9. 5DV10065 [101], Sweet Residence, 4461 Milwaukee St.

5.4 SECTION 4

This section includes properties north and south of I-70. The western boundary is the Adams County Market Street Railroad (5AM1298.2) at Monroe Street and the eastern boundary is Quebec Street west of the I-270 interchange. See Figure 11.

Description of Existing Setting for Section 4: The section includes large industrial and commercial properties and does not have any residential properties. It includes the Safeway Historic District at Colorado Boulevard and several commercial properties noted for representing Modern Movement and International Style architecture

5.4.1 NHRP Eligible Properties in Section 4

The following section includes brief summaries of NRHP eligible or listed districts and contributing resources; linear resources; and architectural resources in this section. The map location numbers in brackets correspond to the numbers used on the Alternatives maps and are used in the tables.

Safeway Distribution Center (5DV9232 includes 5DV10394, 5DV10395, 5DV10396, 5DV10397, 5DV10398, 5DV10399, 5DV10400, 5DV10401) [123-130]: The Safeway Distribution Center Historic District consists of a complex of six historic buildings and two railroad spurs. Subsequent to the recording for this project, the Office of Archaeology and Historic Preservation retired all associated site numbers originally used for the contributing features and merged all of the features into 5DV9232. Six are contributing resources and two are noncontributing. These are listed in Table 21. At the time of its construction, the Safeway Distribution Center was the largest and most modern of its type west of the Mississippi, and represented “the most important marketing and distribution center in the Rocky Mountain Empire.” The center is significant due to its association with the establishment of large-scale grocery distribution in the Rocky Mountain region. While the Safeway Distribution Center has changed considerably as a result of the appended buildings constructed over the years, its original purpose, function, and historic character have been retained. Numerous additions and modifications have visually obscured the original warehouse in several areas; however, the general characteristics and feel of the original warehouse, truck service garage and salvage warehouse remain intact, and the historic physical integrity of the building remains good. The district is eligible under Criterion A because of its significant relationship to the development of Colorado’s economic history, as well as a substantial contributor to the ascendancy of Denver as the marketing center in the Rocky Mountain Region following World War II. The district is also eligible under Criterion C for its significant architectural features and design, particularly the warehouse, which combines all of the necessary warehouse spaces into one single building and exploits both rail and overland traffic operating from one structure.

**Table 21
Contributing Resources within the
Safeway Distribution Center Historic District (5DV9232)**

Site Number	Map Location Number	Resource Type	Resource Name/Address	National Register Eligibility
5DV10394	[123]	Commercial building	Central Warehouse 4200-4600 East 46th Ave.	Contributing
5DV10395	[130]	Commercial building	Transport Control Facility	Non-contributing
5DV10396	[124]	Commercial building	Security Building	Contributing
5DV10397	[125]	Commercial building	Truck Washing Facility	Contributing

Table 21
Contributing Resources within the
Safeway Distribution Center Historic District (5DV9232)

Site Number	Map Location Number	Resource Type	Resource Name/Address	National Register Eligibility
5DV10398	[126]	Commercial building	Truck Service Facility	Contributing
5DV10399	[129]	Commercial building	Salvage Facility	Contributing
5DV10400	[127]	Railroad Spur	West Railroad Spur	Contributing
5DV10401	[128]	Railroad Spur	East Railroad Spur	Non-contributing

Adams County Market Street Railroad/Chicago, Burlington & Quincy Railroad Segment (5AM1298.2): Site 5AM1298.2 consists of a two track segment of standard gauge railroad which begins north of Sand Creek Junction (located near West 60th Avenue and Brighton Road), runs south to East 39th Avenue, turns west toward the Union Pacific Pullman Shops, and then southwest along Market Street to 18th Street. The Market Street Line also connects with Union Pacific (UPRR) on Blake Street. Colorado, Burlington, & Quincy (CB&Q) also built the Market Street Line in 1911. The tracks, rail ties, and track bedding have been replaced and/or modified, and a number of spurs have been rerouted or altered to accommodate the changing business climate of the areas through which it travels. Research indicates that this segment of mainline remains located along its original alignment and historic ROW and maintains its significance as a critical segment of railroad that played an important role in the commercial development of metropolitan Denver and Colorado. It is eligible under Criterion A for its association with the broad history of our country's expansion of commerce in the West.

Union Pacific Beltline Railroad Segment (5AM2083.1): Site 5AM2083.1 consists of a two track segment of standard gauge railroad that begins north of the westbound lanes of I-70 at Stapleton Dr, the frontage road on the north side of I-70. The rail line travels diagonally to the northwest bisecting UPRR railroad and BNSF railroad south of the SunCor Refinery. The ending location of this rail line is located near East 56th Avenue and Elizabeth Street. The rail line was intended to connect the Rock Island and UPRR railroads to manufacturing businesses in the north and west portion of the Denver metropolitan area to the eastern part of the Denver metropolitan area. This mainline helped eliminate the need to travel through congested urban areas. This mainline of rail was constructed in 1951. As of the date of the survey (2007), the railroad tracks appear new and the ties have likely been replaced recently as well. The bed upon which the rails and ties sit has also been refilled and replaced with new stone over the years, however, original bed material lays beneath the newer ballasting. This railroad segment contributes to the overall eligibility of the Union Pacific Beltline Railroad as a whole because the mainline continues to be located along the historic ROW and maintains its original purpose and function of connecting central, metropolitan Denver to other important rural and urban centers in the western United States and beyond. It is eligible under Criterion A for its association with the broad history of our country's expansion of commerce in the West.

Tri-R Recycling Business, 3600 East 48th Ave. (5DV9227) [119]: This is a commercial use building, consisting of a brick office area backed by an attached cinderblock warehouse upon a concrete foundation. The building is located in the Swansea neighborhood of Denver in an area that is primarily industrial/commercial in character. Although it has undergone limited modern alterations, the historic physical integrity of the building remains good and it is eligible for listing on the NRHP under Criterion C as a good example of the Modern Movement and International style commercial buildings from the middle of the 20th century.

Univar, 4300 Holly St. (5DV9231) [131]: This is a one-story brick commercial use building located in the Northeast Park Hill neighborhood of Denver in an area that is primarily industrial/commercial in character. The main building on this property does not appear to have undergone any structural additions or modifications since its 1960 date of construction, and it is eligible for listing on the NRHP under Criterion C as a good example of a mid-20th century commercial building with International style features. Univar USA is a company that specializes in chemical distribution and hazardous materials transportation and disposal.

Goalie Construction Business, 4715 Colorado Blvd. (5DV9988) [121]: This is a one-story commercial use building with steel frame and posts, curtain walls (cinder block and brick faced), steel deck roof, and concrete floors. It is located in the Northeast Park Hill neighborhood of Denver in an area that is primarily industrial/commercial in character. This building was constructed as a parts distribution center for General Motors Corp., Truck and Coach Division in 1953 and was owned and operated by General Motors until the 1970s. The building is eligible for listing on the NRHP under Criterion C as a good example of the International style.

Doyle and Padick Partners Property, 4800 Colorado Blvd. (5DV9989) [122]: This is a one and one-half story rectangular plan commercial use building with a flat roof, and a pier and brick masonry curtain wall construction. The building is located in the Northeast Park Hill neighborhood of Denver in an area that is primarily industrial/commercial in character. Although it has undergone limited modern alterations, the historic physical integrity of the building remains good and it is eligible for listing on the NRHP under Criterion C as a good architectural representative of a mid-20th century International style with Usonian characteristics.

Paramount Construction Inc., 4701 Jackson St. (5DV10047) [120]: This is a one-story T-shaped plan commercial use building with a flat roof and constructed of iron posts with brick facing. The building is located in the Swansea neighborhood of Denver in an area that is primarily industrial/commercial in character. Although it has undergone limited modern alterations, the historic physical integrity of the building remains good and it is eligible for listing on the NRHP under Criterion C as a good example of the International style.

5.4.2 Effects Determinations for No Action Alternative in Section 4

For the No Action Alternative North and South options, the replacement of the viaduct would begin at Brighton Blvd. and end at Colorado Blvd, within Section 4. Reconstruction of the existing viaduct under the No-Action scenario would require acquisition of additional right of way (ROW), in order to maintain traffic on I-70 during the reconstruction effort. In Section 4, the amount of ROW estimated would be approximately 50 feet on the north side of the interstate

because the reconstructed viaduct would be approximately 125 feet wider than the existing structure.

Two options exist for reconstructing the viaduct: shifting immediately to the north (No-Action North) or immediately to the south (No-Action South). Off- and on-ramps would be realigned at Brighton Boulevard, York Street, and Steele Street. The proposed improvements would keep the lane configuration the same, with six general-purpose lanes (three in each direction) and a width of approximately 250 feet for the viaduct.

**Table 22
Summary of Effects – No Action North and South Alternative Section 1**

Site Number	Map Location Number	Property Name and Address	National Register Eligibility	No Action North		No Action South		Consulting Parties Comments
				Type of Effects	Finding of Effects	Type of Effects	Finding of Effects	
Historic Districts								
5DV9232	123-130	Safeway Distribution Center Historic District	Eligible	None	No historic properties affected	None	No historic properties affected	
Railroads								
5AM1298.2	Shown on Map	Adams County Market Street RR	Segment supports the eligibility of the overall linear resource	Wider viaduct over railroad	No Adverse Effect	Wider viaduct over railroad	No Adverse Effect	
5AM2083.1	Shown on Map	Union Pacific Beltline RR Segment	Segment supports the eligibility of the overall linear resource	None	No historic properties affected	None	No historic properties affected	
Individually Eligible Properties								
5DV9227	119	Tri-R Recycling Business 3600 East 48 th Ave.	Eligible	None	No historic properties affected	None	No historic properties affected	
5DV923]	131	Univar 4300 Holly St.	Eligible	None	No historic properties affected	None	No historic properties affected	
5DV9988	121	Goalie Construction Business 4715 Colorado Blvd.	Eligible	None	No historic properties affected	None	No historic properties affected	
5DV9989	122	Doyle and Padick Partners Property 4800 Colorado Blvd.	Eligible	None	No historic properties affected	None	No historic properties affected	
5DV10047	120	Paramount Construction Inc. 4701 Jackson St	Eligible	None	No historic properties affected	None	No historic properties affected	

Please Note: All effects determinations are the same for the North and South No Action Alternative.

5.4.2.1 Properties with *Adverse Effect* Determinations for No Action Alternative in Section 4

There are no properties in Section 4 with this effect determination as a result of No Action Alternative.

5.4.2.2 Properties with *No Adverse Effect* Determinations for No Action Alternative in Section 4

Adams County Market Street Railroad/Chicago, Burlington & Quincy Railroad Segment (5AM1298.2)

There would be no ROW acquisitions or physical effects to any portion of the railroad associated with both the shift north and shift south options of Alternatives 1 and 3. The undertaking would involve replacing the existing elevated I-70 viaduct with another elevated and wider viaduct, which would require replacing the bridge that now crosses the railroad between Steele Street and Colorado Boulevard. Construction of the wider bridge would not modify the railway but would change the existing setting. However, this change does not diminish the integrity of the property's significant historic attributes and would not alter the characteristics that qualify it for inclusion in the NRHP. Therefore, CDOT has determined the No Action Alternative would cause **No Adverse Effect** to the resource.

5.4.2.3 Properties with *No Historic Properties Affected* Determinations for No Action Alternative in Section 4

All of the properties in Section 4, except for 5AM1298.2, are located more than 800 feet from the vicinity of the proposed work for the No-Action Alternatives. Indirect impacts from the replacement of the existing elevated I-70 are minimal because the No-Action North alternative would bring the elevated highway approximately 50 feet closer to the properties than current conditions. The proposed undertaking would not dramatically change the overall visual character of the area because the viaduct will be replaced with a similar structure. The commercial properties may experience a small increase in traffic noise over time due to the No Action Alternatives, although detailed noise analysis of commercial areas was not performed as part of the noise study. The visual or audible elements introduced by the undertaking do not diminish the integrity of the properties' significant historic attributes and would not result in any type of change, modification, or alteration of the characteristics that qualify them for inclusion in the NRHP. Therefore, CDOT has determined the No-Action Alternatives would cause **No Historic Properties Affected** to the following properties in Section 4:

1. 2083.1 Union Pacific Beltline Railroad Segment
2. 5DV9227 [119]: Tri-R Recycling Business, 3600 East 48th Ave.
3. 5DV10047 [120]: Paramount Construction, Inc., 4701 Jackson Street
4. 5DV9988 [121]: Goalie Construction Business, 4715 Colorado Blvd.
5. 5DV9989 [122]: Doyle and Padick Partners Property, 4800 Colorado Blvd.
6. 5DV9232 [123-130]: Safeway Distribution Center Historic District, 4200-4600 E. 46th Ave.
7. 5DV9231 [131]: Univar USA, 4300 Holly St.

5.4.3 Alternatives 1 and 3 Effects Determinations in Section 4

Alternatives 1 and 3 both remain on the existing I-70 alignment. Alternative 1 adds one general purpose lane in each direction between I-25 and I-270 while Alternative 3 adds two tolled express lanes without general purpose lanes in the same area. The typical cross section width for Alternative 1 is 144 feet between I-25 and I-270, while Alternative 3 is wider, with a typical cross section of 200 feet. In Section 4, the widening associated with Alternative 3 could be as much as 250 feet wider than current conditions for a possible maximum of 500 feet for the section of I-70 between the Adams Street Railroad and Quebec Street. This width includes the reconstruction of the Colorado Boulevard interchange, associated with the replacement of the viaduct ending at Colorado Blvd. Visual effects include an increase in the visible mass of the highway. Noise is expected to increase over time, but the area is commercial and industrial. Both Alternatives have north and south options that shift the alignment to either side of the interstate. The north and south options provide a means to weigh impacts to historic resources on both sides of the interstate. This widening to the north or south would not have a direct impact on most of the historic properties in Section 4, with the exception of 5DV9231 [131], the Univar facility, which would be removed due to the widening associated with Alternatives 1 and 3 South and would also have temporary construction impacts associated with Alternatives 1 and 3 North. The remaining resources were evaluated for potential indirect impacts because of their proximity to the wider facility. All of the effects determinations are the same for Alternatives 1 and 3 in Section 4, with the exception of the Univar facility.

**Table 23
Summary of Effects – Alternatives 1 and 3 North Section 4**

Site Number	Map Location Number	Property Name and Address	National Register Eligibility	Alts 1 and 3 North		Consulting Parties Comments
				Type of Effects	Finding of Effects	
Historic Districts						
5DV9232	123-130	Safeway Distribution Center	Eligible	ROW acquisition	No adverse effect	
Railroads						
5AM1298.2	Shown on Map	Adams County Market Street Railroad	Segment supports the eligibility of the overall linear resource	Historic setting, visual, noise	No adverse effect	
5AM2083.1	Shown on Map	Union Pacific Beltline Railroad Segment	Segment supports the eligibility of the overall linear resource	Historic setting, visual, noise	No adverse effect	
Individually Eligible Properties						
5DV9227	119	Tri-R Recycling 3600 East 48 th Ave.	Eligible	Historic setting, visual, noise	No adverse effect	
5DV9231	131	Univar 4300 Holly St.	Eligible	Temp. Const. Easement/Historic setting, visual, noise	No adverse effect	
5DV9988	121	Goalie Construction Business 4715 Colorado Blvd.	Eligible	Historic setting, visual, noise	No adverse effect	
5DV9989	122	Doyle and Padick Partners Property 4800 Colorado Blvd.	Eligible	Historic setting, visual, noise	No adverse effect	
5DV10047	120	Paramount Construction Inc. 4701 Jackson St.	Eligible	Historic setting, visual, noise	No adverse effect	

5.4.3.1 Properties with *Adverse Effect* Determinations for Alternatives 1 and 3 North in Section 4

There are no properties in Section 4 with this effect determination as a result of Alternatives 1 and 3 North.

5.4.3.2 Properties with *No Adverse Effect* Determinations for Alternatives 1 and 3 North in Section 4

Safeway Distribution Center (5DV9232 includes 5DV10394, 5DV10395, 5DV10396, 5DV10397, 5DV10398, 5DV10399, 5DV10400, 5DV10401) [123-130]: There would be a temporary construction easement and ROW acquisition of property on the northern edge of the Safeway Distribution Center Historic District associated with Alternatives 1 and 3 North (calculated as 3.76 acres, or 6 percent of the property). The land impacted by this ROW acquisition currently consists of the northern edge of the parking lot and the Transport Control Facility (5DV10395) a small rectangular building on the northeast edge of the district, which was officially determined to not contribute to the eligibility of the Safeway Distribution Center Historic District. The ROW acquisition also would include a temporary construction easement that extends to the Security Building (5DV10396), a contributing element that is directly east of the Transport Control Facility. However, the Security Building is not within the actual construction footprint, and will not be demolished or moved as a result of the temporary construction easement. There would be noise, visual, and historic setting changes in the area as a result of this alternative. The undertaking would involve replacement of the existing elevated I-70 with another elevated and wider highway to the north by approximately 75 feet. Visual effects would result from the increase in the visible mass of the highway. The Safeway Distribution Center Historic District may experience a small increase in traffic noise over time due to the freeway widening and shift, although detailed noise analysis of commercial areas was not performed as part of the noise study. The undertaking would remove a small, non-contributing structure as a result of the temporary construction easement but the majority of the district would remain intact. The visual or audible elements introduced by the undertaking do not diminish the integrity of the district's significant historic attributes and would not alter the characteristics that qualify it for inclusion in the NRHP under both Criteria A and C. Therefore, CDOT has determined Alternatives 1 and 3 North would cause **No Adverse Effect** to the Safeway Distribution Center Historic District.

Univar, 4300 Holly Street 5DV9231, [131]: There would be a temporary construction easement acquisition of 0.08 acres (1 percent) of the Univar property associated with the shift north option of Alternatives 1 and 3. The construction easement would temporarily require the use of a portion of the parking lot along the northern edge of the property to allow construction access for the planned improvements to I-70. This is not considered to be an adverse effect because there would be no permanent physical changes to the acquired area of this parcel and the historic structure would remain intact. These alternatives would create visual and historic setting changes. The existing, at-grade portion of I-70 would be replaced by another at-grade highway that is approximately 175 feet wider to the north. However, this visual change would not dramatically change the overall visual character of the setting, nor would it diminish the characteristics that make the site eligible for the NRHP. This commercial property may experience a small increase in traffic noise over time due to the widening of I-70, although detailed noise analysis of commercial areas was not performed as part of the noise study. The visual or audible elements introduced by the undertaking, and the minor temporary construction

easement of the property, would not diminish the integrity of the property's significant historic attributes and would not alter the characteristics that qualify it for inclusion in the NRHP under Criterion C. Therefore, CDOT has determined the shift north option of Alternatives 1 and 3 would cause **No Adverse Effect** to the resource.

Adams County Market Street Railroad/Chicago, Burlington & Quincy Railroad Segment, 5AM1298.2: There would be no ROW acquisitions or physical effects to any portion of the railroad associated with both the shift north and shift south options of Alternatives 1 and 3. The undertaking would involve replacing the existing elevated I-70 viaduct with another elevated and wider viaduct to carry five general purpose lanes in each direction in this section. This would require replacing the bridge that now crosses the railroad between Steele Street and Colorado Boulevard. Construction of the wider bridge would not modify the railway but would change the existing setting. However, this change does not diminish the integrity of the property's significant historic attributes and would not alter the characteristics that qualify it for inclusion in the NRHP under Criterion A. Therefore, CDOT has determined Alternative 1 and 3 North would cause **No Adverse Effect** to the resource.

Union Pacific Beltline Railroad Segment, 5AM2083.1: This railroad segment begins north of I-70 at Stapleton Dr and heads northwest to a point near the SunCor refinery. Changes to the railroad would occur due to the Alternatives 1 and 3 North, which would include reconfiguring the on and off ramps for traffic flow between Quebec Street and I-70 and rebuilding the frontage road on the north side of I-70. While it is unlikely that any ROW would be acquired for these ramps, the railroad grade would be affected by the wider interstate and the reconfigured ramps. These impacts would not affect the ability of the railroad grade to convey its historic significance under Criterion A. Therefore, CDOT has determined the shift north option of Alternatives 1 and 3 would cause **No Adverse Effect** to the resource.

The following properties are located approximately 400 to 1000 feet north of the northern limits of work for Alternatives 1 and 3 North. There would be no temporary or permanent construction easements or ROW acquisition of any of these properties but potential indirect impacts might occur from the proposed work to widen I-70 and reconfigure the on and off ramps for traffic flow between I-70 and Colorado Boulevard. The highway would remain in its current location but be widened to the north by approximately 300 feet and therefore be closer to these properties. All of the properties are eligible under Criterion C as representative of commercial architectural styles. Although the Shift North alternative would bring the highway closer to the properties, it would not change or modify their ability to convey architectural significance. The commercial properties may experience a small increase in traffic noise over time due to the widening of I-70, although detailed noise analysis of commercial areas was not performed as part of the noise study. The visual elements introduced by Alternatives 1 and 3 North do not diminish the integrity of the properties' significant historic attributes and would not alter the characteristics that qualify them for inclusion in the NRHP. Therefore, CDOT has determined that Alternatives 1 and 3 North would cause **No Adverse Effect** to the following resources:

1. 5DV9227 [119]: Tri-R Recycling Business, 3600 East 48th Ave.
2. 5DV10047 [120]: Paramount Construction, Inc., 4701 Jackson Street
3. 5DV9988 [121]: Goalie Construction Business, 4715 Colorado Blvd.
4. 5DV9989 [122]: Doyle and Padick Partners Property, 4800 Colorado Blvd.

5.4.3.3 Properties with *No Historic Properties Affected* Determinations for Alternatives 1 and 3 North in Section 4

There are no properties in Section 4 with this effect determination as a result of Alternatives 1 and 3 North.

5.4.3.4 Properties with *Adverse Effect* Determinations for Alternatives 1 and 3 South in Section 4

Univar, 4300 Holly Street (5DV9231 [131]): Alternatives 1 and 3 South would result in the ROW acquisition of the entire 5.00 acres of this property, which would be an **Adverse Effect** to the historic property.

5.4.3.5 Properties with *No Adverse Effect* Determinations for Alternatives 1 and 3 South in Section 4

Safeway Distribution Center (5DV9232 includes 5DV10394, 5DV10395, 5DV10396, 5DV10397, 5DV10398, 5DV10399, 5DV10400, 5DV10401) [123-130]: There would be a temporary construction easement and ROW acquisition of property on the northern edge of the Safeway Distribution Center Historic District associated with Alternatives 1 and 3 South (calculated as 4.23 acres, or 7 percent of the property). Even though Alternatives 1 and 3 South take a slightly larger portion of the property, greater impacts were avoided because the viaduct ends on the east side of Colorado Blvd and provides more room for the highway to expand to the north in Section 4.

The land impacted by this ROW acquisition currently consists of the northern edge of the parking lot and the Transport Control Facility (5DV10395) a small rectangular building on the northeast edge of the district, which was officially determined to not contribute to the eligibility of the Safeway Distribution Center Historic District. The ROW acquisition also would include a temporary construction easement that extends to the Security Building (5DV10396), a contributing element that is directly east of the Transport Control Facility. However, the Security Building is not within the actual construction footprint, and will not be demolished or moved as a result of the temporary construction easement. There would be noise, visual, and historic setting changes in the area as a result of this alternative. The undertaking would involve replacement of the existing elevated I-70 with another elevated and wider highway to the north by approximately 75 feet. Visual effects would result from the increase in the visible mass of the highway. The Safeway Distribution Center Historic District may experience a small increase in traffic noise over time due to the freeway widening and shift, although detailed noise analysis of commercial areas was not performed as part of the noise study. The undertaking would remove a small, non-contributing structure as a result of the temporary construction easement but the majority of the district would remain intact. The visual or audible elements introduced by the undertaking do not diminish the integrity of the district's significant historic attributes and would not alter the characteristics that qualify it for inclusion in the NRHP under both Criteria A and C. Therefore, CDOT has determined Alternatives 1 and 3 South would cause **No Adverse Effect** to the Safeway Distribution Center Historic District.

**Table 24
Summary of Effects – Alternatives 1 and 3 South Section 4**

Site Number	Map Location Number	Property Name and Address	National Register Eligibility	Alts 1 and 3 South		Consulting Parties Comments
				Type of Effects	Finding of Effects	
Historic Districts						
5DV9232	123-130	Safeway Distribution Center	Eligible	ROW acquisition	No adverse effect	
Railroads						
5AM1298.2	Shown on Map	Adams County Market Street Railroad	Segment supports the eligibility of the overall linear resource	Historic setting, visual, noise	No adverse effect	
5AM2083.1	Shown on Map	Union Pacific Beltline Railroad Segment	Segment supports the eligibility of the overall linear resource	Historic setting, visual, noise	No adverse effect	
Individually Eligible Properties						
5DV9227	119	Tri-R Recycling 3600 East 48 th Ave.	Eligible	Historic setting, visual, noise	No adverse effect	
5DV9231	131	Univar 4300 Holly St.	Eligible	Full ROW acquisition	Adverse effect	
5DV9988	121	Goalie Construction Business 4715 Colorado Blvd.	Eligible	Historic setting, visual, noise	No adverse effect	
5DV9989	122	Doyle and Padick Partners Property 4800 Colorado Blvd.	Eligible	Historic setting, visual, noise	No adverse effect	
5DV10047	120	Paramount Construction Inc. 4701 Jackson St.	Eligible	Historic setting, visual, noise	No adverse effect	

5AM1298.2 Adams County Market Street Railroad/Chicago, Burlington & Quincy Railroad Segment: There would be no ROW acquisitions or physical effects to any portion of the railroad associated with the shift south options of Alternatives 1 and 3. The undertaking would involve replacement of the existing elevated I-70 with another elevated and wider highway to widen the facility to five general purpose lanes in each direction in this section. This undertaking would require the reconstruction of the bridge that now crosses the railroad between Steele Street and Colorado Boulevard. Construction of the new bridge would not alter or modify the current appearance of the railway but would change the existing setting. However, these changes would not diminish the integrity of the property's significant historic attributes and would not alter the characteristics that qualify it for inclusion in the NRHP under Criterion A. Therefore, CDOT has determined the No-Action Alternatives would cause **No Adverse Effect** to the resource.

Union Pacific Beltline Railroad Segment, 5AM2083.1: This railroad segment begins north of I-70 at Stapleton Drive and heads northwest to a point near the SunCor refinery. Changes to the railroad would occur due to the Alternatives 1 and 3 South, which would include reconfiguring the on and off ramps for traffic flow between Quebec Street and I-70 and rebuilding the frontage road on the north side of I-70. While it is unlikely that any ROW would be acquired for these ramps, the railroad grade would be affected by the wider interstate and the reconfigured ramps. These impacts would not affect the ability of the railroad grade to convey its historic significance under Criterion A. Therefore, CDOT has determined the shift south option of Alternatives 1 and 3 would cause **No Adverse Effect** to the resource.

The following properties are located approximately 600 to 1600 feet north of the northern limits of work for Alternatives 1 and 3 South. There would be no temporary or permanent construction easements or ROW acquisition of any of these properties but potential indirect impacts might occur from the proposed work to widen I-70 and reconfigure the on and off ramps for traffic flow between I-70 and Colorado Boulevard. The highway would remain in its current location but be widened to the south by approximately 300 feet and therefore be farther from these properties. All of the properties are eligible under Criterion C as representative of commercial architectural styles. The Shift South of Alternatives 1 and 3 would not change or modify their ability to convey architectural significance. The commercial properties may experience a small increase in traffic noise over time due to the widening of I-70, although detailed noise analysis of commercial areas was not performed as part of the noise study. The visual elements introduced by Alternatives 1 and 3 South do not diminish the integrity of the properties' significant historic attributes and would not alter the characteristics that qualify them for inclusion in the NRHP. Therefore, CDOT has determined that Alternatives 1 and 3 South would cause **No Adverse Effect** to the following resources:

1. 5DV9227 [119]: Tri-R Recycling Business, 3600 East 48th Ave.
2. 5DV10047 [120]: Paramount Construction, Inc., 4701 Jackson Street
3. 5DV9988 [121]: Goalie Construction Business, 4715 Colorado Blvd.
4. 5DV9989 [122]: Doyle and Padick Partners Property, 4800 Colorado Blvd.

5.4.3.6 Properties with *No Historic Properties Affected* Determinations for Alternatives 1 and 3 South in Section 4

There are no properties in Section 4 with this effect determination as a result of Alternatives 1 and 3 South.

5.4.4 Effects Determinations for Alternatives 4 and 6 East and West in Section 4

Description of Alternatives 4 and 6, East and West:

Alternatives 4 and 6 would realign I-70 to follow Brighton Boulevard and extend to the northeast in the vicinity of 56th Avenue toward a new interchange with I-270 near Vasquez Boulevard. The alternatives would then follow the existing I-270 alignment southeast to the existing interchange with I-70. For both alternatives, the new construction of I-70 would start west of the South Platte River, at Washington Street and would include improvements to 46th Avenue underneath the existing viaduct. The typical cross section width for Alternative 4 is 144 feet between I-25 and I-270, while Alternative 6 is wider, with a typical cross section of 200 feet. Alternatives 4 and 6 East have the same effects to historic properties as the wider alternative was used to calculate impacts. Similarly, Alternatives 4 and 6 West have the same effects to historic properties.

Alternative 4 would include four general purpose lanes in each direction and would leave existing I-70 just west of Brighton Boulevard and follow the BNSF and Rock Island Railroads north of the Elyria and Swansea neighborhood, connecting back into existing I-70 just west of Quebec Street. Alternative 6 would include three general purpose lanes and two tolled express lanes in each direction and would leave existing I-70 just west of Brighton Boulevard and follow the BNSF and Rock Island railroads around the Elyria and Swansea neighborhood, connecting back into existing I-70 just west of Quebec Street. For both Alternative 4 and 6, the existing viaduct would be removed when I-70 is realigned, and 46th Avenue would be converted into a four- to six-lane arterial between Washington Street and Quebec Street.

The realignment alternatives have two options that shift to the east or to the west. Alternatives 4 and 6 West shift the new freeway approximately 400 feet west of the existing Brighton Boulevard alignment. Alternatives 4 and 6 East are closer to the existing Brighton Boulevard alignment.

There is a potential for indirect impacts to historic properties as a result of removing the existing I-70 viaduct between Brighton Boulevard and Colorado Boulevard and converting 46th Avenue into a four-to-six-lane arterial.

**Table 25
Summary of Effects – Alternatives 4 and 6 in Section 4**

Site Number	Map Location Number	Property Name and Address	National Register Eligibility	Alts 4 and 6 West		Alts 4 and 6 East		Consulting Parties Comments
				Type of Effects	Finding of Effects	Type of Effects	Finding of Effects	
Historic Districts								
5DV9232	123-130	Safeway Distribution Center	Eligible	Historic setting, visual, noise	No adverse effect	Historic setting, visual, noise	No adverse effect	
Railroads								
5AM1298.2	Shown on Map	Adams County Market Street Railroad Segment	Segment supports the eligibility of the overall linear resource	Historic setting, visual, noise	No Adverse Effect	Historic setting, visual, noise	No adverse effect	
5AM2083.1	Shown on Map	Union Pacific Beltline Railroad Segment	Segment supports the eligibility of the overall linear resource	Historic setting, visual, noise	No Adverse Effect	Historic setting, visual, noise	No adverse effect	
Individually Eligible Properties								
5DV9227	119	Tri-R Recycling Business 3600 East 48 th Ave.	Eligible	None	No historic properties affected	None	No historic properties affected	
5DV9231	131	Univar 4300 Holly St.	Eligible	None	No historic properties affected	None	No historic properties affected	
5DV9988	121	Goalie Construction Business 4715 Colorado Blvd.	Eligible	None	No historic properties affected	None	No historic properties affected	
5DV9989	122	Doyle and Padick Partners Property 4800 Colorado Blvd.	Eligible	None	No historic properties affected	None	No historic properties affected	
5DV10047	120	Paramount Construction Inc. 4701 Jackson St	Eligible	None	No historic properties affected	None	No historic properties affected	

5.4.4.1 Properties with Adverse Effect Determinations for Alternatives 4 and 6 East and West in Section 4

There are no properties in Section 4 with this effect determination as a result of Alternatives 4 and 6 East and West.

5.4.4.2 Properties with No Adverse Effect Determinations for Alternatives 4 and 6 East and West in Section 4

Safeway Distribution Center (5DV9232 includes 5DV10394, 5DV10395, 5DV10396, 5DV10397, 5DV10398, 5DV10399, 5DV10400, 5DV10401) [123-130]: There would be no temporary or permanent easement or ROW acquisition of any portion of the district associated with Alternatives 4 and 6, although there would be noise, visual, and historic setting changes in the area as a result of this alternative. The conversion of I-70 into 46th Avenue would not dramatically change the overall visual character of the corridor. The existing I-70 viaduct now located approximately 25 feet north and west of the historic district would be removed, resulting in slightly decreased noise levels. This constitutes a major visual change in the vicinity of the district, but does not diminish the integrity of the district's significant historic attributes and would not alter the characteristics that qualify it for inclusion in the NRHP. Therefore, CDOT has determined Alternatives 4 and 6 would cause **No Adverse Effect** to the Safeway Distribution Center Historic District.

5AM1298.2 Adams County Market Street Railroad/Chicago, Burlington & Quincy Railroad Segment: There would be no temporary or permanent easements or ROW acquisitions or physical effects to any portion of the railroad associated with Alternatives 4 and 6. The undertaking would consist of construction of a realigned, elevated freeway where none previously existed, which would require the construction of a bridge over the railroad near 54th Avenue. Construction of the new bridge would not alter the railway in any way, and therefore would not have an adverse effect. Also, the undertaking would include removal of the existing I-70 viaduct between Brighton Boulevard and Colorado Boulevard, and improvement of 46th Avenue to serve as a four- to six-lane roadway along the existing I-70 alignment - including removal of the bridge that now crosses the railroad between Steele Street and Colorado Boulevard. The removal of the I-70 bridge would not alter the railway in any way, and therefore would not have an adverse effect. The construction of a new bridge and removal of an old bridge introduced by the undertaking would not diminish the integrity of the property's significant historic attributes and would not alter the characteristics that qualify it for inclusion in the NRHP. Therefore, CDOT has determined Alternatives 4 and 6 would cause **No Adverse Effect** to the resource.

Union Pacific Beltline Railroad Segment, 5AM2083.1: There would be no temporary or permanent easements or ROW acquisitions or physical effects to any portion of the railroad associated with Alternatives 4 and 6. The undertaking would consist of construction of a realigned, elevated freeway where none previously existed, which would require the construction of a bridge over the railroad near 54th Avenue. Construction of the new bridge would not alter the railway in any way, and therefore would not have an adverse effect. The construction of a new bridge for the new realignment would not diminish the integrity of the property's significant historic attributes and would not alter the characteristics that qualify it for inclusion in the NRHP. Therefore, CDOT has determined Alternatives 4 and 6 would cause **No Adverse Effect** to the resource.

5.4.4.3 Properties with *No Historic Properties Affected* Determinations for Alternatives 4 and 6 East and West in Section 4

There would be no impact associated with Alternatives 4 and 6 East or West to the following properties because they are not within the area of indirect or direct impacts. They are approximately 600-1000 feet north of I-70, which would be converted into a two-to-four-lane arterial. Therefore, CDOT has determined Alternatives 4 and 6 would result in **No Historic Properties Affected** for the following properties:






1. 5DV9227 [119]: Tri-R Recycling Business, 3600 East 48th Ave.
2. 5DV10047 [120]: Paramount Construction, Inc., 4701 Jackson Street
3. 5DV9988 [121]: Goalie Construction Business, 4715 Colorado Blvd.
4. 5DV9989 [122]: Doyle and Padick Partners Property, 4800 Colorado Blvd.
5. 5DV9231 [131]: Univar, 4300 Holly Street

5.5 SECTION 5

The boundaries for Section 5 include the realignment and portions of I-70 east of I-270 where two historic properties are located. See Figure 12.

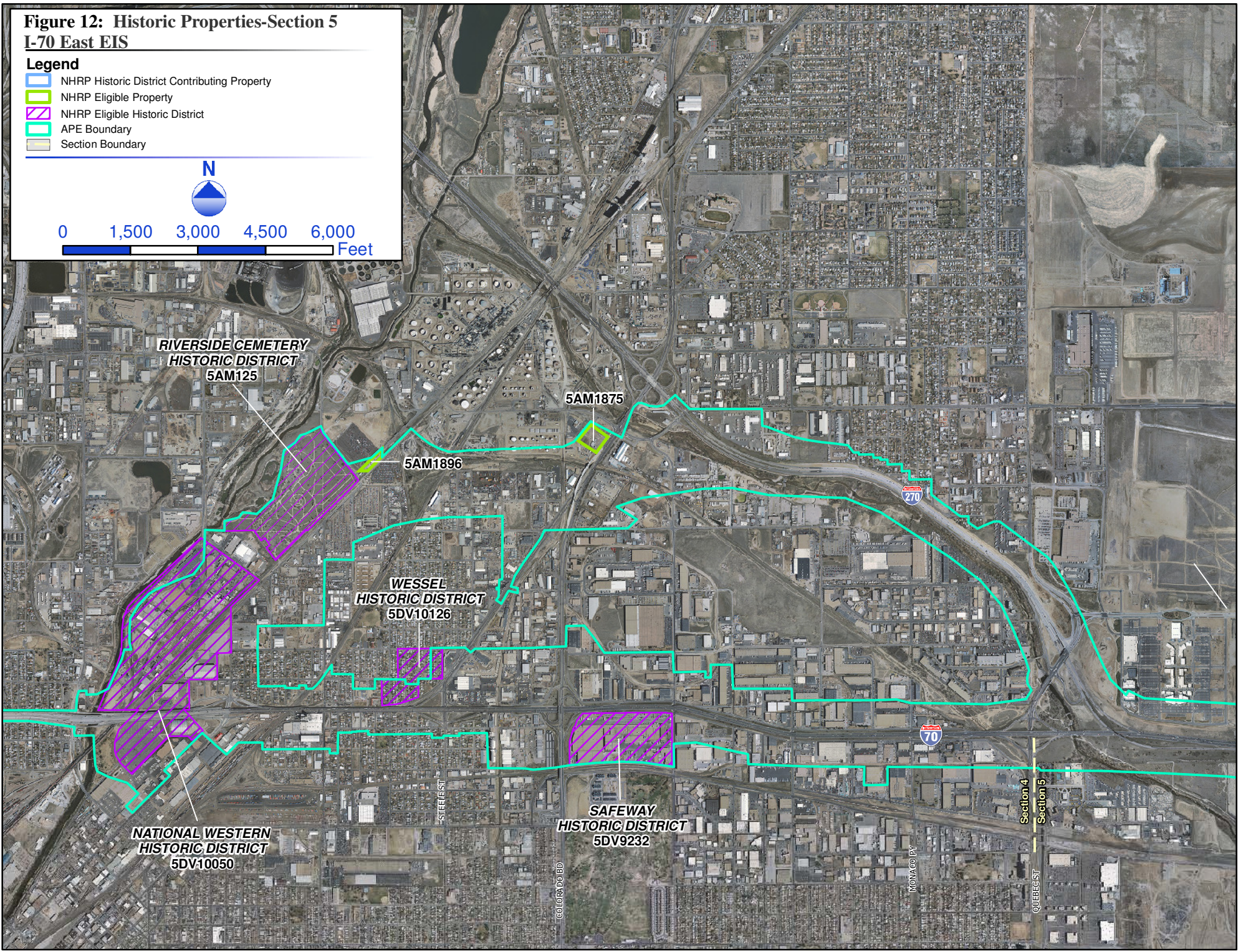
**Figure 12: Historic Properties-Section 5
I-70 East EIS**

Legend

-  NHRP Historic District Contributing Property
-  NHRP Eligible Property
-  NHRP Eligible Historic District
-  APE Boundary
-  Section Boundary



0 1,500 3,000 4,500 6,000
Feet



**RIVERSIDE CEMETERY
HISTORIC DISTRICT
5AM125**

5AM1875

5AM1896

**WESSEL
HISTORIC DISTRICT
5DV10126**

**NATIONAL WESTERN
HISTORIC DISTRICT
5DV10050**

**SAFeway
HISTORIC DISTRICT
5DV9232**



Section 4

Section 5

COLORADO

STEELE ST

QUEBEC ST

MOVA CO PY

Description of Existing Setting for Section 5:

This section includes Section 5 includes historic properties in the area of the proposed realignment alternatives that were not previously described in Sections 1, 2, 3, or 4. The section includes Brighton Boulevard, on the eastern edge of the National Western Historic District, and the eastern edge of the Riverside Cemetery Historic District, before heading east through an industrial section south of 56th Avenue and connects to I-270 east of Dahlia Street. The area is characterized by a mix of warehouses, railroads, and lots with storage and containers. The I-270 corridor and the area north of the proposed realignment are dominated by the Suncor oil refinery facility. Even though the National Western Historic District is on the realignment alternatives, effects to this district were described in the chapter for Section 1.

The two subsections include Section 5a, the location of the Kansas Pacific/Union Pacific Railroad segment, 5DV7048.2, and Section 5b, the location of the High Line Canal, 5AM261.2 east of Tower Road and I-70.

5.5.1 NRHP Eligible Properties in Section 5

The following section includes brief summaries of NRHP eligible or listed districts and contributing resources; linear resources; and architectural resources in this section. The map location numbers in brackets correspond to the numbers used on the Alternatives maps and are used in the tables.

Riverside Cemetery, 5201 Brighton Blvd, (5AM125) [1]: Riverside Cemetery is listed on the National Register of Historic Places (NRHP) and is located along the east edge of the South Platte River. Riverside is Denver's oldest existing cemetery, and houses a number of Denver's pioneers including three governors and several other people of significance in Colorado History. Riverside is also significant for its landscape architecture and funerary art, representative of the late 19th and early 20th centuries.

High Line Canal (5AM261.2): The recorded portion of the High Line Canal system, depicted in Section 5b, was an expansion of the original High Line Canal. The segment is located east of Tower Road. The system in the eastern Denver metropolitan area was built during the 1890's and early 1900's in response to fears and the reality of a drought during the early 1890's, and to encourage the raising of sugar beets in the area. The entire High Line Canal system is significant for its association with agricultural and urban uses of water and irrigation, and with the early settlement and development of Denver. It is eligible for listing on the NRHP under Criterion A.

Kansas Pacific/Union Pacific Railroad Segment (5DV7048.2): Site 5DV7048.2 is a railroad site that consists of a segment of an active standard gauge railroad spur that departs the UPRR mainline and connects with the BNSF line to the northwest. The segment parallels Havana St. and is in Section 5a. It was originally part of the KP Railway built in 1870. In 1880, KP, DP, and UPRR were consolidated to form an enlarged UPRR system. This railroad segment of the Rocky Mountain Arsenal and its associated structures and features in Adams and Denver County has undergone a number of alterations. The addition of commercial buildings near, and at I-70, has required rerouting of a portion of the Rocky Mountain Arsenal Railroad track. The appearance has been modified, but the grade is mostly intact and the ballast is still visible. Despite modifications, this segment retains sufficient integrity to support the eligibility of the

larger linear resource. In May 2009, as part of the Section 106 consultation for Central Park Boulevard EA, SHPO concurred with this determination.

Deno's 6 & 85 Cocktails Restaurant (5AM1875) [133]: This is a one-story, irregular plan, commercial use building with a cross gable roof and wood construction. This building is located in the Commerce City neighborhood and exhibits special features including roof treatment, ornamentation, and a porch. The most distinguishing feature visible is the signage, which consists of two period neon signs on top of the roof. The larger sign is located atop the foremost plan of the southeast wing roof. The second sign is located atop the southeast eave of the northeast wing. The neon signs are contributing to the building's significance because they can be viewed as a landmark that travelers have seen since 1970. Although the condition of the building is poor, it still maintains the characteristic look and feel of a mid-20th Century Novelty type roadside American diner.

Harper Oil Company (5AM1896) [132]: This is a rectangular, commercial use, gas station building with a flat roof, parapet false front, and cinder block construction. This building is located in the Commerce City neighborhood as presently recognized by Adams County. Gas stations such as this one were usually individually owned and operated as is the case with this property. The business and building has been owned and operated by the same family since its construction date of 1957. This building is significant due to its association to the oil commerce trade during the 1950s and its impact on social history. These individually owned gas stations played an important role in the development of industry, agriculture, and social mobility.

**Table 26
Summary of Effects – No Action North and South Alternatives in Section 5**

Site Number	Map Location Number	Property Name and Address	National Register Eligibility	No Action North		No Action South		Consulting Parties Comments
				Type of Effects	Finding of Effects	Type of Effects	Finding of Effects	
Historic Districts								
5AM125	1	Riverside Cemetery 5201 Brighton Blvd.	Listed - National Register	None	No historic properties affected	None	No historic properties affected	
Railroads and Canals								
5AM261.2	Shown on Map	High Line Canal	Segment supports the eligibility of the overall linear resource	None	No historic properties affected	None	No historic properties affected	
5DV7048.2	Shown on Map	Kansas Pacific/Union Pacific Railroad Segment	Segment supports the eligibility of the overall linear resource	None	No historic properties affected	None	No historic properties affected	
Individually Eligible Properties								
5AM1875	133	Deno's 6 & 85 Diner 5595 Colorado Blvd.	Eligible	None	No historic properties affected	None	No historic properties affected	
5AM1896	132	Harper Oil Company 5480 Brighton Blvd.	Eligible	None	No historic properties affected	None	No historic properties affected	

Please note: Effects determinations to historic properties from the No Action Alternatives North and South are the same in Section 5.

5.5.2 Effects Determinations for No Action Alternatives in Section 5

Description of No Action Alternative, North and South options

Reconstruction of the existing viaduct (beginning at the Brighton Interchange) under the No-Action scenario would require acquisition of additional right of way (ROW), in order to maintain traffic on I-70 during the reconstruction effort. The reconstructed viaduct would be approximately 125 feet wider than the existing structure. The replacement of the viaduct would begin at Brighton Blvd. and end at Colorado Blvd. Effects determinations are the same for both the No Action North and No Action South Alternatives.

5.5.2.1 Properties with *Adverse Effects* Determinations for No Action Alternatives in Section 5

There are no properties in Section 5 with this effect determination as a result of No Action Alternatives.

5.5.2.2 Properties with *No Adverse Effects* Determinations for No Action Alternatives in Section 5

There are no properties in Section 5 with this effect determination as a result of No Action Alternatives.

5.5.2.3 Properties with *No Historic Properties Affected* Determinations for No Action Alternatives in Section 5

The following properties in Section 5 are not located near I-70 and therefore would not be impacted by the proposed work that would take place for the No Action North and South Alternatives. CDOT has determined the No Action Alternatives would result in **No Historic Properties Affected** for the following properties:

1. Riverside Cemetery 5201 Brighton Blvd., 5AM125 [1]
2. Deno's 6 & 85 Diner , 5595 Colorado Blvd., 5AM1875 [133]
3. Harper Oil Company, 5480 Brighton Blvd., 5AM1896 [132]

The following properties are located near the I-70 alignment but would not be affected by the No Action Alternative because they are not near the proposed work that involves replacing the I-70 viaduct. CDOT has determined the No Action Alternatives would result in **No Historic Properties Affected** for the following properties:

1. High Line Canal, 5AM261.2
2. Kansas Pacific Railroad, 5DV7048.2

5.5.3 Effects Determinations for Alternatives 1 and 3 North and South in Section 5

Description of Alternatives 1 and 3, North and South Options

Alternatives 1 and 3 both remain on the existing I-70 alignment. Alternative 1 adds one general purpose lane in each direction between I-25 and I-270; two lanes between I-270 and I-225; and one lane between I-225 and Tower Road. Alternative 3 adds two tolled express lanes without

general purpose lanes in each direction between I-25 and Peña Boulevard and one lane between Peña Boulevard and Tower Road.

Both Alternatives have north and south options that shift the alignment to either side of the interstate. The north and south options provide a means to weigh impacts to historic resources on both sides of the interstate. Effects determinations are the same for both the Alternatives 1 and 3 North and South.

**Table 27
Summary of Effects – Alternatives 1 and 3 North and South in Section 5**

Site Number	Map Location Number	Property Name and Address	National Register Eligibility	Alts 1 and 3 North		Alts 1 and 3 South		Consulting Parties Comments
				Type of Effects	Finding of Effects	Type of Effects	Finding of Effects	
Historic Districts								
5AM125	1	Riverside Cemetery 5201 Brighton Blvd.	Listed - National Register	None	No historic properties affected	None	No historic properties affected	
Railroads and Canals								
5AM261.2	Shown on Map	High Line Canal	Segment supports the eligibility of the overall linear resource	.241 acre ROW acquisition	No adverse effect	.241 acre ROW acquisition	No adverse effect	
5DV7048.2	Shown on Map	Kansas Pacific/Union Pacific Railroad Segment	Segment supports the eligibility of the overall linear resource	Reconstruction of I-70 bridge over railroad	No adverse effect	Reconstruction of I-70 bridge over railroad	No adverse effect	
Individually Eligible Properties								
5AM1875	133	Deno's 6 & 85 Diner 5595 Colorado Blvd.	Eligible	None	No historic properties affected	None	No historic properties affected	
5AM1896	132	Harper Oil Company 5480 Brighton Blvd.	Eligible	None	No historic properties affected	None	No historic properties affected	

Please note: Effects determinations to historic properties from the Alternatives 1 and 3 North and South are the same in Section 5.

5.5.3.1 Properties with *Adverse Effects* Determinations for Alternatives 1 and 3 in Section 5

There are no properties in Section 5 with this effect determination as a result of Alternatives 1 and 3.





5.5.3.2 Properties with *No Adverse Effects* Determinations for Alternatives 1 and 3 in Section 5

Both the north and south options of Alternatives 1 and 3 have similar effects on the Kansas Pacific/Union Pacific Railroad segment (5DV7048.2) in Section 5a. See Figure 13. The undertaking would impact the railroad west of Havana St due to the replacement of the existing elevated I-70 with another elevated and wider highway, which would require the reconstruction of the bridge that now crosses the railroad. Construction of the new bridge would require line realignment and grade lowering in order to meet the clearance specifications of the new bridge. The alteration of this segment of the historic railroad line would not modify or change the characteristics that make the entire railroad eligible to the NRHP. Therefore, CDOT has determined that Alternatives 1 and 3 would cause **No Adverse Effect** to the resource.

The north and south options of Alternatives 1 and 3 have the same potential effects on the High Line Canal (5AM261.2) in Section 5b, which is an approximately 0.241-acre ROW acquisition where it passes under Tower Road at the eastern end of the corridor. See Figure 14. This segment of the canal is eligible for listing on the NRHP, and supports the overall eligibility of the entire linear resource (5AM261). The High Line Canal passes under Tower Road through a concrete box culvert just south of the existing interchange with I-70. Required capacity expansion on the eastbound exit ramp to Tower Road requires widening Tower Road over I-70 in the vicinity of this interchange. The Tower Road widening would require lengthening or replacing the culvert that the canal runs through; however, this work would involve minimal and temporary effects to the canal. The historic setting and character would not change, nor would the integrity, function, or use of the canal as a result. Therefore, all alternatives of the undertaking would cause **No Adverse Effect** to the resource.

**Figure 13: Historic Properties-Section 5a
I-70 East EIS**

Legend

-  NHRP Historic District Contributing Property
-  NHRP Eligible Property
-  NHRP Eligible Historic District
-  APE Boundary



0 1,500 3,000 4,500 6,000
Feet

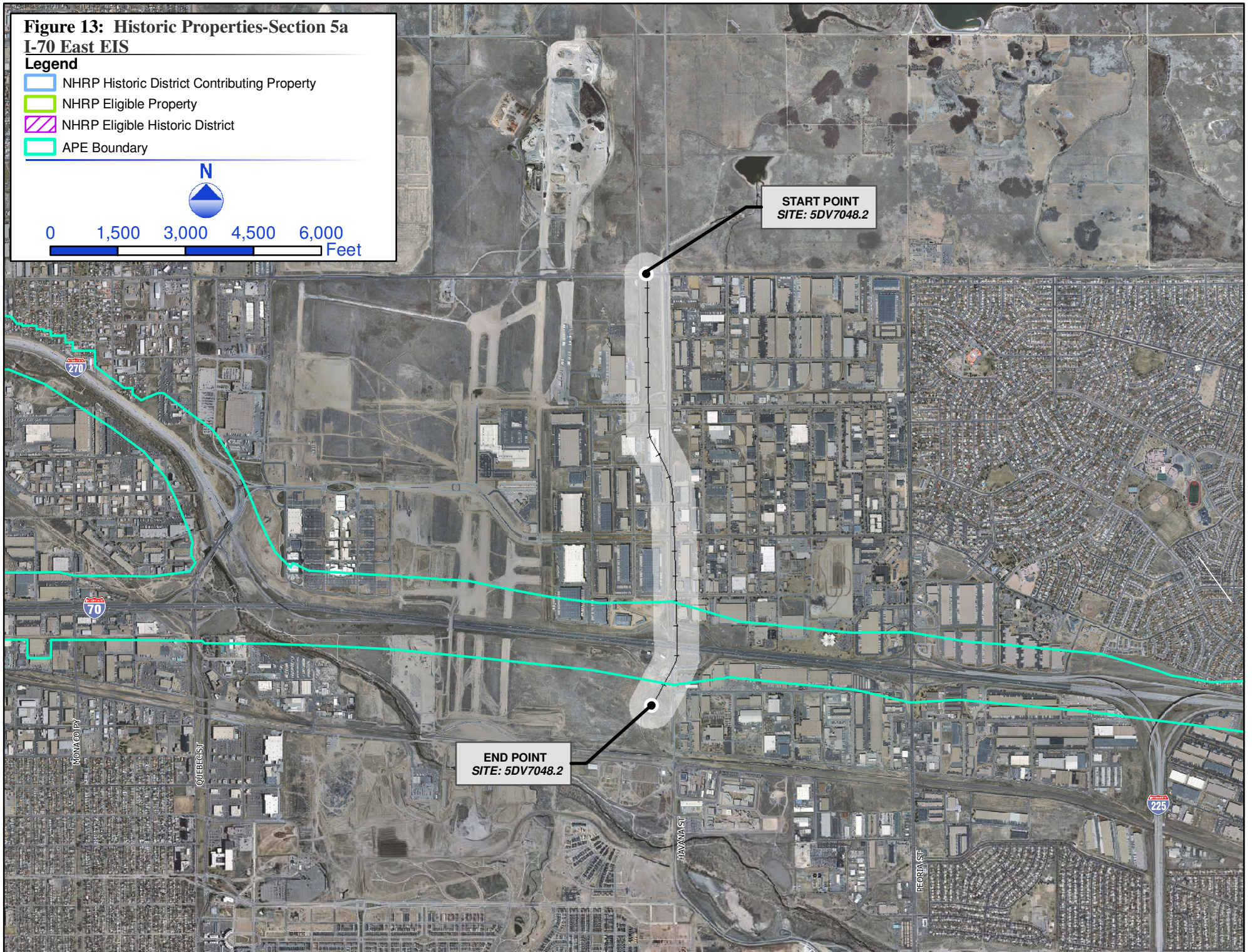






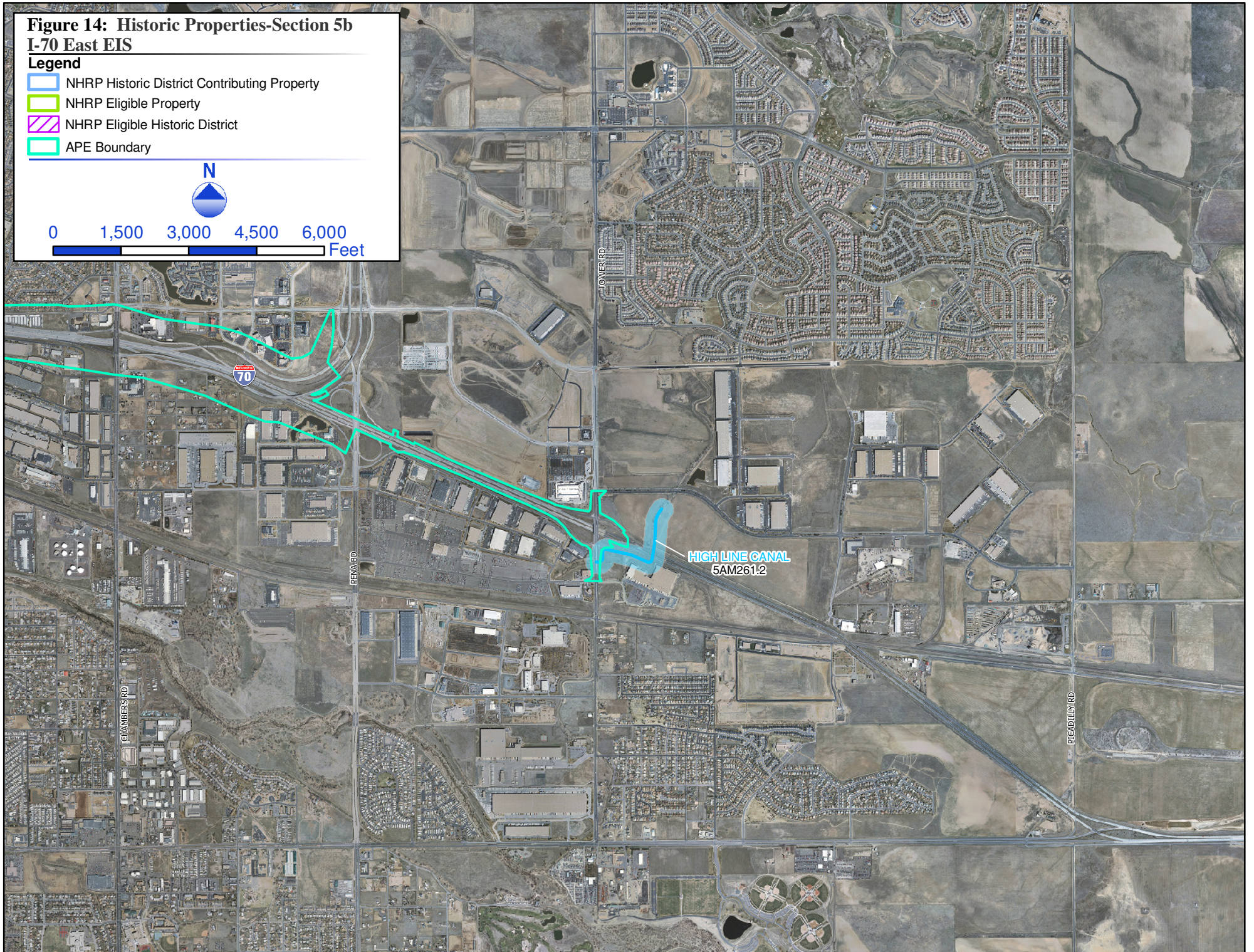
Figure 14: Historic Properties-Section 5b
I-70 East EIS

Legend

-  NHRP Historic District Contributing Property
-  NHRP Eligible Property
-  NHRP Eligible Historic District
-  APE Boundary



0 1,500 3,000 4,500 6,000 Feet



5.5.3.3 Properties with *No Historic Properties Affected* Determinations for Alternatives 1 and 3 in Section 5

Alternatives 1 and 3 North and Alternatives 1 and 3 South would have no impact on the following properties in Section 5 because they are located on the proposed re-alignment and the proposed work will take place more than 3,000 to 6,000 feet from the location of the properties. CDOT has determined that this results in the finding of **No Historic Properties Affected** for the following properties:

1. Riverside Cemetery 5201 Brighton Blvd., 5AM125 [1]
2. Deno's 6 & 85 Diner , 5595 Colorado Blvd., 5AM1875 [133]
3. Harper Oil Company, 5480 Brighton Blvd., 5AM1896 [132]

5.5.4 Effects Determination for Alternatives 4 and 6 West and East in Section 5

Description of Alternatives 4 and 6, West and East options:

Alternatives 4 and 6 would realign I-70 to follow Brighton Boulevard and extend to the northeast in the vicinity of 56th Avenue toward a new interchange with I-270 near Vasquez Boulevard. The alternatives would then follow the existing I-270 alignment southeast to the existing interchange with I-70. For both alternatives, the new construction of I-70 would start west of the South Platte River, at Washington Street and would include improvements to 46th Avenue underneath the existing viaduct. The typical cross section width for Alternative 4 is 144 feet between I-25 and I-270, while Alternative 6 is wider, with a typical cross section of 200 feet. Alternatives 4 and 6 East have the same effects to historic properties as the wider alternative was used to calculate impacts. Similarly, Alternatives 4 and 6 West have the same effects to historic properties.

Alternative 4 would include four general purpose lanes in each direction and would leave existing I-70 just west of Brighton Boulevard and follow the BNSF and Rock Island railroads north of the Elyria and Swansea neighborhood, connecting back into existing I-70 just west of Quebec Street. Alternative 6 would include three general purpose lanes and two tolled express lanes in each direction and would leave existing I-70 just west of Brighton Boulevard and follow the BNSF and Rock Island railroads around the Elyria and Swansea neighborhood, connecting back into existing I-70 just west of Quebec Street. For both Alternative 4 and 6, the existing viaduct would be removed when I-70 is realigned, and 46th Avenue would be converted into a four- to six-lane arterial between Washington Street and Quebec Street. The realignment alternatives have two options that shift to the east or to the west. Alternatives 4 and 6 West shift the new freeway approximately 400 feet west of the existing Brighton Boulevard alignment. Alternatives 4 and 6 East are closer to the existing Brighton Boulevard alignment.

Alternatives 4 and 6 also have indirect effects of noise, visual, and historic setting changes as a result of constructing a new, elevated freeway and noise barriers along Brighton Boulevard in an area where none previously existed. Visual effects would result from the visible mass of the highway and the 10- to 20-foot-high noise walls on either side of the interstate. The historic resources in this area would also experience a small increase in traffic noise over time due to the freeway construction and noise level increases, which are projected to be between 2 to 8 decibels depending on the proximity of each property to the highway. Noise barriers adjacent to the highway would provide an approximate 5 decibel reduction, which would limit the noise effects to within the 3 decibel range considered barely perceptible.

**Table 28
Summary of Effects – Alternatives 4 and 6 East and West in Section 5**

Site Number	Map Location Number	Property Name and Address	National Register Eligibility	Alts 4 and 6 West		Alts 4 and 6 East		Consulting Parties Comments
				Type of Effects	Finding of Effects	Type of Effects	Finding of Effects	
Historic Districts								
5AM125	1	Riverside Cemetery 5201 Brighton Blvd.	Listed - National Register	Historic setting, visual, noise	Adverse effect	Historic setting, visual, noise	Adverse effect	
Linear Resources								
5AM261.2	Shown on Map	High Line Canal	Segment supports the eligibility of the overall linear resource	0.241 ac ROW acquisition	No adverse effect	0.241 ac ROW acquisition	No adverse effect	
5DV7048.2	Shown on Map	Kansas Pacific/Union Pacific Railroad Segment	Segment supports the eligibility of the overall linear resource	Historic setting, visual, noise	No adverse effect	Historic setting, visual, noise	No adverse effect	
Individually Eligible Properties								
5AM1875	133	Deno's 6 & 85 Diner 5595 Colorado Blvd.	Eligible	Historic setting, visual, noise	No adverse effect	Historic setting, visual, noise	No adverse effect	
5AM1896	132	Harper Oil Company 5480 Brighton Blvd.	Eligible	Historic setting, visual, noise	No adverse effect	Historic setting, visual, noise	No adverse effect	

Please note: Effects determinations to historic properties from the Alternatives 4 and 6 East and West are the same in Section 5.

5.5.4.1 Properties with *Adverse Effects* Determinations for Alternatives 4 and 6 in Section 5

At present, the historic setting and character of the **Riverside Cemetery (5AM125) [1]** is not original, as much of the surrounding area has been transformed into an industrial and commercial center. The vegetation suffered after Riverside lost its water rights in 2009. The cemetery experiences considerable existing noise and vibration as a result of the trains traveling along the Burlington Northern and Santa Fe (BNSF) railroad that runs along the northwest edge of Brighton Boulevard and the heavy traffic (mostly industrial) that occurs along Brighton Boulevard. There would be no temporary or permanent easements or ROW acquisition of any portion of Riverside Cemetery or any direct effects associated with Alternatives 4 and 6. However, the proposed undertaking would result in changes in noise levels and significant changes to the visual setting. These changes would impact the experience of visitors to the cemetery, which is listed on the National Register and Colorado's Most Endangered Places List in 2008. The construction of the realigned, elevated freeway and noise barriers would introduce a major highway facility directly next to the property, where none previously existed, along what is now Brighton Boulevard. The highway would be positioned atop fill on either side of a bridge that would go over the Riverside Cemetery driveway. The cemetery driveway would go under the bridge at existing grade. Under Alternatives 4 and 6, the noise level is projected to increase. The visual or audible elements introduced by the undertaking would significantly change the existing surrounding of Riverside Cemetery, a property that has already suffered due to neglect and deterioration. For these reasons, CDOT has determined that the undertaking has the potential to alter the characteristics that qualify it for inclusion in the NRHP. Therefore, Alternatives 4 and 6 would cause an **Adverse Effect** to the resource.

5.5.4.2 Properties with *No Adverse Effects* Determinations for Alternatives 4 and 6 in Section 5

There would be no ROW acquisition of any portion of **Deno's 6 & 85 Diner (5AM1875) [133]** property associated with the eastern and western connection options of Alternatives 4 and 6. There would be noise, visual, and historic setting changes in the area. The construction of the realigned freeway would introduce a major highway facility approximately 200 feet south of the property, where none previously existed. The undertaking would also involve construction of on-and off-ramps at Colorado Boulevard. Although Alternatives 4 and 6 would bring the highway to within approximately 200 feet of the property, it would not diminish the characteristics that make the site eligible for the NRHP. These actions and changes to the historic setting would not change the character or use of this historic property. This commercial property may experience a small increase in traffic noise over time due to the road improvements, although detailed noise analysis of commercial areas was not performed as part of the noise study. The visual or audible elements introduced by the undertaking do not diminish the integrity of the property's significant historic attributes and would not alter the characteristics that qualify it for inclusion in the NRHP. Therefore, the western connection option of Alternatives 4 and 6 would cause **No Adverse Effect** to the resource.

There would be no ROW acquisition of any portion of the **Harper's Oil Company (5AM1896) [132]** property associated with Alternatives 4 and 6, although there would be noise, visual, and historic setting changes in the area. The construction of the realigned freeway would introduce a major highway facility approximately 700 feet south of the property, where none previously existed. The undertaking would also involve the construction of an on-ramp at York Street.

Although Alternatives 4 and 6 would introduce increased traffic along York Street and bring the highway to within approximately 700 feet of the property, it would not diminish the characteristics that make the site eligible for the NRHP, and these actions and changes to the historic setting would not change the character or use of this historic property. This commercial property may experience a small increase in traffic noise over time due to the road improvements, although detailed noise analysis of commercial areas was not performed as part of the noise study. The visual or audible elements introduced by the undertaking do not diminish the integrity of the property's significant historic attributes and would not alter the characteristics that qualify it for inclusion in the NRHP. Therefore, Alternatives 4 and 6 would cause **No Adverse Effect** to the resource.

Alternatives 4 and 6 East and West have similar effects on the **Kansas Pacific/Union Pacific Railroad segment (5DV7048.2)** in Section 5a. The undertaking would impact the railroad west of Havana St due to the replacement of the existing elevated I-70 with another elevated and wider highway, which would require the reconstruction of the bridge that now crosses the railroad. Construction of the new bridge would require line realignment and grade lowering in order to meet the clearance specifications of the new bridge. The alteration of this segment of the historic railroad line would not modify or change the characteristics that make the entire railroad eligible to the NRHP. Therefore, CDOT has determined that Alternatives 4 and 6 would cause **No Adverse Effect** to the resource.

Alternatives 4 and 6 East and West have the same potential effects on the **High Line Canal (5AM261.2)** in Section 5b. The action would require approximately 0.241-acre ROW acquisition where it passes under Tower Road at the eastern end of the corridor. This segment of the canal is eligible for listing on the NRHP, and supports the overall eligibility of the entire linear resource. The High Line Canal passes under Tower Road through a concrete box culvert just south of the existing interchange with I-70. Required capacity expansion on the eastbound exit ramp to Tower Road requires widening Tower Road over I-70 in the vicinity of this interchange. The Tower Road widening would require lengthening or replacing the culvert that the canal runs through; however, this work would involve minimal and temporary effects to the canal. The historic setting and character would not change, nor would the integrity, function, or use of the canal as a result. Therefore, all alternatives of the undertaking would cause **No Adverse Effect** to the resource.

5.5.4.3 Properties with *No Historic Properties Affected* Determinations for Alternatives 4 and 6 in Section 5

There are no properties in Section 5 with this effect determination as a result of Alternatives 4 and 6.

6.0 CONCLUSION

These effect determinations have been prepared in accordance with the Section 106 regulations, CFR 800.5. CDOT and FHWA request that consulting parties provide comments on these determinations. Comment columns have been inserted into this document and consulting parties are encouraged to use the digital format to provide comments. Alternatively, comments can be written into the hard copies of the document.