



E **88TH** AVE
8800 N

I-76 NB RAMPS TO HIGHWAY 2

HISTORIC PROPERTIES EFFECTS REPORT AND SECTION 4(f) ANALYSIS

January 2021

Prepared for:
City of Commerce City



ENVIRONMENTAL ASSESSMENT



E **88TH** AVE
8800 N

I-76 NB RAMPS TO HIGHWAY 2

1
2
3
4
5
6
7
8
9
10
11

12
13
14
15
16
17
18
19
20
21
22
23
24
25
26
27
28
29
30
31
32
33
34

HISTORIC PROPERTIES EFFECTS REPORT AND SECTION 4(f) ANALYSIS

Prepared for:

City of Commerce City



January 2021

Acronyms and Abbreviations

1		
2	APE	Area of Potential Effects
3	BNSF	Burlington Northern Santa Fe (Railway)
4	CDOT	Colorado Department of Transportation
5	dba	A-weighted decibels
6	FHWA	Federal Highway Administration
7	Flea Market	Mile High Flea Market
8	FRICO	Farmers Reservoir and Irrigation Company
9	I-76	Interstate 76
10	NRHP	National Register of Historic Places
11	SHPO	State Historic Preservation Officer
12	UPRR	Union Pacific Railroad

13

Contents

	Page No.
1.0 Introduction.....	1
1.1 Purpose and Need.....	2
1.2 Project Description and Project Study Area.....	2
2.0 Prior Section 106 Consultation.....	11
2.1 Area of Potential Effects	11
2.2 National Register Eligibility Determinations	13
3.0 Effects Determination for Not Eligible Resources	14
4.0 Effects Determinations for NRHP-Eligible Resources	15
4.1 5AM.3958—88 Drive-In Theatre	15
4.2 5AM.3975—Irondale School	22
4.3 5AM.3976—8705 Rosemary Street.....	26
4.4 5AM.3983—8686 Laurel Drive	31
4.5 5AM.3990—Wikiup Mobile Home Park	33
4.6 5AM.3994—Country Cottages Quonset Park	40
4.7 5AM.459—Denver Pacific/Union Pacific Railroad.....	42
4.8 5AM.464—BNSF Railroad	45
4.9 5AM.465—Burlington Ditch.....	47
4.10 5AM.477—O’Brian Canal.....	50
4.11 5AM.3996—88th Avenue.....	60
5.0 Effects Determinations for Properties in Noise Study Area	62
6.0 Summary.....	66
6.1 Effects Determinations.....	66
6.2 Section 4(f) Determination	66
7.0 References.....	68

Appendix

- Appendix A. Prior SHPO and Consulting Party Coordination on APE and Eligibility
- Appendix B. Supplemental Noise Analysis—Noise Contours

Figures

	Page No.
Figure 1. E. 88th Avenue Location Map	1
Figure 2. Proposed Action Design Elements	3
Figure 3. Element 1: Typical Section for E. 88th Avenue between Brighton Road and Rosemary Street, Looking East.....	4
Figure 4. E. 88th Avenue and Mile High Flea Market Entrance Intersection.....	5
Figure 5. Left-Turn Lane Assignments for Normal Roadway Operations and Flea Market Event Operations, Looking East.....	6
Figure 6. Element 3: E. 88th Avenue Bridge, improvements at Quince Street and UPRR Crossing	7
Figure 7. Intersection of Rosemary Street and E. 88th Avenue.....	8

1 Figure 8. Element 5: Typical Section for E. 88th Avenue between Rosemary Street and Highway 2,
2 Looking East..... 10

3 Figure 9. Area of Potential Effects..... 12

4 Figure 10. Proposed Improvements at 5AM.3958—88 Drive-In Theatre 17

5 Figure 11. Existing and Proposed Improvements to E. 88th Avenue at 88 Drive-In Theatre Exit,
6 Looking East..... 18

7 Figure 12. Existing and Proposed Improvements to Rosemary Street at 88 Drive-In Entrance,
8 Looking North 19

9 Figure 13. Noise Study Contours at 5AM. 3958—88 Drive-In Theatre 21

10 Figure 14. Proposed Improvements at Irondale School (5AM.3975) 24

11 Figure 15. Existing and Proposed Improvements to Rosemary Street at Irondale School (5AM.3975),
12 Looking North 25

13 Figure 16. Proposed Improvements at 5AM.3976—8705 Rosemary Street 28

14 Figure 17. Aerial photographs of 8705 Rosemary Street —1963, 1971, 1978, 2020 (top to bottom) 29

15 Figure 18. Larger Vegetation to Remain and Be Replaced at 8705 Rosemary Street 30

16 Figure 19. Proposed Improvements at 5AM.3983—8686 Laurel Drive 32

17 Figure 20. Proposed Improvements at 5AM.3990—Wikiup Mobile Home Park..... 36

18 Figure 21. Detail of Noise Barrier at 5AM.3990—Wikiup Mobile Home Park..... 37

19 Figure 22. Existing and Proposed Improvements to E. 88th Avenue at Wikiup Mobile Home Park
20 (5AM.3990), Looking East..... 38

21 Figure 23. Proposed Improvements at 5AM.3994—Country Cottages Quonset Park..... 41

22 Figure 24. Proposed Improvements at 5AM.459—Denver Pacific/Union Pacific Railroad 44

23 Figure 25. Proposed Improvements at 5AM.464—BNSF Railroad..... 46

24 Figure 26. Proposed Improvements at 5AM.465—Burlington Ditch 49

25 Figure 27. Proposed Improvements at 5AM.477—O’Brian Canal 55

26 Figure 28. Typical Section for New Bridge Crossing O’Brian Canal (5AM.477), Looking East 56

27 Figure 29. Plan for New Bridge Crossing O’Brian Canal (5AM.477)..... 57

28 Figure 30. Elevation Plan for New Bridge Crossing O’Brian Canal (5AM.477) 58

29 Figure 31. Crossing of Sable Boulevard with O’Brian Canal, approximately 5.3 miles Northeast of E.
30 88th Avenue. Proposed Bridge at E. 88th Avenue will be of Similar Bridge Type and
31 Appearance, with sloped geometry under the bridge (red arrows). 59

32 Figure 32. Proposed Improvements at 5AM.3996—88th Avenue 61

33 Figure 33. Properties in the Noise Study Area..... 63

34

35 **Tables**

36

37 Table 1. Summary of Effect Determinations for Properties Determined Not Eligible..... 14

38 Table 2. Properties 45 Years or Older in Noise Study Area 62

39 Table 3. Noise Analysis for Properties in the Noise Study Area..... 65

40 Table 4. Summary of Determinations of Effect. 66

41

1 **Photos**

	Page No.
2	
3 Photo 1. 5AM.3958—88 Drive-In Theatre, view to south.	15
4 Photo 2. 5AM.3958—88 Drive-In Theatre Entrance Sign, view to east.....	15
5 Photo 3. 5AM.3975—Irondale School, view to east.	23
6 Photo 4. Current Road Conditions in Front 5AM.3975—Irondale School, view to east.	23
7 Photo 5. 5AM.3976—8705 Rosemary Street, view to west.	26
8 Photo 6. 5AM.3976—8705 Rosemary Street, view to south.....	27
9 Photo 7. 5AM.3983—8686 Laurel Drive, view to east.	31
10 Photo 8. 5AM.3983— Garage at 8686 Laurel Drive, view to east.	31
11 Photo 9. 5AM.3990—Wikiup Mobile Home Park, view of housing unit.	33
12 Photo 10. 5AM.3990—Wikiup Mobile Home Park. View to south from 88th Avenue towards Wikiup 13 entrance.	35
14 Photo 11. 5AM.3990—Wikiup Mobile Home Park. View to east on 88th Avenue from Wikiup entrance. 15 Existing non-historic vinyl fence shown on right; new noise wall to be built on north (left) 16 side of vinyl fence and drainage ditch.....	35
17 Photo 12. 5AM.3994—Country Cottages Quonset Park, view to west.	40
18 Photo 13. 5AM.3994—Country Cottages Quonset Park. Overview from 88th Avenue, view to south. ..	40
19 Photo 14. 5AM.459—Denver Pacific/Union Pacific Railroad. At the intersection of E. 88th Avenue; 20 view northeast	42
21 Photo 15. 5AM.464—BNSF railroad tracks. At 88th Avenue crossing, view southwest	45
22 Photo 16. 5AM.465—Burlington Ditch, view at decommissioned bifurcation gate.....	47
23 Photo 17. 5AM.465—Burlington Ditch. Approximate location of the Burlington Ditch south of E. 88th 24 Avenue, view to southwest.....	48
25 Photo 18. 5AM.477—O'Brian Canal north of E. 88 th Avenue, view to the north,	50
26 Photo 19. 5AM.477—O'Brian Canal. View south toward E. 88th Avenue Bridge.....	51
27 Photo 20. 5AM.477—O'Brian Canal. View south toward E. 88th Avenue Bridge. This recent photo 28 shows the bridge abutment within the canal prism and the riprap added to canal banks in 29 2019, view to east-southeast.....	51
30 Photo 21. Existing E. 88th Avenue Bridge abutments within the prism of the O'Brian Canal, view to 31 east.	52
32 Photo 22. 5AM.477—O'Brian Canal. View south from E. 88th Avenue bridge looking at closed ditch 33 rider road with modern berm blocking entry on east side of canal, view to south.....	52
34 Photo 23. 5AM.3996—88th Avenue, view to the west.	60

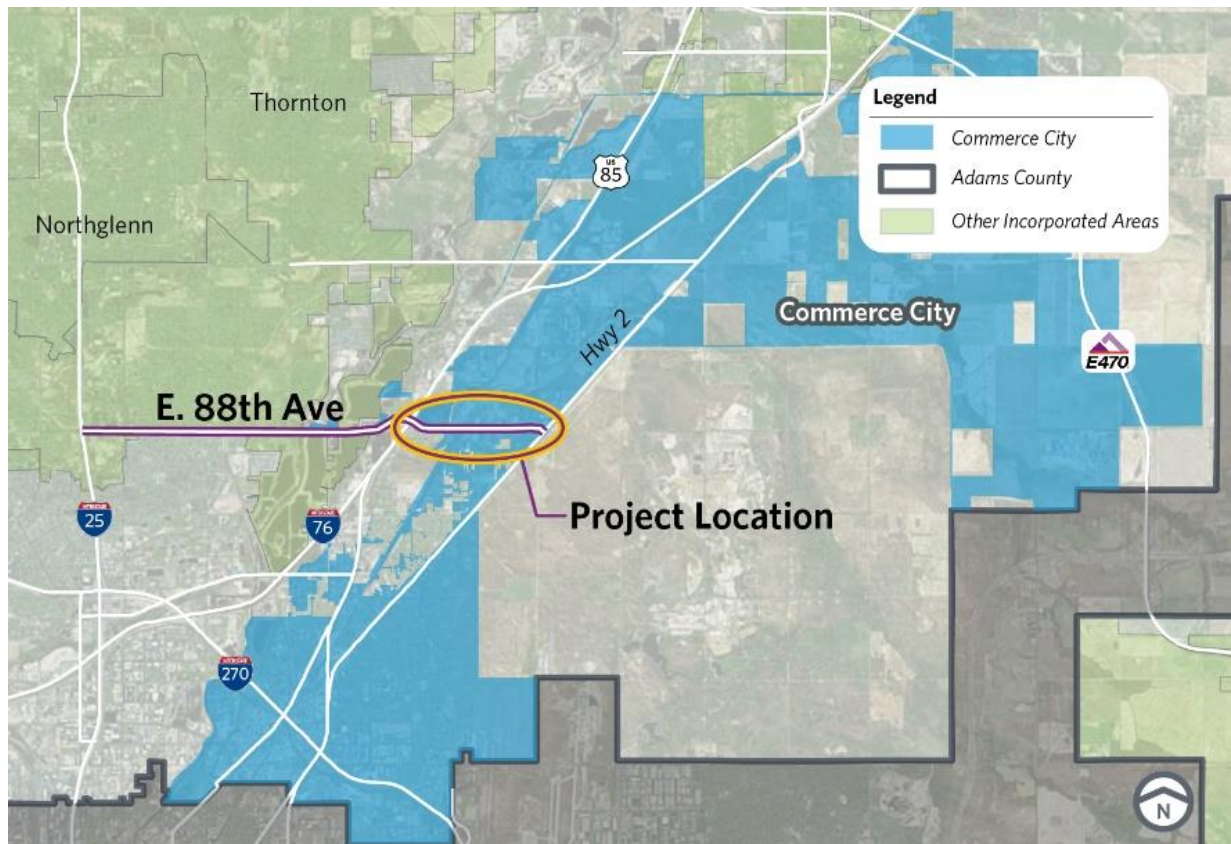
35

1.0 INTRODUCTION

The City of Commerce City, in consultation with the Federal Highway Administration (FHWA) and the Colorado Department of Transportation (CDOT), is proposing to improve approximately 1.6 miles of E. 88th Avenue between Interstate 76 (I-76) and Highway 2. This Historic Properties Effects Report provides CDOT's determinations of effects on historic properties associated with the E. 88th Avenue: I-76 Northbound (NB) Ramps to Highway 2 Environmental Assessment. E. 88th Avenue is a continuous east-west roadway that runs through Adams County, Colorado, from I-25 to Highway 2 (Figure 1). It is approximately 40 to 50 feet wide throughout the project study area. Within the project corridor, E. 88th Avenue crosses over the O'Brien Canal on a bridge, crosses a Union Pacific Railroad (UPRR) track at grade west of Rosemary Street, and crosses two Burlington Northern Santa Fe (BNSF) Railway tracks at grade west of Highway 2.

The E. 88th Avenue corridor has one travel lane in each direction with signalized intersections at the northbound I-76 on- and off-ramps, Brighton Road, Rosemary Street, and Highway 2. E. 88th Avenue provides access to adjacent industrial, commercial, and residential land uses. The corridor lacks pedestrian and bicycle facilities and has north- and southbound- bus stops serving north-south Regional Transportation District Route 88 on Brighton Road just south of E. 88th Avenue.

Figure 1. E. 88th Avenue Location Map



1.1 Purpose and Need

The purpose of the E. 88th Avenue (I-76 Northbound Ramps to Highway 2) Project (project) is to improve traffic operations and accommodate current and future general vehicular traffic, heavy trucks, bicycles, and pedestrians on E. 88th Avenue between I-76 and Highway 2.

The need for the project is described by two interrelated statements:

Need 1: Improve roadway operations. The need for improvement in roadway operations is primarily due to substandard road design and insufficient future capacity.

◆ **Substandard Road Design.** E. 88th Avenue is a two-lane minor arterial roadway. Roadway operations on E. 88th Avenue are negatively affected by its substandard road design characteristics that cause congestion, such as narrow lane widths and lack of turn lanes and acceleration/deceleration lanes. The high number of access points increases congestion on the corridor as vehicles accelerate and decelerate to turn in and out of the driveways, affecting overall corridor efficiency.

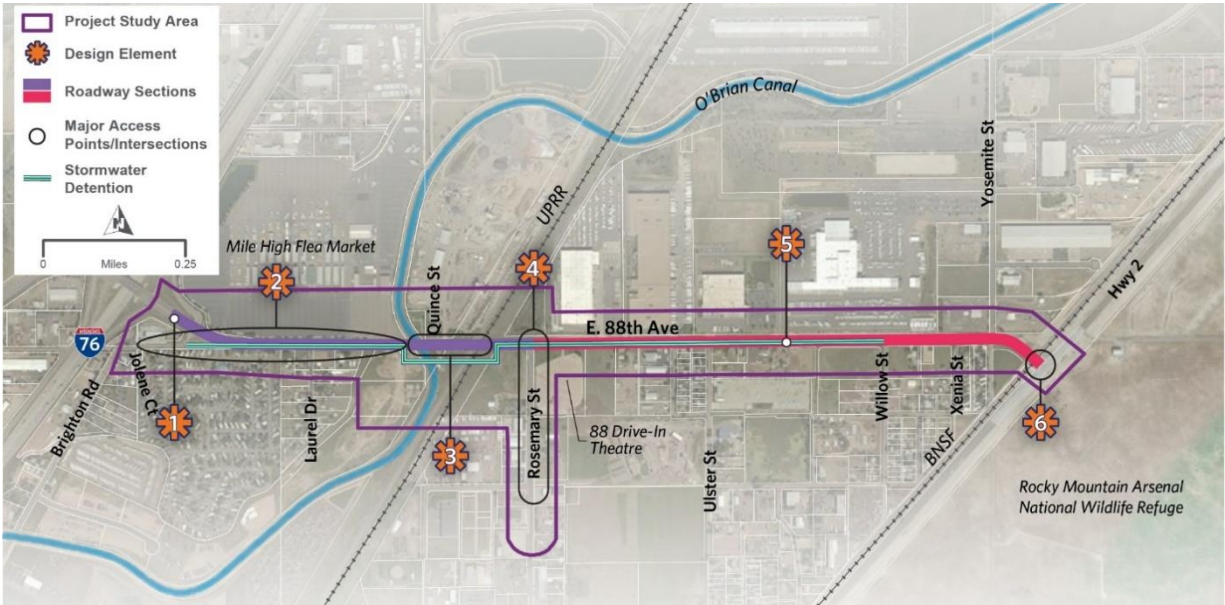
◆ **Insufficient Future Capacity.** E. 88th Avenue has insufficient capacity to accommodate the projected demand for vehicle trips in the corridor. Daily traffic volume in 2018 exceeded 20,000 vehicles per day at Rosemary Street with a current level-of-service (LOS) rating of B. Daily volume at this location is projected to exceed 27,500 vehicles per day in 2040 (an increase of 37.5%), operating at LOS E.

Need 2: Accommodate all users. The E. 88th Avenue corridor serves commuter, residential, and commercial trips. The number of heavy truck trips exceeds 15 percent of overall trips during peak hour, and the growth of heavy-truck traffic is expected to keep pace with the growth of general vehicular traffic. The substandard road design characteristics do not accommodate efficient heavy truck movements and contribute to congestion. In addition, there are no sidewalks or bicycle facilities on E. 88th Avenue and no pedestrian or bicycle connections to the bus stops on Brighton Road. This causes pedestrians and bicyclists to use the unpaved shoulders, compromising safety and discouraging non-vehicular travel in the corridor.

1.2 Project Description and Project Study Area

E. 88th Avenue is a continuous east-west roadway that runs through Adams County, Colorado, from I-25 to Highway 2 (Figure 1). The project study area extends north and south approximately 200 to 700 feet from the center of E. 88th Avenue, and east and west approximately 230 feet from the center of Rosemary Street past E. 86th Avenue (Figure 2). The project is divided into six major design elements described in greater detail below. The 15 percent design level plans have been submitted with this Historic Properties Effects Report and Section 4(f) Analysis for reference.

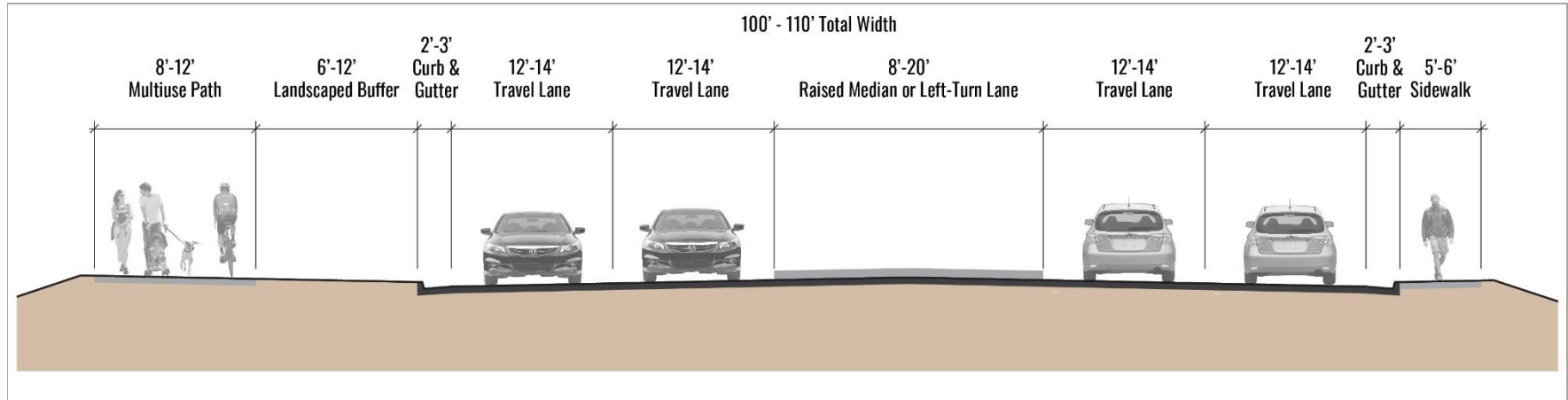
Figure 2. Proposed Action Design Elements



1
 2
 3
 4
 5
 6
 7
 8
 9
 10
 11
 12
 13
 14
 15
 16

Element 1: E. 88th Avenue between Brighton Road and Rosemary Street. Existing E. 88th Avenue in this area has an approximately 40- to 50-foot-wide typical section consisting of a through lane in each direction. E. 88th Avenue will be reconstructed as an approximately 100- to 110-foot-wide modified four-lane minor arterial from Brighton Road to Rosemary Street. The typical section will include an attached 5- to 6-foot-wide sidewalk on the south side of E. 88th Avenue, two 12- to 14-foot-wide travel lanes in each direction, an 8- to 20-foot-wide raised median (width narrows at left-turn bays), curb and gutter, and a detached 8- to 12-foot-wide multiuse path on the north side of E. 88th Avenue separated from the roadway by a 6- to 12-foot-wide buffer (Figure 3). The alignment of E. 88th Avenue will be shifted approximately 15 to 18 feet to the north between Brighton Road and Rosemary Street to accommodate the wider typical section. Improvements to E. 88th Avenue will tie into driveways and intersections sufficient to maintain proper access and drainage. 8-foot-tall and 10-foot-tall noise barriers are recommended along the south side of E. 88th Avenue in front of the Wikiup Mobile Home Park (described and in Section 4.5). Inclusion of these noise barriers in the project will depend on the desire of property owners at the affected property, Wikiup Mobile Home Park.

Figure 3. Element 1: Typical Section for E. 88th Avenue between Brighton Road and Rosemary Street, Looking East



1

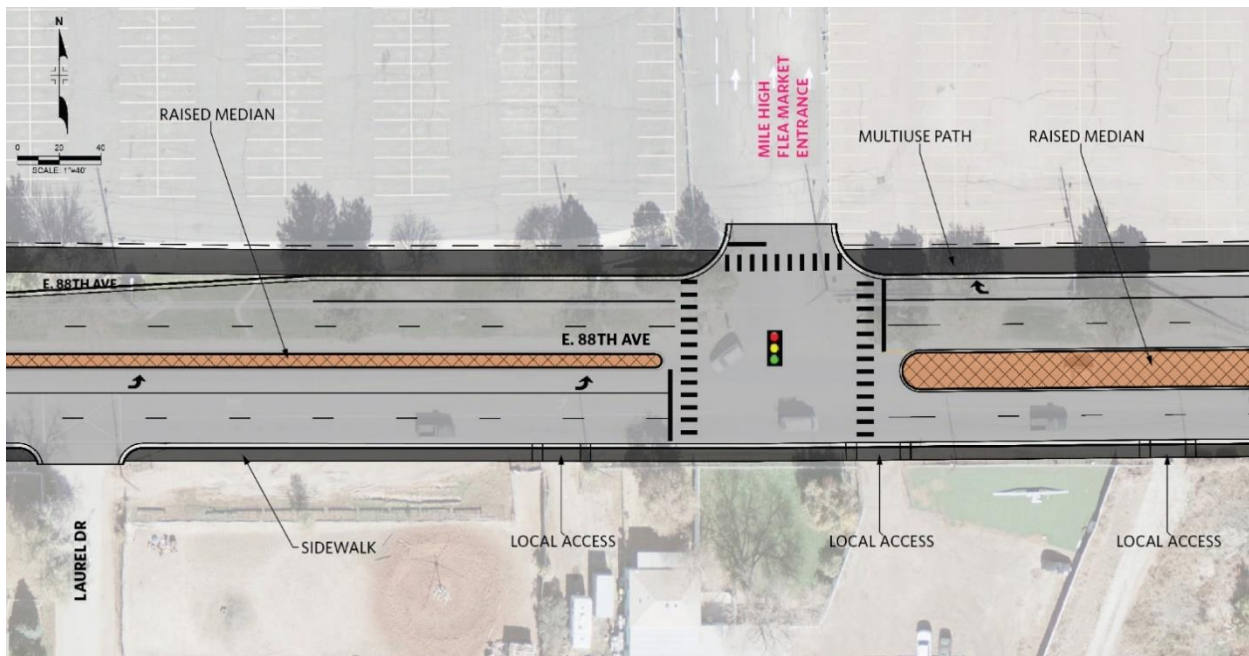
Element 2: Access to E. 88th Avenue between Brighton Road and the O’Brian Canal.

Access to E. 88th Avenue from the residential area east of Brighton Road will be limited to right-in and right-out turn movements to and from eastbound E. 88th Avenue. The Jolene Court intersection at Brighton Road will be widened. Signage will be placed on northbound Brighton Road south of the Jolene Court and Brighton Road intersection to notify drivers of cars entering the roadway.

Access to Laurel Drive and the direct driveway connections on the south side of E. 88th Avenue will be improved sufficiently to maintain proper access and drainage and modified to only accommodate right-in and right-out movements. A protected U-turn movement will be provided at the intersection of Brighton Road and E. 88th Avenue for westbound traffic to access properties on the south side of E. 88th Avenue. The existing exit-only access from the Mile High Flea Market (Flea Market) onto E. 88th Avenue will be retained but changed to a right-out only.

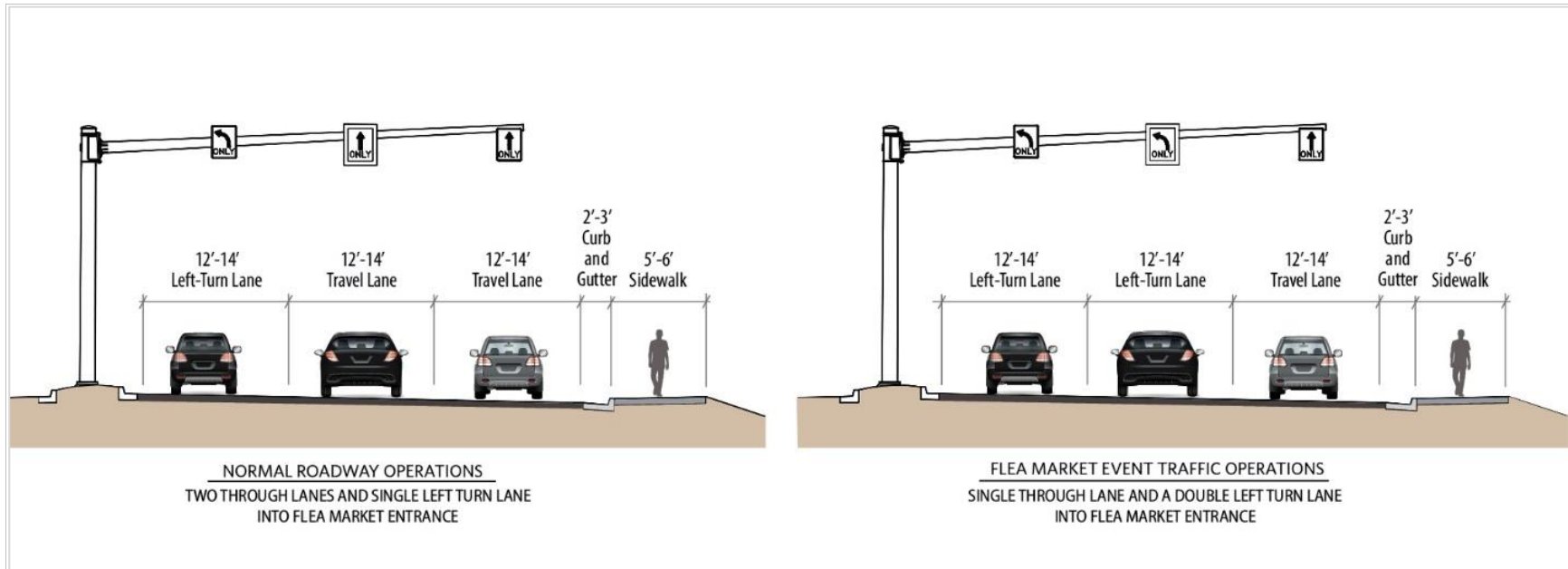
The primary access to the Flea Market on the north side of E. 88th Avenue will be improved with traffic control signals (Figure 4). Access from eastbound E. 88th Avenue to the Flea Market will have a dedicated left-turn lane at the intersection, which will also allow a protected -U-turn movement. The inside eastbound travel lane at this location will be a dynamic lane and will function as an additional left-turn lane for the Flea Market during events when there is additional traffic volume. Figure 5 shows how the dynamic lane will function under normal roadway operations and during events at the Flea Market.

Figure 4. E. 88th Avenue and Mile High Flea Market Entrance Intersection



18

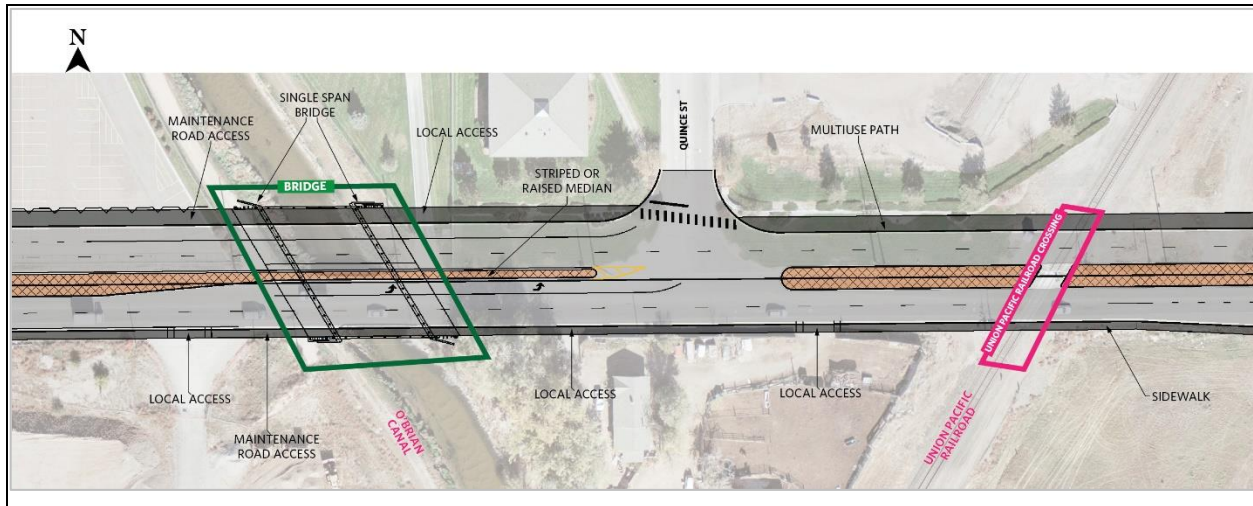
Figure 5. Left-Turn Lane Assignments for Normal Roadway Operations and Flea Market Event Operations, Looking East



1

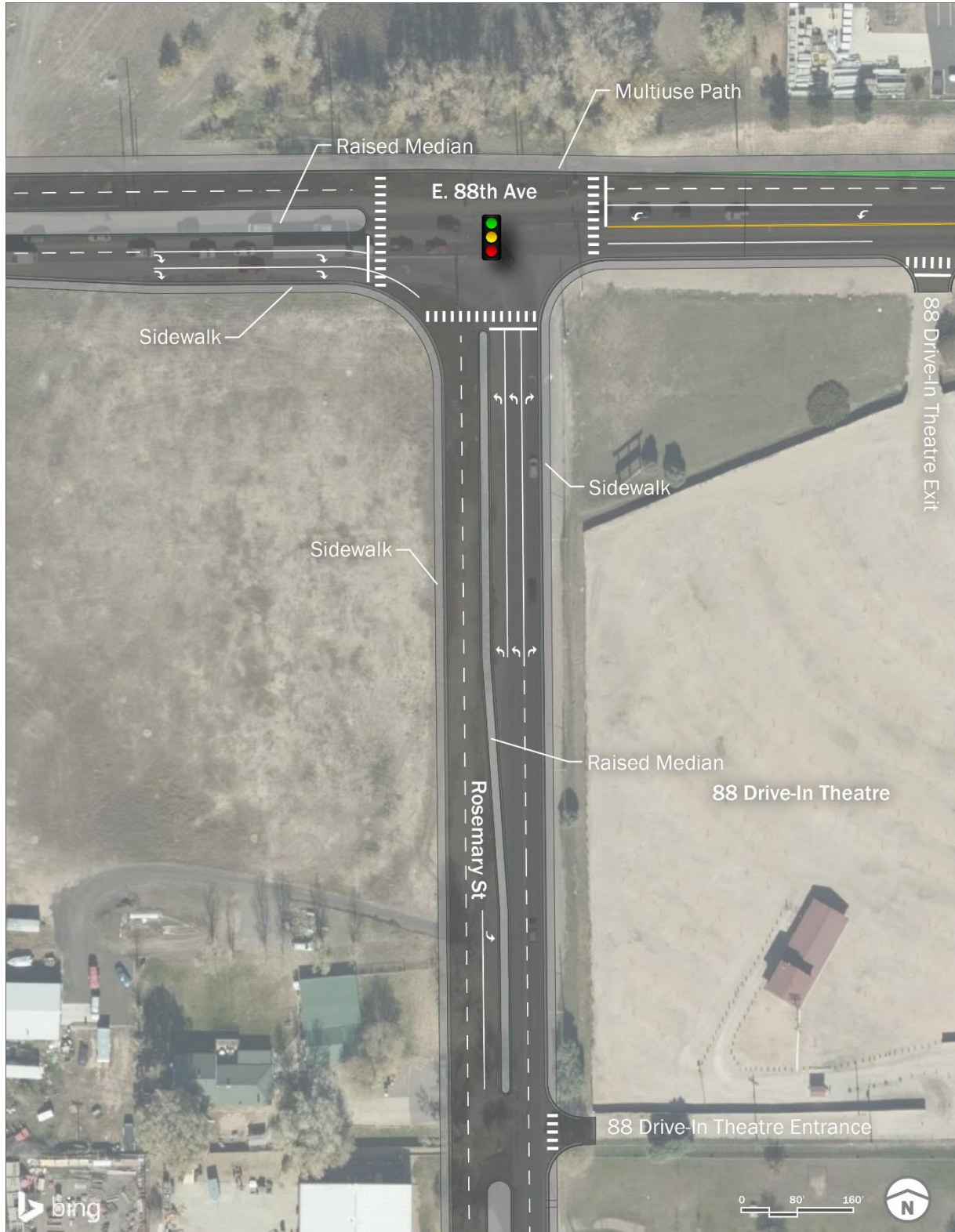
1 **Element 3: E. 88th Avenue bridge replacement, improvements at Quince Street, and**
 2 **UPRR crossing.** A new E. 88th Avenue single-span bridge with a widened typical-section will replace
 3 the existing bridge over the O'Brian Canal. The typical-section will have two travel lanes in each direction
 4 and the sidewalk and multiuse path features described under Element 1 (the median may be striped
 5 instead of raised), an acceleration lane for westbound vehicles from existing Quince Street, and a left-turn
 6 lane for eastbound traffic entering Quince Street; there will be no buffer between the roadway and
 7 multiuse path. Improvements to E. 88th Avenue will tie into driveways and Quince Street sufficient to
 8 maintain proper access and drainage. The E. 88th Avenue crossing of the UPRR track will be
 9 reconstructed to incorporate the wider roadway, multiuse path, and sidewalk. Detailed design and safety
 10 decisions at the freight rail crossing will be made during a subsequent engineering phase (Figure 6). The
 11 bridge replacement is described in further detail in Section 4.10—O'Brian Canal, and the at-grade UPRR
 12 track crossing is described in further detail in Section 4.7—Denver Pacific/Union Pacific Railroad.

Figure 6. Element 3: E. 88th Avenue Bridge, improvements at Quince Street and UPRR Crossing



13
 14 **Element 4: E. 88th Avenue and Rosemary Street intersection.** The intersection of Rosemary
 15 Street and E. 88th Avenue will remain a three-way “T” signalized intersection. The existing intersection E.
 16 88th Avenue eastbound approach has a thru lane and right-turn lane, the westbound approach has a thru
 17 lane and a left-turn lane, and the Rosemary Street approach has a left-turn lane and right-turn lane. The
 18 E. 88th Avenue approaches will be widened to accommodate an eastbound additional right-turn lane, and
 19 an additional westbound thru lane. The Rosemary Street approach to E. 88th Avenue will be widened
 20 approximately 25 to 30 feet to the west for approximately 600 feet south of E. 88th Avenue to the 88
 21 Drive-In Theatre entrance, to allow for two left-turn lanes and a right-turn lane northbound, two lanes
 22 southbound, 5- to 6-foot-wide sidewalks on either side of the roadway, and curb and gutter. A left-turn
 23 lane on southbound Rosemary Street will accommodate event traffic for the 88 Drive-In Theatre. Figure 7
 24 shows the proposed intersection configuration at Rosemary Street and E. 88th Avenue. Between the 88
 25 Drive-In Theatre entrance and E. 86th Avenue, the roadway will include two travel lanes in each direction
 26 and a left-turn lane. South of E. 86th Avenue, the design will immediately tie into Rosemary Street at the
 27 South Adams County Fire Station. Improvements to Rosemary Street will tie into driveways and
 28 intersections to maintain proper access and drainage.

Figure 7. Intersection of Rosemary Street and E. 88th Avenue



1

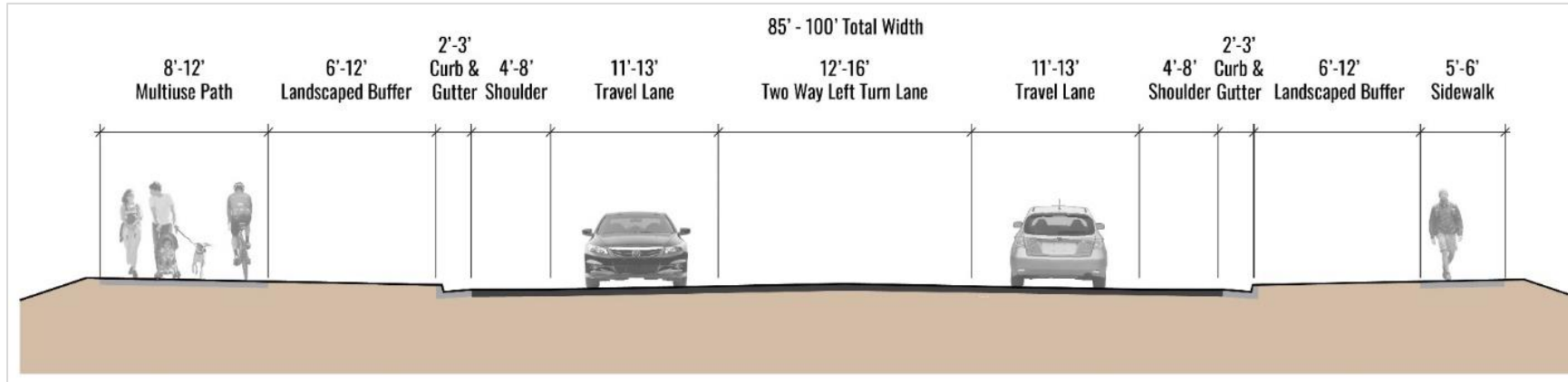
1 **Element 5: E. 88th Avenue between Rosemary Street and Highway 2.** Existing E. 88th Avenue
2 in this area has an approximately 40-foot-wide typical section consisting of a thru lane in each direction.
3 E. 88th Avenue will be reconstructed as an approximately 85- to 100-foot-wide modified local industrial
4 collector (Figure 8). The typical section will include one 11- to 13-foot-wide travel lane with an additional
5 4- to 8-foot-wide shoulder in each direction, a 12- to 16-foot-wide two-way left-turn lane at the center, a 5-
6 to 6-foot-wide sidewalk on the south side of E. 88th Avenue, curb and gutter, and an 8- to 12-foot-wide
7 multiuse path on the north side of E. 88th Avenue. Both the sidewalk and multiuse path will be separated
8 from the roadway by a 6- to 12-foot-wide buffer. The alignment of E. 88th Avenue will be shifted
9 approximately 4 to 12 feet to the north to accommodate the wider typical section. Improvements to E. 88th
10 Avenue will tie into driveways and intersections sufficient to maintain proper access and drainage and
11 accommodate future improvements to local roads. Two noise barriers are recommended within this
12 element, a 12-foot-tall noise barrier along the south side of E. 88th Avenue east of Ulster Street, and a 12-
13 foot-tall noise barrier along the south side of E. 88th Avenue between Xenia Street and Yosemite Street.
14 Inclusion of these noise barriers in the project will depend on the desire of property owners at the affected
15 properties.

16 **Element 6: E. 88th Avenue, BNSF Railway track, and Highway 2 intersection.** The
17 intersection of E. 88th Avenue, BNSF track, and Highway 2 was reconstructed in 2018. The Proposed
18 Action will not reconstruct E. 88th Avenue at the intersection. The new multiuse path on the north side of
19 E. 88th Avenue and the new sidewalk on the south side of E. 88th Avenue will be extended across the
20 BNSF track and Highway 2. Detailed design and safety decisions at the freight rail crossing will be made
21 during a subsequent engineering phase.

22 **Stormwater Drainage and Water Quality Treatment.** The Proposed Action will include
23 construction of a section of the Irondale Gulch Outfall to detain stormwater for E. 88th Avenue. This
24 facility is labeled as “Stormwater Detention” in Figure 2. Each inlet along E. 88th Avenue will provide
25 water quality treatment before the runoff reaches the outfall system. Under the Proposed Action, water
26 detained in the section of the Irondale Gulch Outfall pipe constructed as part of the Proposed Action will
27 be pumped into the existing I-76 CDOT stormwater system at the west end of the project study area. After
28 the Irondale Gulch Outfall is constructed in full, E. 88th Avenue will continue to drain into it and there will
29 be no need to pump into the I-76 CDOT stormwater system. Storm sewer improvements throughout the
30 corridor will cross various cross streets, but will not have the potential to permanently affect those roads.

31

Figure 8. Element 5: Typical Section for E. 88th Avenue between Rosemary Street and Highway 2, Looking East



1

2.0 PRIOR SECTION 106 CONSULTATION

This section summarizes the Section 106 consultation that has occurred between CDOT and the SHPO for this project. CDOT initiated Section 106 consultation in correspondence dated December 10, 2019, and requested SHPO concurrence on the delineation of the Area of Potential Effects (APE) and determinations of eligibility for 48 resources. The SHPO concurred with the APE and CDOT's determinations of eligibility in correspondence dated December 26, 2019 (HC #76998). Previous consultation with SHPO regarding the APE and eligibility is located in Appendix A.

2.1 Area of Potential Effects

Consistent with 36 CFR 800.16, CDOT defined the APE for this undertaking to incorporate the areas within which the project may cause direct and indirect effects to historic properties—those resources eligible for listing in the National Register of Historic Places (NRHP). The APE was defined in two tiers—a primary tier that includes all properties that could be directly or indirectly affected by anticipated project work and a second tier comprised of the noise study area for the Environmental Assessment. The secondary noise tier was developed to account for potential increases in noise in areas not directly adjacent to the project and areas studied for possible noise abatement structures. In most instances, this secondary tier matches closely the 500-foot project buffer for noise analysis that is used following CDOT's *Noise Analysis and Abatement Guidelines* (CDOT, 2015). However, the noise tier of the APE was developed prior to the Noise Analysis for the project and extends beyond areas of noise analysis, specifically along Brighton Road on the west end of the project study area and APE. Figure 9 shows the APE for the project. Additional information and effects analysis of properties within the noise study area is in Section 5.0. The APE has not changed since the December 10, 2019, SHPO coordination.

2.2 National Register Eligibility Determinations

A file search and literature review were conducted of records on file at the Office of Archaeology and Historic Preservation. A historic resources survey was conducted in 2019 to identify and evaluate historic properties within the APE of the E. 88th Avenue project. In total, the survey identified 63 architectural and linear resources located within the APE—48 within the primary APE and 15 in the secondary noise tier of the APE. The 15 properties in the noise tier were not surveyed and are treated as eligible for the purposes of assessing effects under Section 106. Five linear resource segments were surveyed and three were determined as supporting the eligibility of the overall resources. Of the 43 remaining architectural resources, 6 were determined officially eligible for NRHP listing with State Historic Preservation Officer (SHPO) concurrence in correspondence dated December 26, 2019 (HC# 76998). The SHPO concurred with CDOT’s determinations of not eligible for the following 37 properties:

- | | | |
|------------|------------|------------|
| ◆ 5AM.3959 | ◆ 5AM.3972 | ◆ 5AM.3988 |
| ◆ 5AM.3960 | ◆ 5AM.3973 | ◆ 5AM.3989 |
| ◆ 5AM.3961 | ◆ 5AM.3974 | ◆ 5AM.3991 |
| ◆ 5AM.3962 | ◆ 5AM.3977 | ◆ 5AM.3992 |
| ◆ 5AM.3963 | ◆ 5AM.3978 | ◆ 5AM.3993 |
| ◆ 5AM.3964 | ◆ 5AM.3979 | ◆ 5AM.3995 |
| ◆ 5AM.3965 | ◆ 5AM.3980 | ◆ 5AM.4026 |
| ◆ 5AM.3966 | ◆ 5AM.3981 | ◆ 5AM.4027 |
| ◆ 5AM.3967 | ◆ 5AM.3982 | ◆ 5AM.4028 |
| ◆ 5AM.3968 | ◆ 5AM.3984 | ◆ 5AM.4029 |
| ◆ 5AM.3969 | ◆ 5AM.3985 | ◆ 5AM.4030 |
| ◆ 5AM.3970 | ◆ 5AM.3986 | |
| ◆ 5AM.3971 | ◆ 5AM.3987 | |

SHPO concurred with CDOT’s determinations of NRHP eligible for the following six individual properties:

- 5AM.3958—88 Drive-In Theatre, 8780 Rosemary Street
- 5AM.3975—Irondale School, 8702 Rosemary Street
- 5AM.3976—Residence at 8705 Rosemary Street
- 5AM.3983—Residence at 8686 Laurel Drive
- 5AM.3990—Wikiup Mobile Home Park, 6500 E. 88th Avenue
- 5AM.3994—Country Cottages Quonset Park, 8721 Xenia Street

Additionally, five linear resources intersect the APE, and are either officially or assumed NRHP eligible. Segments were recorded for each resource. CDOT determined, with SHPO concurrence, that segments of the first three resources listed below were supporting of the eligibility of the overall linear resource, while segments of the last two listed resources were found non-supporting of this significance. They are:

- 5AM.459 (5AM.459.19)—Denver Pacific/Union Pacific Railroad
- 5AM.464 (5AM.464.20)—Burlington Northern and Santa Fe Railroad
- 5AM.477 (5AM.477)—O’Brian Canal
- 5AM.465 (5AM.465.19)—Burlington Ditch
- 5AM.3996 (5AM.3996.1)—88th Avenue

3.0 EFFECTS DETERMINATION FOR NOT ELIGIBLE RESOURCES

Table 1 summarizes the NRHP eligibility and effects determinations of properties determined Not Eligible for NRHP listing by CDOT (with concurrence from SHPO). As these properties have been determined officially not eligible for NRHP listing, CDOT has made an effects determination of **No Historic Properties Affected** for these properties.

Table 1. Summary of Effect Determinations for Properties Determined Not Eligible

Site No.	Address	NRHP Eligibility Determination	Effect Determination
5AM.3959	8674 Laurel Dr.	Not Eligible	No Historic Properties Affected
5AM.3960	8721 Willow St.	Not Eligible	No Historic Properties Affected
5AM.3961	8701 Willow St.	Not Eligible	No Historic Properties Affected
5AM.3962	8300 E. 88th Ave. #1-4	Not Eligible	No Historic Properties Affected
5AM.3963	8190 E. 88th Ave.	Not Eligible	No Historic Properties Affected
5AM.3964	8796 Ulster St.	Not Eligible	No Historic Properties Affected
5AM.3965	8741 Ulster St.	Not Eligible	No Historic Properties Affected
5AM.3966	8751 Ulster St.	Not Eligible	No Historic Properties Affected
5AM.3967	8771 Ulster St.	Not Eligible	No Historic Properties Affected
5AM.3968	8781 Ulster St.	Not Eligible	No Historic Properties Affected
5AM.3969	8796 Tamarac St.	Not Eligible	No Historic Properties Affected
5AM.3970	8790 Tamarac St.	Not Eligible	No Historic Properties Affected
5AM.3971	8750 Tamarac St.	Not Eligible	No Historic Properties Affected
5AM.3972	8740 Tamarac St.	Not Eligible	No Historic Properties Affected
5AM.3973	8730 Tamarac St.	Not Eligible	No Historic Properties Affected
5AM.3974	7840 E. 88th Ave.	Not Eligible	No Historic Properties Affected
5AM.3977	7330 E. 88th Ave.	Not Eligible	No Historic Properties Affected
5AM.3978	6950 E. 88th Ave.	Not Eligible	No Historic Properties Affected
5AM.3979	8790 Laurel Dr.	Not Eligible	No Historic Properties Affected
5AM.3980	8760 Laurel Dr.	Not Eligible	No Historic Properties Affected
5AM.3981	8740 Laurel Dr.	Not Eligible	No Historic Properties Affected
5AM.3982	8730 & 8736 Laurel Dr.	Not Eligible	No Historic Properties Affected
5AM.3984	8681 Laurel Dr.	Not Eligible	No Historic Properties Affected
5AM.3985	8701 Laurel Dr.	Not Eligible	No Historic Properties Affected
5AM.3986	8769 Laurel Dr.	Not Eligible	No Historic Properties Affected
5AM.3987	8777 Laurel Dr.	Not Eligible	No Historic Properties Affected
5AM.3988	8781 Laurel Dr.	Not Eligible	No Historic Properties Affected
5AM.3989	6840 E. 88th Ave.	Not Eligible	No Historic Properties Affected
5AM.3991	8790 Brighton Rd.	Not Eligible	No Historic Properties Affected
5AM.3992	8800 Brighton Rd.	Not Eligible	No Historic Properties Affected
5AM.3993	8810 88th Ave.	Not Eligible	No Historic Properties Affected
5AM.3995	8680 E. 88th Ave.	Not Eligible	No Historic Properties Affected
5AM.4026	7520 E. 86th Ave.	Not Eligible	No Historic Properties Affected
5AM.4027	8496 Rosemary St.	Not Eligible	No Historic Properties Affected
5AM.4028	8581 Rosemary St.	Not Eligible	No Historic Properties Affected
5AM.4029	8731 Willow St.	Not Eligible	No Historic Properties Affected
5AM.4030	8740 Willow St.	Not Eligible	No Historic Properties Affected

4.0 EFFECTS DETERMINATIONS FOR NRHP-ELIGIBLE RESOURCES

Section 4.0 includes determinations of effect on the six properties determined officially eligible for NRHP listing and the five linear resources in the APE. This section also addresses the 15 properties in the APE Noise Tier that were not surveyed but treated as eligible for Section 106 review purposes. The determinations of effect were made based on the 15 percent design level plans that were developed for the Environmental Assessment and submitted with this Historic Properties Effects Report and Section 4(f) Analysis. Figure 9 shows the location of each property and linear resource.

4.1 5AM.3958—88 Drive-In Theatre

The 88 Drive-In Theatre (5AM.3958), at 8780 Rosemary Street, was determined officially eligible for NRHP listing in December 2019. The 88 Drive-In Theatre is significant under Criteria A and C. The resource comprises a large parking lot with speaker poles, a projection screen structure, and four buildings—a concession and restroom building, a ticket booth, a mid-twentieth century dwelling, and the dwelling’s associated garage (Photo 1). The dwelling and associated garage are non-contributing features to the significance of the property. A modern corrugated metal fence surrounds the property. The theatre sign is located at the northwest corner of the property, at the intersection of E. 88th Avenue and Rosemary Street, on the outside of the fence line (Photo 2).



Photo 1. 5AM.3958—88 Drive-In Theatre, view to south.

Significance: *A-Entertainment and Recreation; C-Example of late period outdoor movie theatre*

Character-defining features: *concession building, projection screen, ticket booth, signs, perimeter fence line, mounded parking area and driveways, speaker poles*

The present roadway conditions at this location consist of two traffic lanes on Rosemary Street and two traffic lanes on E. 88th Avenue with a left-turn lane onto Rosemary Street from westbound traffic on E. 88th Avenue. Road shoulders on both roads are unimproved and there are no sidewalks or curbs.



Photo 2. 5AM.3958—88 Drive-In Theatre Entrance Sign, view to east.

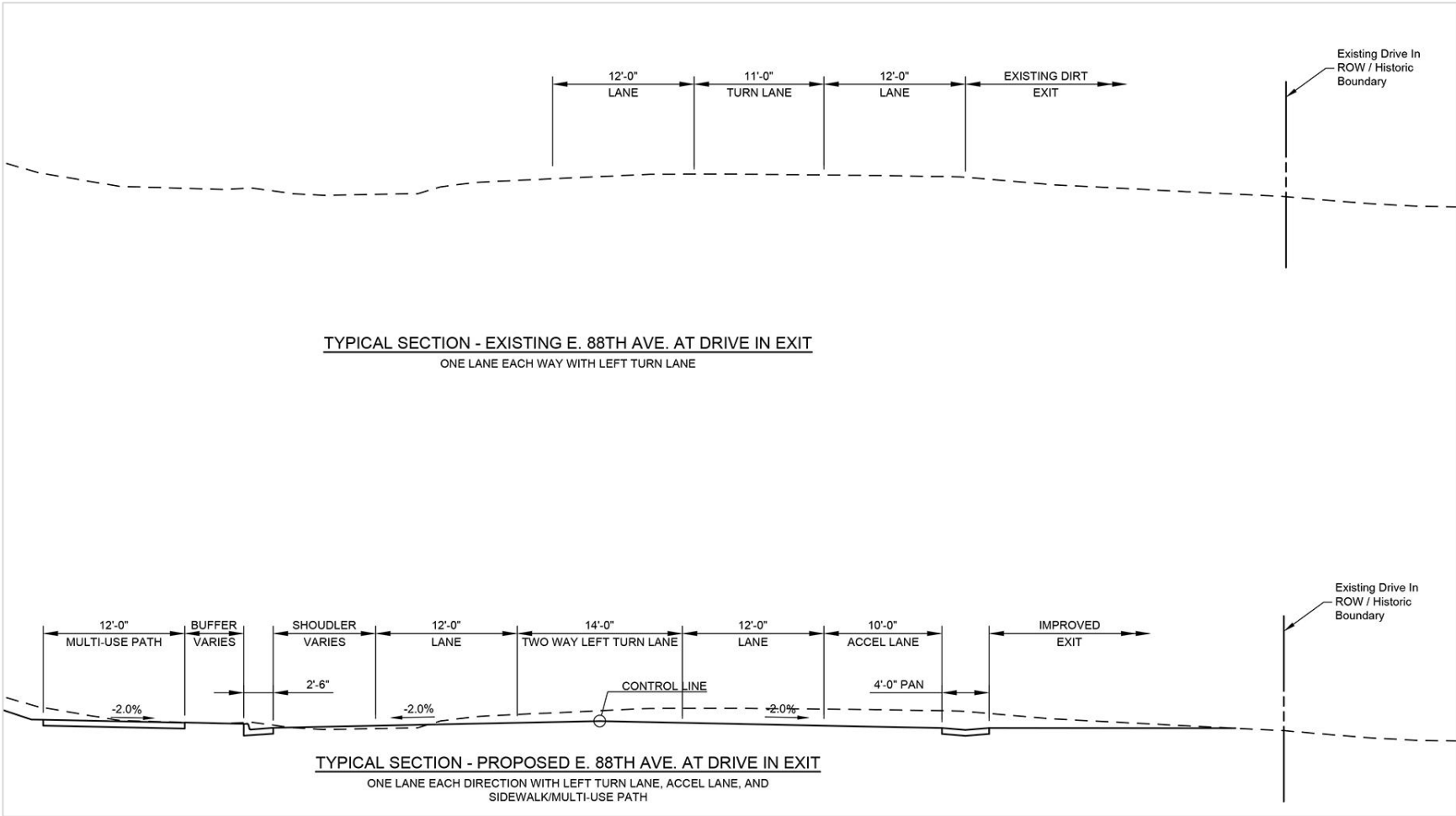
- 1 The proposed improvements at this resource location will include the following:
- 2 • The roadways of E. 88th Avenue and Rosemary Street will be widened, with the addition of
3 sidewalks and a multiuse path on the north side of E. 88th Avenue (Figure 10, Figure 11 and
4 Figure 12). Both Rosemary Street and E. 88th Avenue will be widened away from the historic
5 resource and traffic will not move closer to the theatre. The overall grade of Rosemary Street is
6 not increasing in elevation more than a minor amount (less than 2 feet).
 - 7 • At the E. 88th Avenue and Rosemary Street intersection, the E. 88th Avenue approaches will be
8 widened to accommodate an eastbound additional right-turn lane, and an additional westbound
9 thru lane. The Rosemary Street approach to E. 88th Avenue will be widened approximately 25 to
10 30 feet to the west for approximately 600 feet south to the 88 Drive-In Theatre entrance. The
11 current intersection is signalized and the improved intersection will remain signalized and include
12 pedestrian signals. The plan for mounting the signals will be completed during final design.
 - 13 • The grade of the widened portion of the E. 88th Avenue and Rosemary Street intersection on its
14 north side will be lowered approximately 2 to 3 feet from the existing grade (currently not a
15 roadway), however the grade of the reconstructed intersection where pavement currently exists
16 will be approximately the same as currently exists.
 - 17 • A left-turn lane from Rosemary Street to the theatre entrance at the southwest corner of the
18 property will benefit the theatre by easing congestion while users access the theatre ahead of
19 movies.
 - 20 • The southwest entrance on Rosemary Street and theatre exit onto E. 88th Avenue will both be
21 paved within the right-of-way to ensure the roadway properly ties into the property.
 - 22 • All roadway widening work at the 88 Drive-In Theatre is planned to occur within the existing right-
23 of-way.
 - 24 • Temporary easements are required for construction at the southwest entrance on Rosemary
25 Street (approximately 1,050 square feet), the exit on the north end at E. 88th Avenue
26 (approximately 6,450 square feet), and for a minor slope grade adjustment at the northwest
27 corner (approximately 500 square feet) to accommodate the rebuilt E. 88th Avenue/Rosemary
28 Street intersection.
 - 29 • Along the east half of the north parcel boundary, a permanent utility easement of approximately
30 2,000 square feet will be required from the property to accommodate reconstruction of buried
31 utilities. Proposed work within the permanent utility easement and temporary easement at the
32 north parcel boundary will not affect the screen, existing trees, or the primary sign. Utilities will be
33 installed underground, and the area of above ground will be returned to pre-construction
34 conditions. The temporary easement and construction of the Rosemary Street entrance may
35 impact a single small cluster of trees at the property boundary southwest corner fence line. Tree
36 removals will be mitigated at a 1:1 ratio.

1 **Figure 10. Proposed Improvements at 5AM.3958—88 Drive-In Theatre**



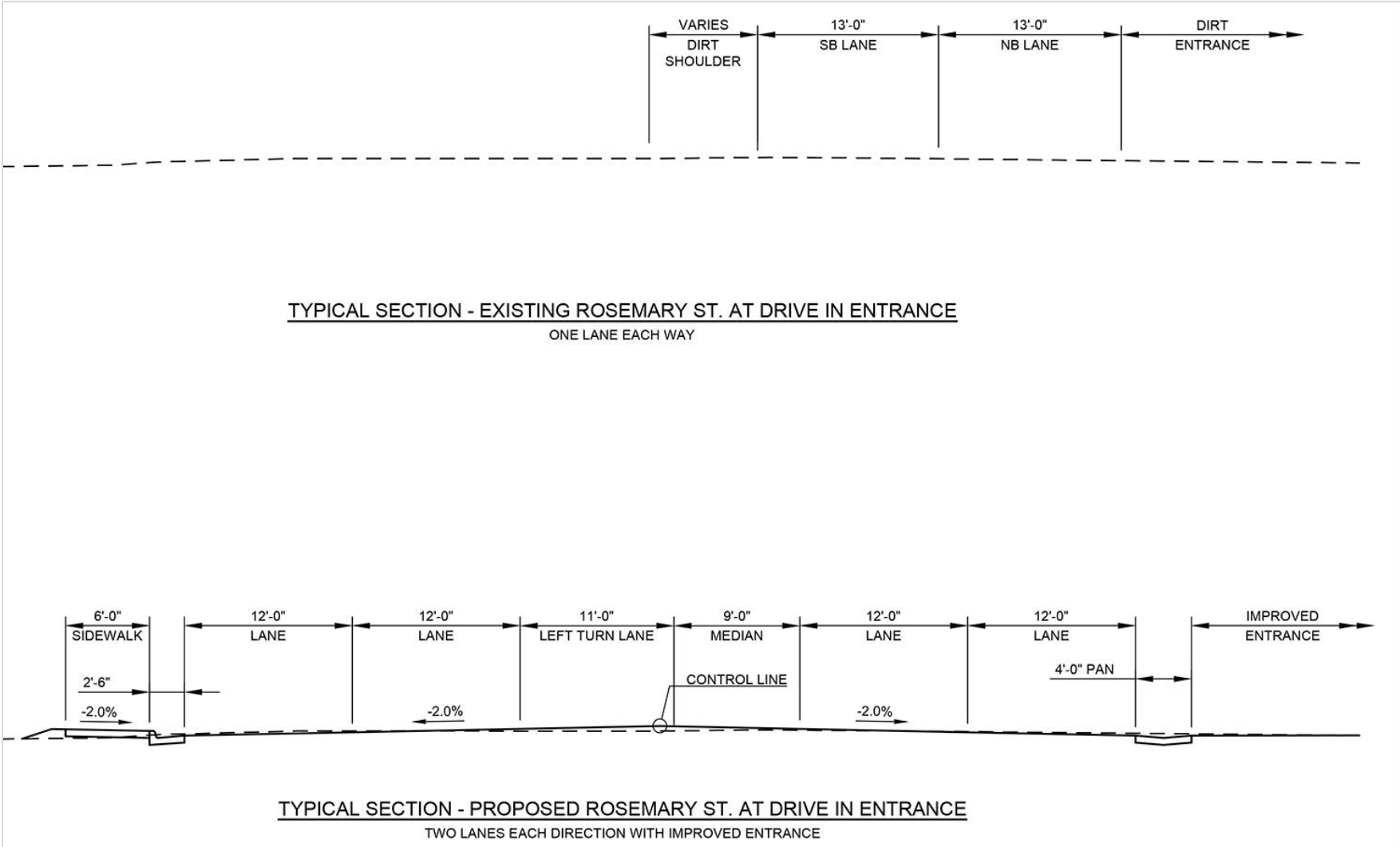
2

1 **Figure 11. Existing and Proposed Improvements to E. 88th Avenue at 88 Drive-In Theatre Exit, Looking East**



2

1 **Figure 12. Existing and Proposed Improvements to Rosemary Street at 88 Drive-In Entrance, Looking North**



2
3

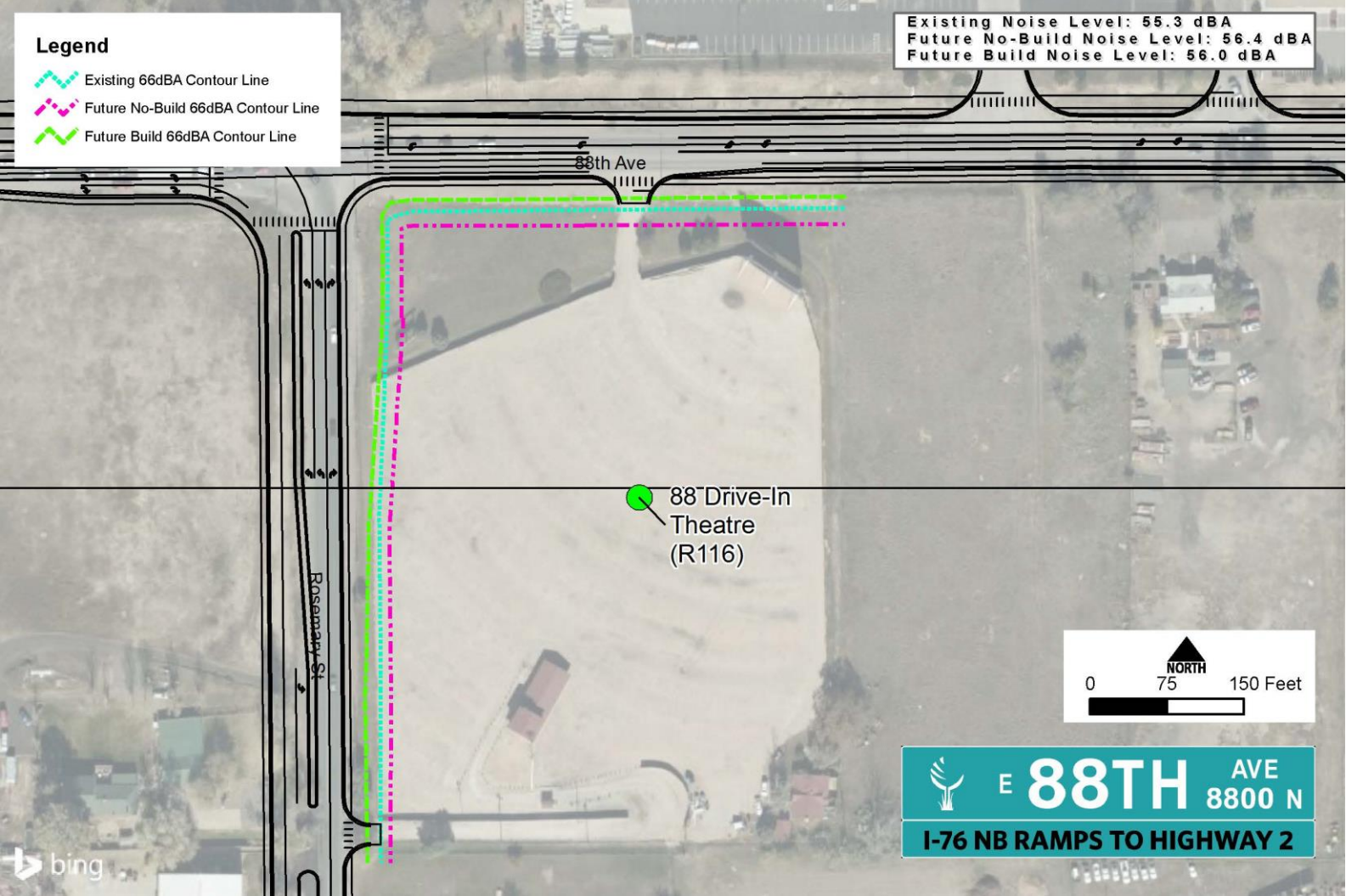
1 The permanent utility easement at the northeast corner of the property does not contain any character-
2 defining features of the property. Other permanent effects may include visual and auditory effects
3 resulting from increased traffic; however, those will be negligible and not alter any characteristics of the
4 property in a manner that will diminish the property's historic integrity of setting or feeling. All construction
5 work will occur outside of the theatre's fenced interior, and the non-historic fence will remain. Sidewalks
6 along Rosemary Street and E 88th Avenue will be 5- to 6-foot-wide and new where none presently exist.
7 All pedestrian and railroad crossings and roadway intersections in the project study area will remain at-
8 grade and approximately at the existing grade of the existing roadway and will not be visible from the
9 viewing area of the theatre.

10 No increased effects from vehicle headlights are anticipated. The overall grade of Rosemary Street is not
11 increasing in elevation more than a minor amount (less than 2 feet), the grade at the E. 88th Avenue/
12 Rosemary Street intersection is dropping in elevation, the grade of the remaining portion of E. 88th
13 Avenue at this location will remain approximately the same, and the new traffic lanes are being added to
14 the widened portion of the roadways, which occurs away from the 88 Drive-In Theatre property. Because
15 the roadway is being widened to the north away from the theatre, the grade is not changing significantly,
16 and the angle of the roadway is not changing relative to the theatre, no additional visual effects from
17 headlights are anticipated.

18 At receptor R116 representing a theatre patron, shown in Figure 13, the noise assessment projects an
19 imperceptible 0.7 A-weighted decibels (dBA) increase from 55.3 dBA to 56.0 dBA after construction of the
20 project. The latter remains below CDOT's threshold of 66 dBA for noise abatement. A 3 dBA increase
21 represents a doubling of the acoustic energy, but human perception of a change in volume typically
22 occurs over 3 dBA. The 0.7 dBA increase will be imperceptible, and the actual noise will likely be lower
23 than this anticipated level during hours of operation of the theatre. The corridor-specific percentage of
24 automobiles and truck traffic were used in the noise model. The noise readings taken for this noise
25 assessment occurred generally during AM (approximately 7:30 to 11:30 AM) and PM (approximately 2:30
26 to 4:30 PM) peak traffic, so it is reasonable to assume that noise levels in the evenings when the theatre
27 is operational, after PM peak traffic, may be lower than what was assessed.

28 An additional noise contour assessment was completed and is attached to this report (Appendix B).
29 Figure 13 shows the results of the additional contour assessment. The contour lines show the
30 approximate distance to the 66 dBA Contour Line, the CDOT Noise Abatement Criteria for Category C
31 receptors (active sport areas, amphitheaters, auditoriums, campgrounds, cemeteries, day care centers,
32 hospitals, libraries, medical facilities, parks, picnic areas, places of worship, playgrounds, public meeting
33 rooms, public or nonprofit institutional structures, radio studios, recording studios, recreational areas,
34 Section 4(f) sites, schools, television studios, trails, and trail crossings). There are 3 contour lines: one
35 showing the approximate distance to the Existing 66-dBA contour line, one to the Future No-Build 66-dBA
36 contour line, and one to the Future Build 66-dBA contour line. The positions of the 66 dBA noise contours
37 for both the Existing and Future Build conditions do not intersect with any of the parking spaces at the 88
38 Drive-In Theatre. The Future No-Build condition intersects with approximately 3 parking spaces located
39 on the west side of the parking area near the fence. Noise levels past the contour lines (farther from the
40 roadway) will be expected to be less than 66 dBA. Under the Future Build condition, some of the noise-
41 producing vehicles will be further away from the 88 Drive-In Theatre, because both E. 88th Avenue and
42 Rosemary Street will be widened away from the property. Based on this analysis, the project will result in
43 a shift of the area with the loudest traffic noise (66 dBA) farther away from the theatre itself, and patrons
44 of the theatre will likely not experience additional traffic noise as a result of this project.

1 **Figure 13. Noise Study Contours at 5AM. 3958—88 Drive-In Theatre**



2
 3

1 Temporary effects during construction may include visual and auditory effects, and dust from
2 construction. Construction will not coincide with the hours that the theatre is open for showing movies
3 (typically at dusk or night), and the construction contractor will be required through a construction
4 provision to coordinate with the property owner to determine the theatre's schedule. The provision will
5 further state that the contractor will avoid work within a quarter of a mile of the theatre property during the
6 hours of operation; therefore, these effects will not extend beyond the construction period, thereby not
7 affecting the property's integrity. Access to the theatre will be maintained during construction, regardless
8 of the season. Improvements on E. 88th Avenue and Rosemary Street will improve access to and egress
9 from the theatre with a protected turn lane on Rosemary Street and improved driveways within the
10 existing right-of-way.

11 The project team has coordinated with the property owner throughout the 15 percent design process,
12 which has included block-by-block meetings (meetings with groups of adjacent property owners), a public
13 meeting, and one-on-one communication so that any effects on the property or to operations of the
14 property are avoided or minimized to the extent possible. The project team has been in contact with the
15 owners of the theatre property, and ownership participated in two meetings to discuss the proposed
16 improvements with adjacent landowners, which occurred on April 26, 2019, and November 12, 2019. The
17 property owner does not object to the proposed improvements. Collectively and individually, these effects
18 will not directly or indirectly alter any characteristics of 5AM.3958 that qualify it for NRHP eligibility in a
19 manner that diminishes any aspect of its historic integrity. CDOT has determined the undertaking will
20 have **No Adverse Effect** on the 88 Drive-In Theatre (5AM.3958).

21 4.2 5AM.3975 – Irondale School

22 The Irondale School (5AM.3975), at 8702 Rosemary Street, was determined officially eligible for NRHP
23 listing and is significant under Criterion A for Education at the local level with a period of significance from
24 1937 to 1969 (Photo 3). The building includes an original two-story core constructed in 1937, wings at the
25 northeast and southeast corners added in 1952-53, and a circa 1965 detached wing on the north end that
26 was connected to the main building between 1971 and 1991. The building currently has a religious use as
27 the Ministerio Palabra De Vida.

28 The current road conditions in front of Irondale School consist of two traffic lanes with an unimproved
29 shoulder on the east side and an extended paved parking shoulder with a sidewalk on the west side
30 (Photo 4). Road improvements at this location will consist of adding two additional traffic lanes, a center
31 turn lane, and curbs and sidewalks on both sides (Figure 14 and Figure 15). At present, the building is
32 setback approximately 130 feet from Rosemary Street and is separated by a parking lot and plantings
33 near the road and immediately in front of the building. The proposed sidewalk edge will be approximately
34 120 feet from the Irondale School. Along the north end of the parcel boundary, all work will be completed
35 within the existing right-of-way. Beginning at the central driveway in front of the school, the sidewalk will
36 extend outside the present right-of-way to the southwest corner of the parcel.



Photo 3. 5AM.3975—Irondale School, view to east.

Significance: A-Education

Character-defining features: 1937 original block and 1960s wings, fan-shaped parking area

1

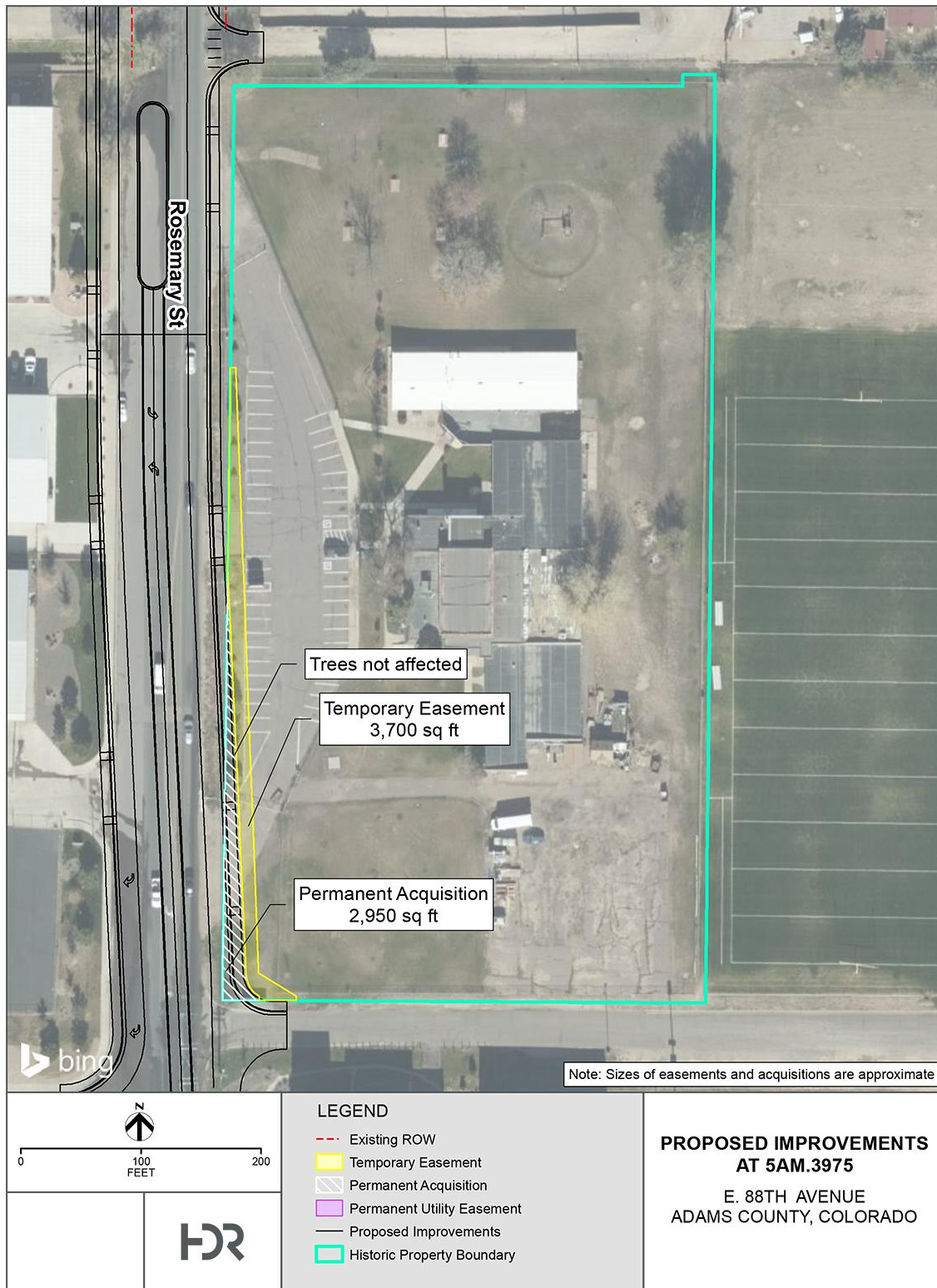


Photo 4. Current Road Conditions in Front 5AM.3975—Irondale School, view to east.

2

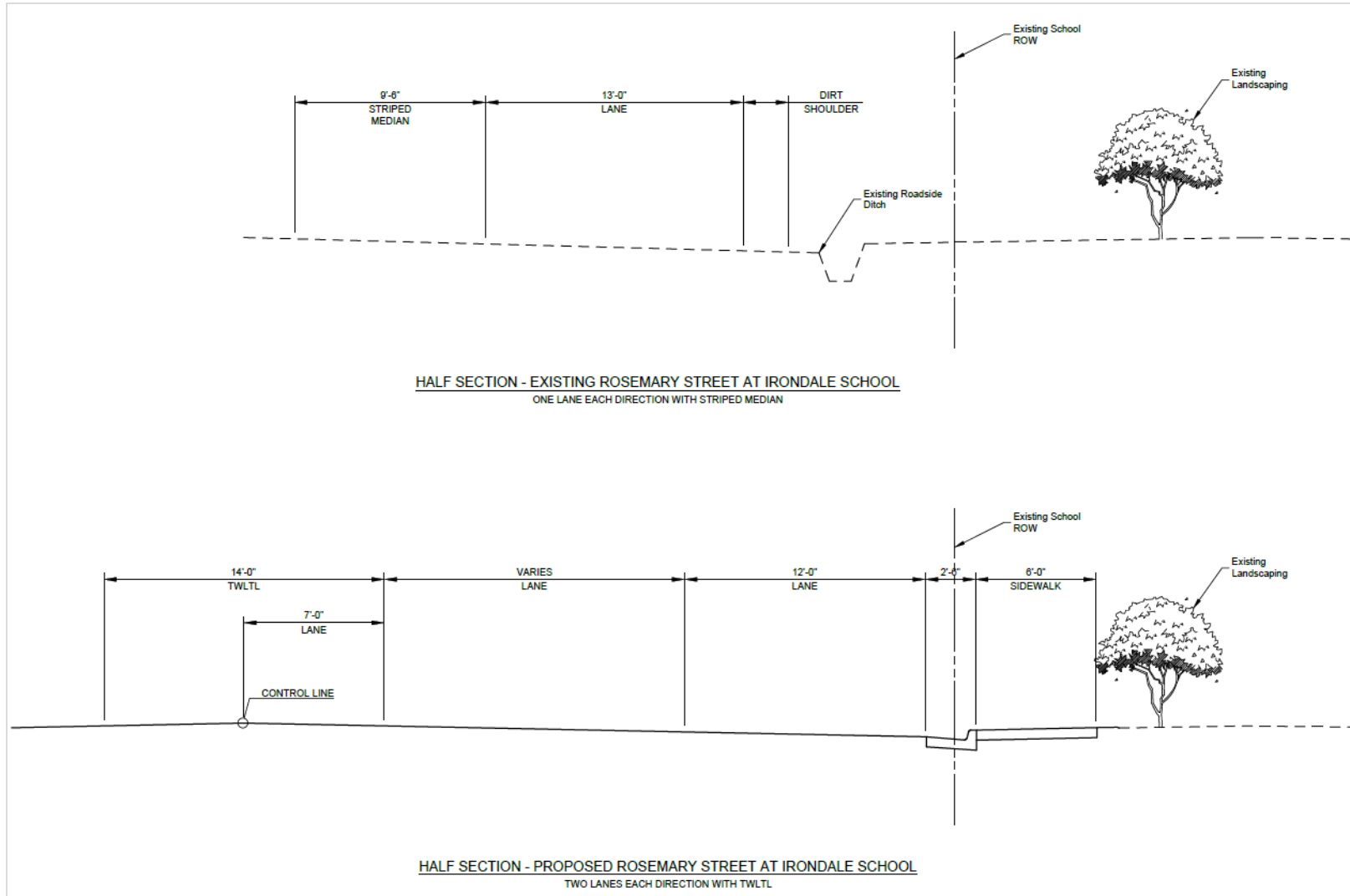
3

1 **Figure 14. Proposed Improvements at Irondale School (5AM.3975)**



2
 3

1 **Figure 15. Existing and Proposed Improvements to Rosemary Street at Irondale School (5AM.3975), Looking North**



2
3

1 This will require approximately 2,950 square feet of permanent right-of-way acquisition and approximately
2 3,700 square feet of temporary easements during construction. The area that will permanently be
3 acquired currently contains a grass drainage ditch, non-historic landscaping with railroad tie borders, and
4 the undeveloped southwest corner of the parcel. The permanent right-of-way acquisition represents
5 approximately 1.6 percent of the land associated with the 4.2-acre site. Mature but non-historic trees
6 along the road will likely not be impacted. If trees are removed, they will be replaced on a one-for-one
7 basis within the historic boundary. Some of the non-historic landscaping will remain between the
8 proposed roadway, sidewalk, and the parking lot.

9 Temporary effects may include visual and auditory effects, and dust during construction. The Irondale
10 School is set back approximately 120 feet from the edge of proposed improvements and temporary
11 construction effects will have a minimal to negligible effect. Permanent effects may include visual and
12 auditory effects resulting from increased traffic. However, due to the setback of the property and primary
13 use of the property as a religious center occurring on weekends and evenings, these effects will be
14 negligible to minimal. The noise assessment projects a 2.3 dBA increase from 58.5 dBA to 60.8 dBA; the
15 latter remains below CDOT's threshold of 66 dBA for noise abatement. Additionally, the 2.3 dBA increase
16 is below the 3 dBA threshold of human perception. This increase is likely to be lower on weekends and
17 evenings, the main hours of operation of the property's current use as a religious facility. The permanent
18 acquisition at the southeast corner of the property does not contain any character-defining features
19 associated with the school. Collectively and individually these effects will not directly or indirectly alter any
20 characteristics of 5AM.3975 that qualify it for NRHP eligibility in a manner that diminishes any aspect of
21 its historic integrity. CDOT has determined the undertaking will have **No Adverse Effect** on the Irondale
22 School (5AM.3975).

23 4.3 5AM.3976—8705 Rosemary Street

24 The property at 8705 Rosemary Street was
25 determined officially eligible for NRHP listing under
26 Criterion C as an example of a Hipped Roof Box
27 residential form type in Adams County (Photo 5).
28 The property contains the 1901 residence with a
29 2005 addition and a 2011 garage. The residence
30 and garage are shaded by large cottonwoods and
31 all development of the parcel is along the south
32 parcel boundary and offset to the southeast corner.
33 The majority of the lot is an agricultural field (Photo
34 6). Rosemary Street, east of the property has two-
35 traffic lanes and unimproved shoulders. Across the
36 street from the property are the 88 Drive-In Theatre
37 (5AM.3958) and the Irondale School (5AM.3975).



Photo 5. 5AM.3976—8705 Rosemary Street, view to west.

Significance: C—Example of 1901 Hipped Roof Box type

Character-defining features: residence, large agricultural parcel, mature cottonwood trees



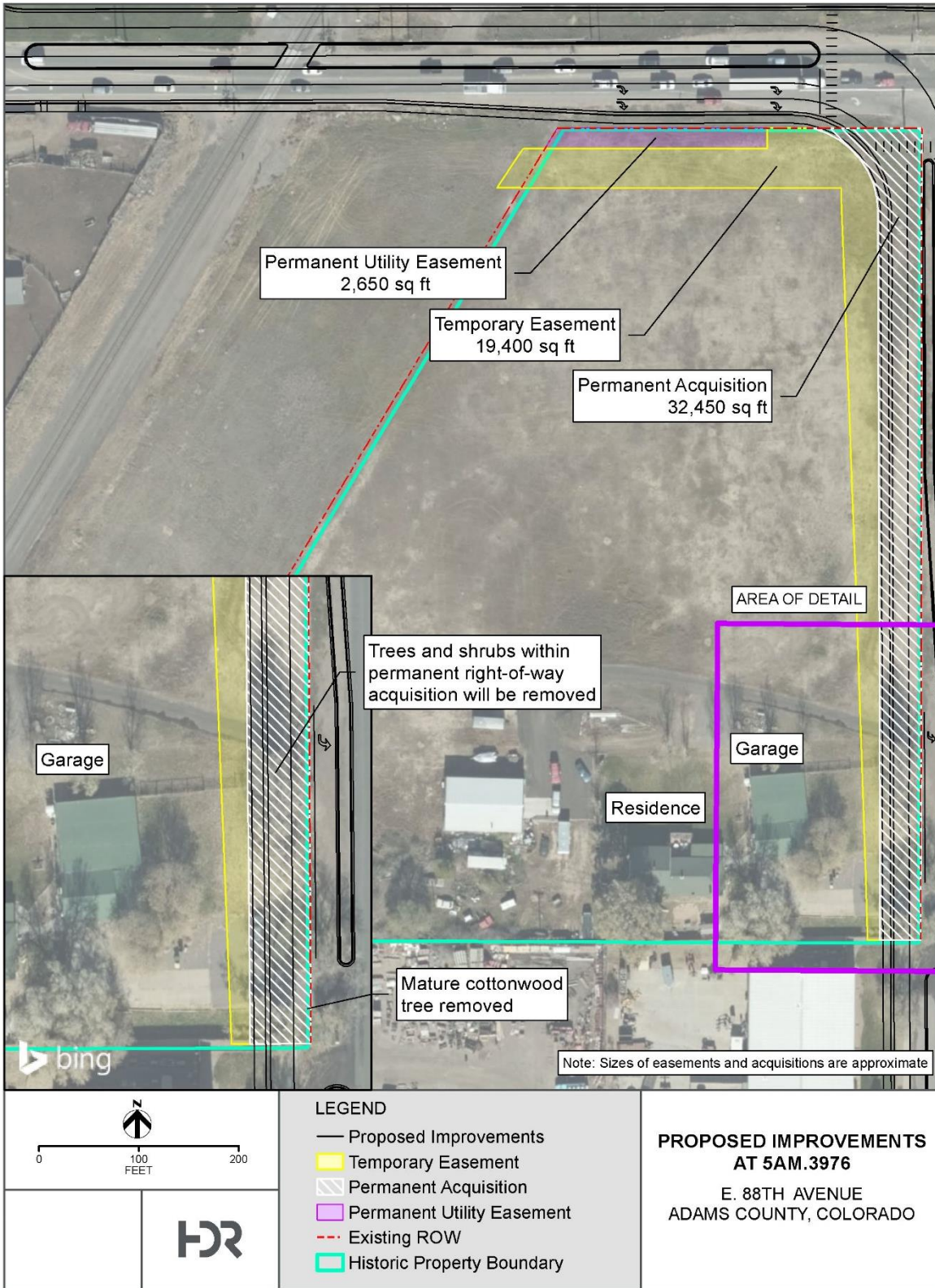
Photo 6. 5AM.3976—8705 Rosemary Street, view to south.

1

2 The proposed improvements at this location include two northbound and southbound traffic lanes, a
3 protected southbound left-turn lane into the theatre entrance across the street, a raised center median,
4 and curb and sidewalks along the north and east boundaries of the property (Figure 16 and Figure 17).
5 The residence is set back approximately 170 feet from the current edge of the roadway and 110 feet from
6 the proposed permanent improvements (Figures 16 and 17). The proposed improvements will require
7 approximately 2,650 square feet of permanent utility easement, approximately 32,450 square feet of
8 permanent right-of-way acquisition, and approximately 19,400 square feet of temporary easement during
9 construction (Figure 16). The majority of both the acquisition and temporary easement will be along the
10 east boundary of the parcel. A small area of acquisition, a portion of the temporary easement, and the
11 permanent utility easement will be located along the north parcel boundary. Utilities will be installed
12 underground, and the area above ground will be returned to pre-construction conditions.

13 The parcel is 5.7 acres and the majority of the parcel remains undeveloped. The right-of-way acquisition
14 equals 13 percent of the current parcel. The open agricultural feeling and setting of the property will
15 remain despite the right-of-way acquisition along the east and north sides of the parcel. The parcel is
16 bounded to the west by the Union Pacific Railroad right-of-way, which contributes to the property's setting
17 as an agricultural property surrounded by sparse development. Along with the right-of-way acquisition on
18 the east parcel boundary, most of the vegetation fronting Rosemary Street and east of the existing wood
19 post and wire fence will be removed. Vegetation on the west side of the fence will remain, and the
20 modern fence will be reconstructed outside of the new, proposed right-of-way. The majority of this
21 vegetation consists of trees and large shrubs north of the property's driveway that first appear on historic
22 aerial photography beginning in 1978 (Figure 17). This vegetation does not contribute to the historic
23 feeling and setting of the property; however, at least one of the mature cottonwood trees on the south
24 side of the property's driveway will be removed (Figure 18). Historic aerial photographs between 1963
25 and 2020 depict the cottonwood south of the driveway and at least four other cottonwoods on the
26 property near the residence and barn and along the south parcel boundary, which will not be affected by
27 the project (Figure 18).

1 **Figure 16. Proposed Improvements at 5AM.3976—8705 Rosemary Street**

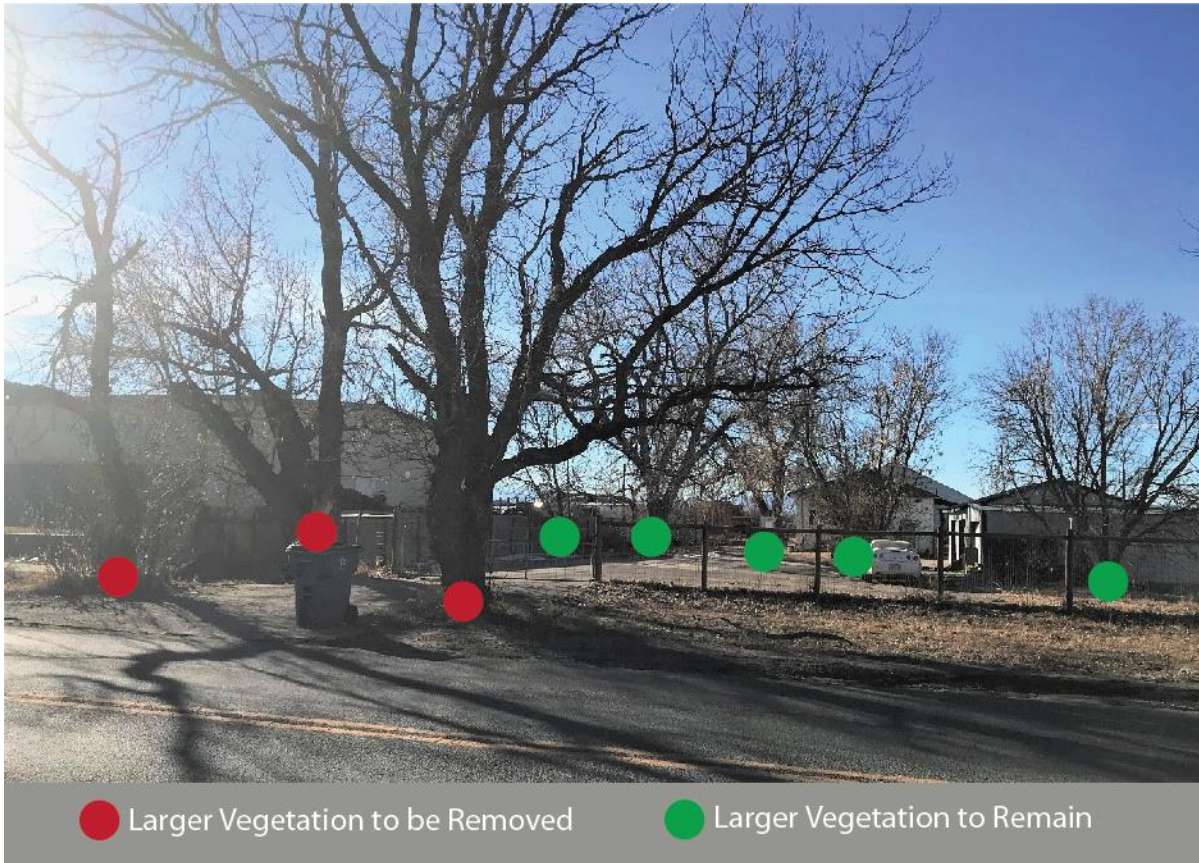


2

1 Figure 17. Aerial photographs of 8705 Rosemary Street
2 —1963, 1971, 1978, 2020 (top to bottom)



1 **Figure 18. Larger Vegetation to Remain and Be Replaced at 8705 Rosemary Street**



View from Rosemary Street looking west at driveway of 8705 Rosemary Street.

A cluster of vegetation west of the property's buildings and structures also appears in historic aerial photographs. Although the mature cottonwood nearest to Rosemary Street will be removed, the other four mature cottonwood trees set further back on the property will remain and maintain the feeling and setting of the property. Project commitments include replacement of each tree removed on a one-for-one basis.

Temporary effects may include visual and auditory effects, and dust during construction. Temporary construction effects will have a minimal effect on the property and will not persist beyond the construction period. Permanent effects may include visual and auditory effects resulting from increased traffic. However, due to the setback of the property, these effects will be minimal. The noise assessment projects a 1.9 dBA increase from 52.3 dBA to 54.2 dBA; the latter remains below CDOT's threshold of 66 dBA for noise abatement. Additionally, the 1.9 dBA increase is below the 3 dBA threshold of human perception.

Collectively and individually, these effects will not directly or indirectly alter any characteristics of 8705 Rosemary Street (5AM.3976) that qualify it for NRHP eligibility in a manner that diminishes any aspect of its historic integrity. The property is significant under Criterion C; and its integrity of design, materials, and workmanship are prioritized and will not be impacted by the project. The property's integrity of location and association will also not be affected. Although the right-of-way acquisition will include parts of the east and north sides of the property, it will retain its minimally developed, agricultural character. The removal of existing vegetation along the southeast corner of the property will include one mature

1 cottonwood tree, but it will be replaced and the four mature cottonwood trees nearest to the buildings will
2 remain (Figure 18). The improvements will include a sidewalk and roadway that are physically closer to
3 the buildings on the property than the current relationship. However, the buildings on the parcel are
4 substantially set back from the east parcel boundary, and the character of the property's setting has
5 changed from rural to a semi-developed commercial/industrial area. Therefore, the setting and feeling will
6 not be altered significantly from the present conditions. Therefore, CDOT has determined the undertaking
7 will have **No Adverse Effect** on 8705 Rosemary Street (5AM.3976).

8 4.4 5AM.3983 – 8686 Laurel Drive

9 The residence at 8686 Laurel Drive (5AM.3983)
10 was determined officially eligible for NRHP listing
11 with significance under Criterion C as a rare local
12 example of a mid-century basement house
13 embodying typical architectural features of that
14 form (Photo 7 and Photo 8). The property is
15 located on the east side of Laurel Drive,
16 approximately 575 feet south of E. 88th Avenue
17 where the nearest project work will occur, and
18 backs up to the O'Brian Canal.

19 Presently, E. 88th Avenue at Laurel Drive consists
20 of two single traffic lanes and a left-turn lane into
21 the Flea Market on the north side of E. 88th
22 Avenue. The proposed improvements at this
23 location include construction of two traffic lanes
24 and a turning lane in each direction into the Flea
25 Market with a center raised median (Figure 19).
26 The south entrance of the Flea Market will have
27 traffic control signals added. The intersection with
28 Laurel Drive and driveways on the south side of
29 Laurel Drive will be modified to only accommodate
30 right-in and right-out movements.



Photo 7. 5AM.3983—8686 Laurel Drive, view to east.

Significance: C—example of rare, unaltered mid-century basement house

Character-defining features: basement house form of main residence including sub-grade construction, simple rectangular plan, windows and doors at-grade, concrete masonry walls, and gable roof



Photo 8. 5AM.3983— Garage at 8686 Laurel Drive, view to east.

1 **Figure 19. Proposed Improvements at 5AM.3983—8686 Laurel Drive**



PATH: X:\PROJECTS\10137893 - EST88TH AVE EAMAP_DOCS\HISTORIC\88THAVE_SAM_3983.MXD - USER: MSQBOL - DATE: 12/10/2020

2
3

1 No temporary or permanent improvements that will impact the historic characteristics of 8686 Laurel Drive
2 (5AM.3983) are anticipated. The property is separated from E. 88th Avenue by five parcels—two that
3 front E. 88th Avenue and three between those two parcels and 8686 Laurel Drive. Although the property
4 is outside of the typical 500-foot study area for noise analysis, it was included as part of the noise study
5 area. The noise analysis projects a 0.7 dBA increase from the existing 50.9 dBA to 51.6 dBA for both the
6 2040 No Action and Proposed Action. The proposed undertaking will not directly or indirectly alter any
7 characteristics of 5AM.3983 that qualify it for NRHP eligibility in a manner that diminishes any aspect of
8 its historic integrity. CDOT has determined the undertaking will have **No Adverse Effect** on the resource
9 at 8686 Laurel Drive (5AM.3983).

10 4.5 5AM.3990 – Wikiup Mobile Home Park

11 The Wikiup Mobile Home Park (5AM.3990) is
12 located on the south side of E. 88th Avenue just
13 east of I-76. It was determined officially eligible
14 for NRHP listing under Criterion A for Community
15 Planning and Development and under Criterion C
16 as an example of a planned, mid-century mobile
17 home park (Photo 9). Constructed in 1964, the
18 park’s character-defining features include the
19 street pattern of curvilinear streets and cul-de-
20 sacs, the community amenities and
21 clubhouse/office, individual lawns, and angled
22 lots.

23 The current roadway in front of the Wikiup Mobile
24 Home Park includes two traffic lanes in both
25 directions and a central striped median (



Photo 9. 5AM.3990—Wikiup Mobile Home Park, view of housing unit.

Significance: A-Community Planning and Development; C-example of planned, mid-twentieth century mobile home park

Character-defining features: curvilinear street grid and cul-de-sacs, central clubhouse and office, community amenities, individual lawns, angled lots



1
2 10 and Photo 11). The E. 88th Avenue entrance to Wikiup allows access to and from east and westbound
3 traffic. The proposed project will include two traffic lanes in either direction, a protected left-turn lane on to
4 Brighton Boulevard for westbound traffic, a protected right-turn lane into the Wikiup Mobile Home Park for
5 eastbound traffic, a raised center median, curbs, a multiuse path on the north side of the roadway, and a
6 sidewalk on the south side of the roadway (Figure 20, Figure 21, and Figure 22). Because E. 88th
7 Avenue is being widened to the north, the southern edge of the roadway adjacent to Wikiup will not move
8 closer to the property. The access from Brighton Road at Jolene Court will be slightly widened for
9 improved geometry and repaved to accommodate more traffic. The reconstruction of the E. 88th Avenue
10 access and Jolene Court access will require approximately 5,750 square feet of temporary easements for
11 construction.



Photo 10. 5AM.3990—Wikiup Mobile Home Park. View to south from 88th Avenue towards Wikiup entrance.

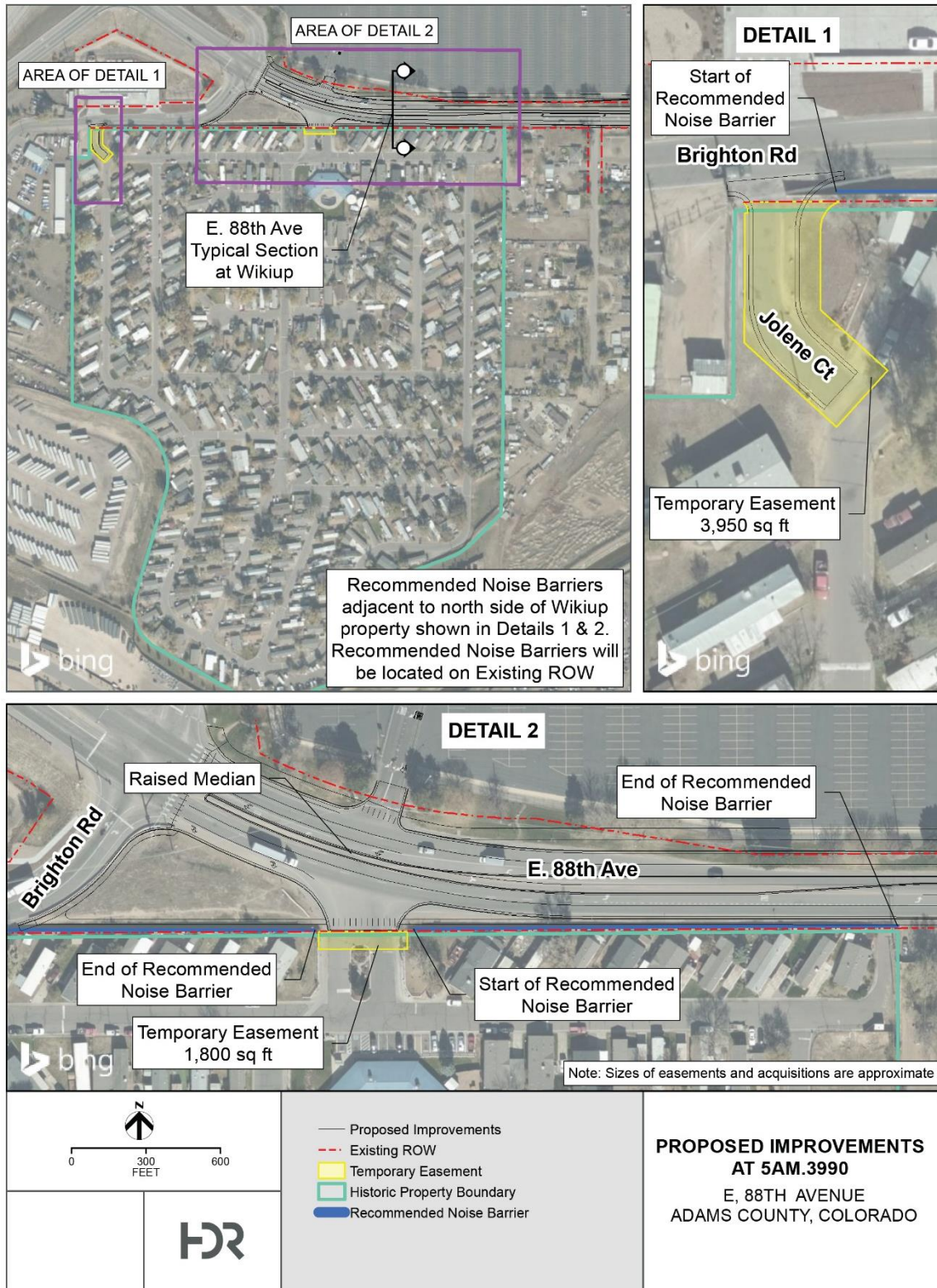
1



Photo 11. 5AM.3990—Wikiup Mobile Home Park. View to east on 88th Avenue from Wikiup entrance. Existing non-historic vinyl fence shown on right; new noise wall to be built on north (left) side of vinyl fence and drainage ditch.

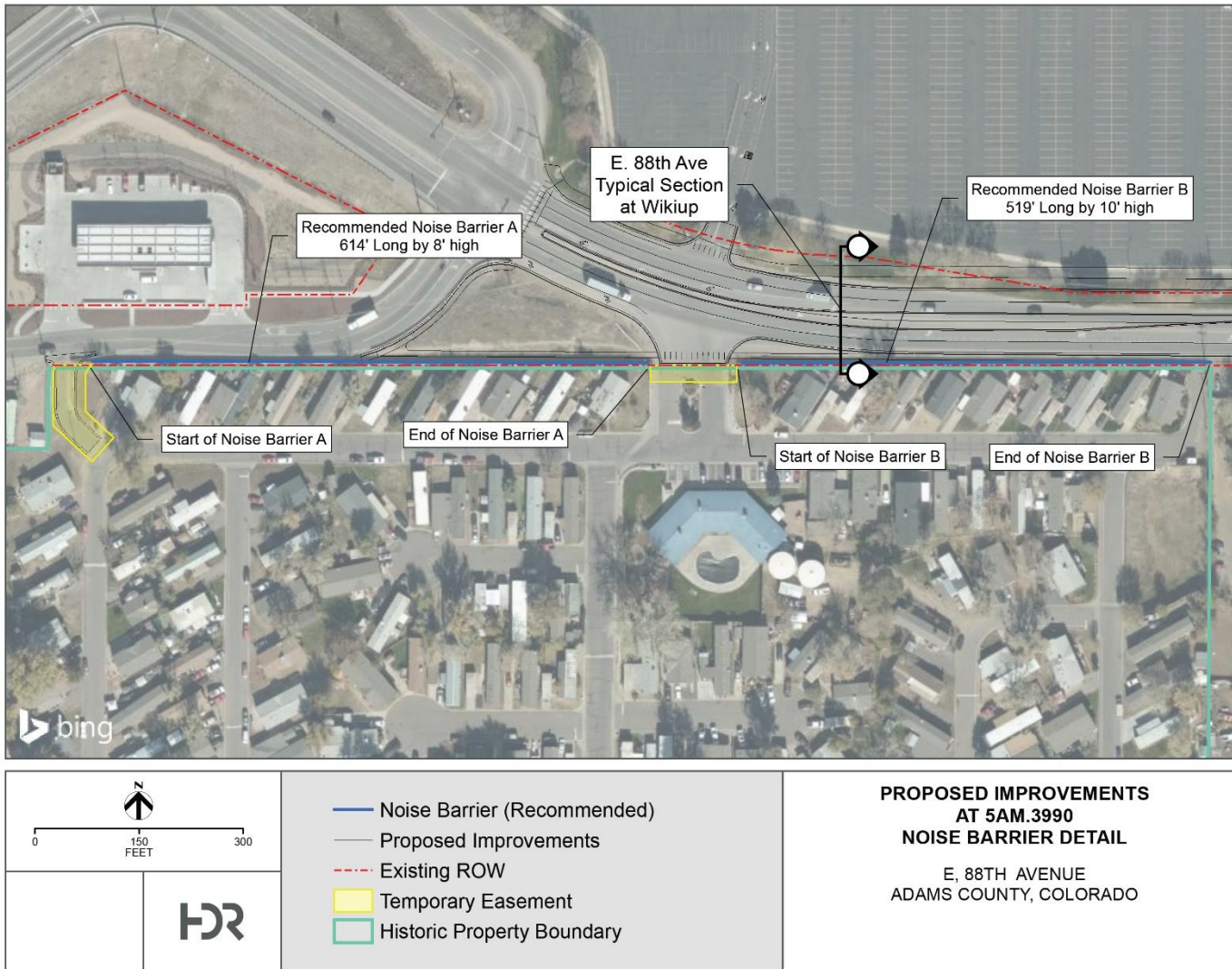
2

1 **Figure 20. Proposed Improvements at 5AM.3990—Wikiup Mobile Home Park**



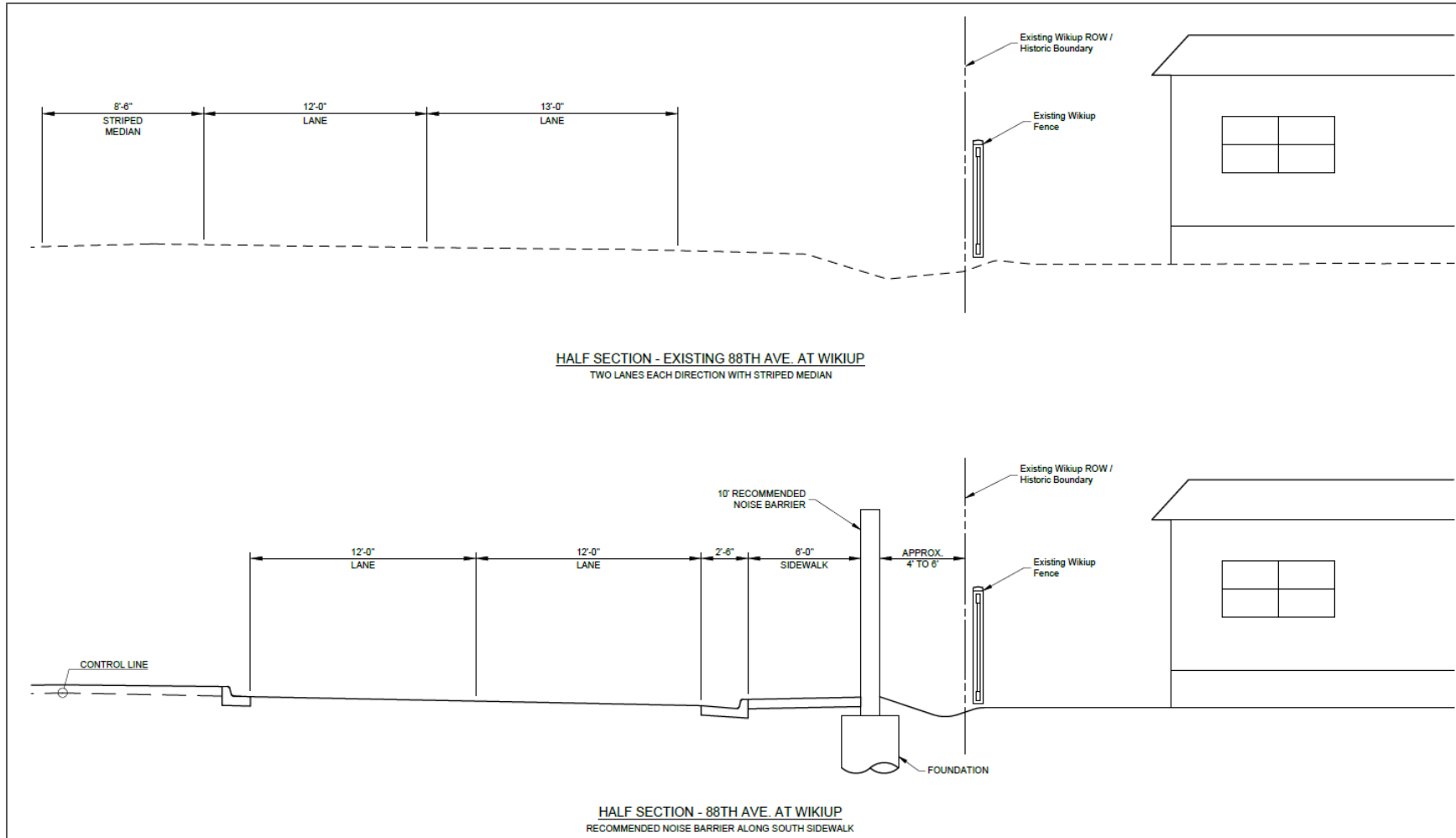
2

1 **Figure 21. Detail of Noise Barrier at 5AM.3990—Wikiup Mobile Home Park**



2

1 **Figure 22. Existing and Proposed Improvements to E. 88th Avenue at Wikiup Mobile Home Park (5AM.3990), Looking East**



2
3

1 Additionally, the noise analysis for the project estimates the CDOT threshold of 66 dBA for noise-sensitive
2 receptors (such as residences) will be exceeded, and a noise barrier (mitigation) is recommended (Figure
3 21 and Figure 22). No receptors will experience a substantial noise increase of 10 dBA or more. The
4 existing noise level at the mobile home park was found to be a range between 47.2 and 72.6 dBA, with
5 several points closest to the roadway exceeding the noise threshold. Under a No Action Alternative, the
6 noise levels are anticipated to increase by 2040 to a range between 47.9 and 73.9 dBA. Without the
7 proposed noise mitigation, the anticipated noise levels after construction will range between 47.8 and
8 74.1 dBA. Noise levels at receptors benefiting from implementation of the proposed noise mitigation will
9 range between 55.5 dBA and 63.5 dBA. The range of noise levels at receptors benefiting from
10 implementation of the recommended noise barriers is narrower because, generally, they are the parcels
11 that experience higher noise levels but also have some of that noise mitigated.

12 The recommended noise barriers are planned to be 10 feet high and constructed within the existing right-
13 of-way. Because the recommended noise barriers are planned north of the Wikiup property, they are not
14 anticipated to cause excessive shading or icing. Presently, a 5-foot-tall vinyl fence separates the mobile
15 home park from E. 88th Avenue (Photo 11). This fence is non-historic and does not contribute to the
16 property's significance but will remain in place. Improvements to the storm sewer that parallels 88th
17 Avenue adjacent to the Wikiup property will require shoring during construction. The shoring will negate
18 the need for a temporary easement and prevent the existing vinyl fence from being impacted during
19 construction. The noise barrier will only be installed if the majority of affected property owners respond
20 positively by survey that the noise barrier is desired.

21 The recommended noise barriers will be reviewed during final design to ensure constructability. The
22 actual height, length, and locations of the recommended mitigation may vary for such reasons as terrain,
23 utilities, property owner and benefited receptor desires, or easements. Colors, textures, and other
24 aesthetic treatments for the recommended noise barriers will be selected during final design to fit with the
25 overall proposed corridor aesthetic. While the proposed noise barrier will represent a new visual element
26 along the north end of the property, it will not affect any characteristics that qualify the property for NRHP
27 listing.

28 The driveway reconstructions at E. 88th Avenue and Jolene Court off Brighton Road will also not alter any
29 characteristics that make the property NRHP-eligible. The central driveway off E. 88th Avenue does have
30 a raised median, separating the entrance and exit lanes onto E. 88th Avenue. This landscaped median
31 was noted on historic aerial photographs as early as 1964 and is an original feature. The landscaped
32 median will not be impacted by the driveway reconstructions, which will occur within the existing right-of-
33 way.

34 Temporary effects may include visual and auditory effects, and dust during construction. These effects
35 will not impact any characteristics that make the property eligible for the NRHP and will not persist beyond
36 the construction period.

37 Collectively and individually, these effects will not directly or indirectly alter any characteristics of Wikiup
38 Mobile Home Park (5AM.3990) that qualify it for NRHP eligibility in a manner that diminishes any aspect
39 of its historic integrity. The property is significant under Criteria A and C; and its integrity of design,
40 materials, and workmanship will not be impacted. The property's integrity of location and association will
41 also not be affected, as it will remain in its current location and continue its historic function. Although the
42 recommended noise barrier will be a new visual element, the relationship between the mobile home park
43 and E. 88th Avenue is not a character-defining feature. The design of the mobile home park is similar to

1 postwar subdivisions with an inward focus on views within the development through curvilinear streets
 2 rather than views outside of the park. Historically and presently, the mobile home park does not have a
 3 strong or significant relationship to E. 88th Avenue, nor is it a character-defining aspect of the park.
 4 Furthermore, large truck traffic along E. 88th Avenue is significant, and a noise barrier will reduce noise
 5 within the park, bringing it closer to noise levels in the historic period. The recommended noise barrier will
 6 not alter any other characteristics of the mobile home park that make it eligible for NRHP listing.
 7 Therefore, CDOT has determined the undertaking will have **No Adverse Effect** on the Wikiup Mobile
 8 Home Park (5AM.3990).

9 4.6 5AM.3994 – Country Cottages Quonset Park

10 The Country Cottages Quonset Park (5AM.3994)
 11 was determined officially eligible under Criterion C
 12 as an example of a distinctive post-World War II
 13 residential type (Photo 12). The property is a
 14 collection of one Minimal Traditional residence and
 15 four Quonset huts typical of use during World War
 16 II and immediately following, in the postwar period.
 17 The huts are distinctive for their barrel roof form,
 18 metal construction and siding, and bump-out
 19 windows with awnings. Although the huts are on
 20 the same lot, the spatial arrangement and
 21 landscaping on the lot are not character-defining
 22 features.

23 The property is on the west side of Xenia Street,
 24 approximately 300 feet south of the present
 25 roadway edge of E. 88th Avenue. The property is
 26 separated from E. 88th Avenue by a largely
 27 undeveloped lot currently owned by Public Service
 28 Company of Colorado (Xcel Energy; Photo 13). The
 29 current roadway has a single lane of traffic in each
 30 direction with a center striped median that
 31 transitions to a turn lane. The proposed roadway at
 32 this location will include a single traffic lane in each
 33 direct, a center turn lane, outside shoulders, a
 34 multiuse path on the north side of the roadway, and
 35 a sidewalk on the south side of the roadway (Figure
 36 23).



Photo 12. 5AM.3994—Country Cottages Quonset Park, view to west.

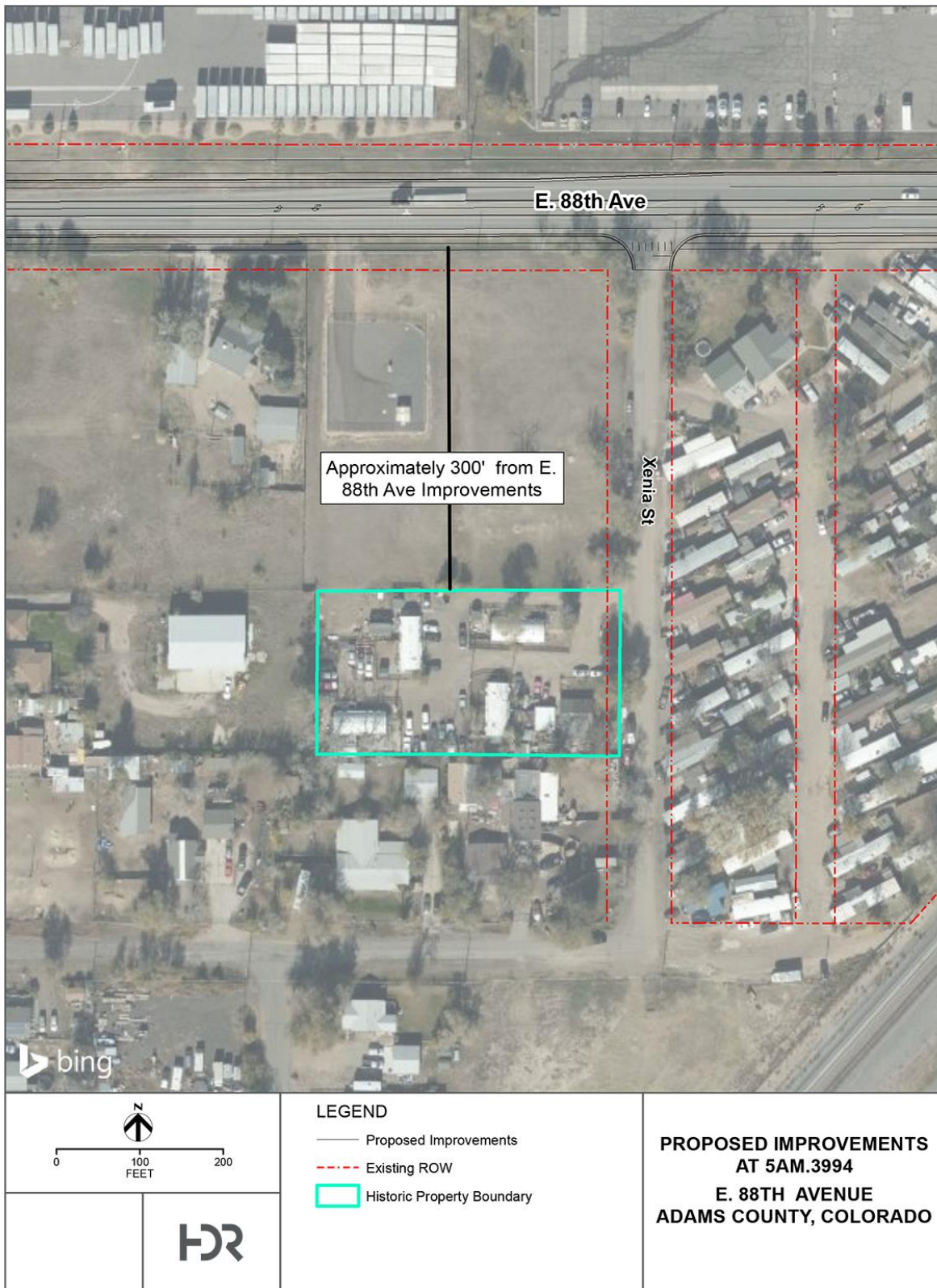
Significance: C-example of distinctive post-World War II residential type

Character-defining features: Quonset form characteristics including barrel roof, metal siding and construction, bump-out windows with awnings, community/park grouping



Photo 13. 5AM.3994—Country Cottages Quonset Park. Overview from 88th Avenue, view to south.

1 **Figure 23. Proposed Improvements at 5AM.3994—Country Cottages Quonset Park**



2

1 No temporary or permanent effects that will impact the historic characteristics of the Country Cottages
2 Quonset Park (5AM.3994) are anticipated. The property is separated from E. 88th Avenue by a distance
3 of approximately 300 feet, and temporary construction effects are not anticipated to extend that distance.
4 The existing noise level at four receptors in the Quonset Park range between 48.9 to 52.1 dBA. The
5 anticipated noise levels after construction will be between 49.8 and 53.1 dBA, an increase of 0.8-1.0 dBA.
6 Human perception of a change in volume typically occurs over 3 dBA, so the noise effect will be
7 imperceptible. The proposed roadway will extend an additional 15 feet south beyond the present
8 roadway, but this will have no effect on 5AM.3994 due to the intervening parcel between. The proposed
9 undertaking will not directly or indirectly alter any characteristics of 5AM.3994 that qualify it for NRHP
10 eligibility in a manner that diminishes any aspect of its historic integrity. CDOT has determined the
11 undertaking will have **No Adverse Effect** on the Country Cottages Quonset Park (5AM.3994).

12 4.7 5AM.459 – Denver Pacific/Union Pacific Railroad

13 The Denver Pacific/Union Pacific Railroad (5AM.459) was determined officially eligible for NRHP listing in
14 1996 with significance under Criteria A and B for its role in the economic development of Colorado and
15 association with David Moffatt and Colorado governor John Evans (Photo 14). Segment 5AM.459.19 is a
16 two-mile segment of the Union Pacific Railroad that extends north from E. 80th Avenue to E. 96th
17 Avenue. Segment 5AM.459.19 was determined supporting of the eligibility of the overall linear resource in
18 December 2019. The segment includes the historic 80-foot-wide right-of-way width consistent with its
19 current single-track width, but has sidings added in the mid-1970s through the 1990s that doubled the
20 right-of-way width along several portions of the segment. In accordance with 2009 guidance from SHPO
21 and the Section 106 Programmatic Agreement between CDOT, FHWA, and SHPO (amended 2014),
22 effects under Section 106 are assessed to the overall linear resource (5AM.459).



Photo 14. 5AM.459—Denver Pacific/Union Pacific Railroad. At the intersection of E. 88th Avenue; view northeast

Significance: A-Transportation, Economic Development; B-David Moffatt, John Evans

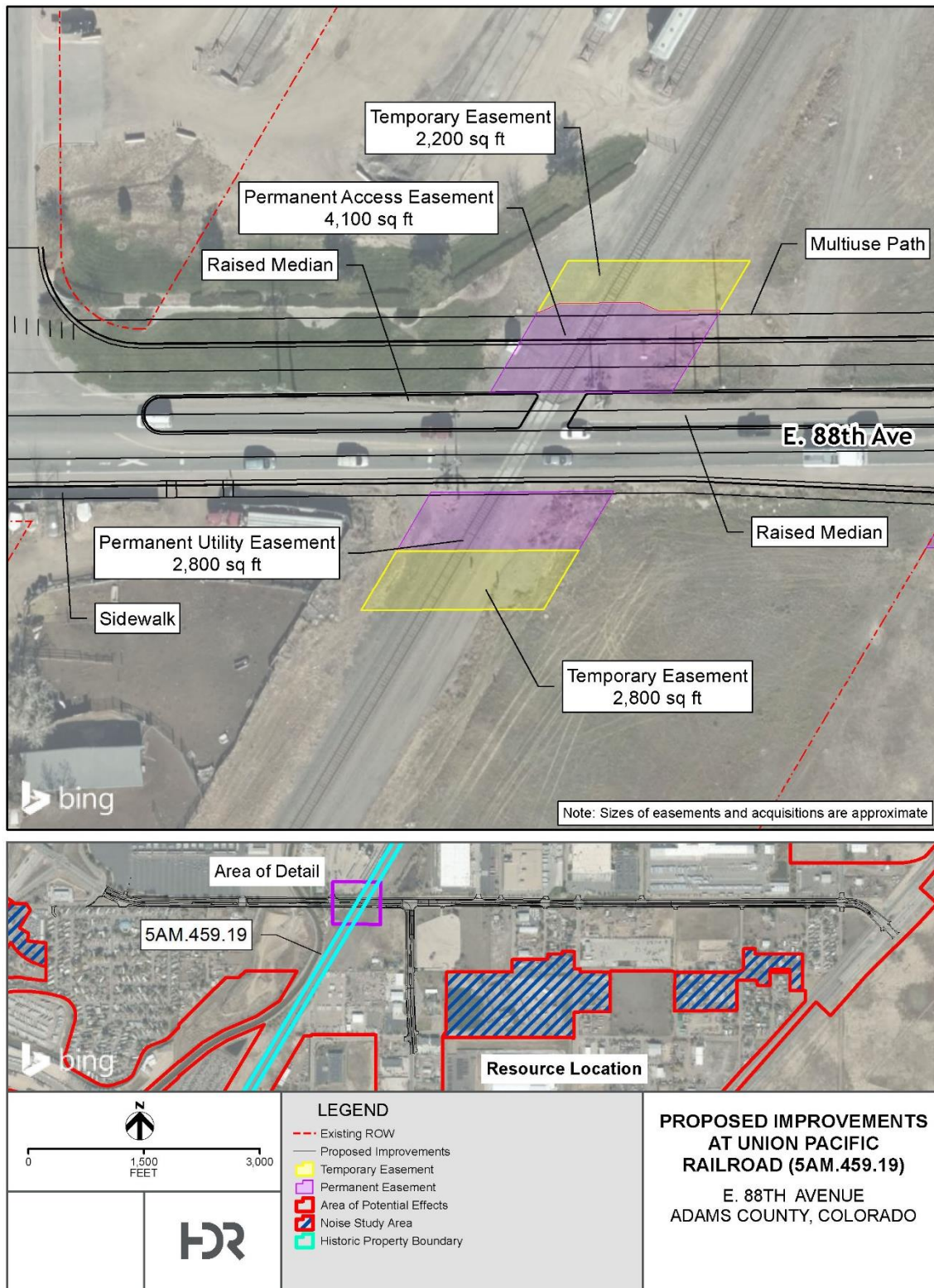
Character-defining features: historic alignment and right of way, continued use

1 The present crossing of E. 88th Avenue and the UPRR track is approximately 50 feet wide with a single
2 traffic lane in both directions and unimproved shoulders. The track crossing has modern concrete
3 surrounds, overhead signals, gates, and a signal control shed. The proposed improvements at this
4 location include adding an additional traffic lane in either direction, a raised center median, a sidewalk on
5 the south side, a multiuse path on the north side, and curbs (Figure 24). The improved crossing will be
6 approximately 110 feet wide. The raised center median will have a break to accommodate the railroad
7 crossing. The current concrete surrounds of the tracks will be extended north and south to accommodate
8 the roadway widening at the crossing. Accordingly, a permanent access easement of approximately
9 4,100 square feet and a permanent utility easement of approximately 2,800 square feet are required in
10 addition to the presumptive easement at the present crossing. Two temporary easements of
11 approximately 2,200 square feet and approximately 2,800 square feet will be needed during construction.
12 Utilities will be installed underground, and the area above ground will be returned to pre-construction
13 conditions.

14 Expansion of the current crossing of E. 88th Avenue with the Union Pacific Railroad (5AM.459) will not
15 alter any characteristics of the overall linear resource that make it eligible for NRHP listing in a manner
16 that will diminish its historic integrity. The railroad's character-defining features are its original, historic
17 alignment and continued use. These characteristics define its excellent integrity of location and
18 association respectively. The design, materials, workmanship, and setting have all changed over time
19 through maintenance and upgrades and surrounding development. However, an at-grade expansion of
20 the crossing at E. 88th Avenue will not alter the integrity of feeling and will not affect the property's
21 location and association. Roadways, such as E. 88th Avenue, have historically crossed railroads such as
22 the UPRR, and these roads have been widened and modernized over time. The permanent utility
23 easement on the south side and permanent acquisition on the north side of 88th Avenue will not alter any
24 characteristics of the railroad in a manner that diminishes the property's historic integrity. Therefore,
25 CDOT has determined the undertaking will have **No Adverse Effect** on the Denver Pacific/Union Pacific
26 Railroad (5AM.459).

27

1 **Figure 24. Proposed Improvements at 5AM.459—Denver Pacific/Union Pacific Railroad**



2
3

4.8 5AM.464 – BNSF Railroad

The Burlington Northern/Santa Fe Railroad (5AM.464) has not been documented or evaluated for its entire length and is therefore assumed eligible for NRHP listing. Segment 5AM.464.20 is a 2.67-mile segment approximately 50 feet in width that parallels Highway 2 approximately one mile east of I-76 (Photo 15). In accordance with 2009 guidance from SHPO and the Section 106 Programmatic Agreement between CDOT, FHWA, and SHPO (amended 2014), effects under Section 106 are assessed to the overall linear resource (5AM.464).



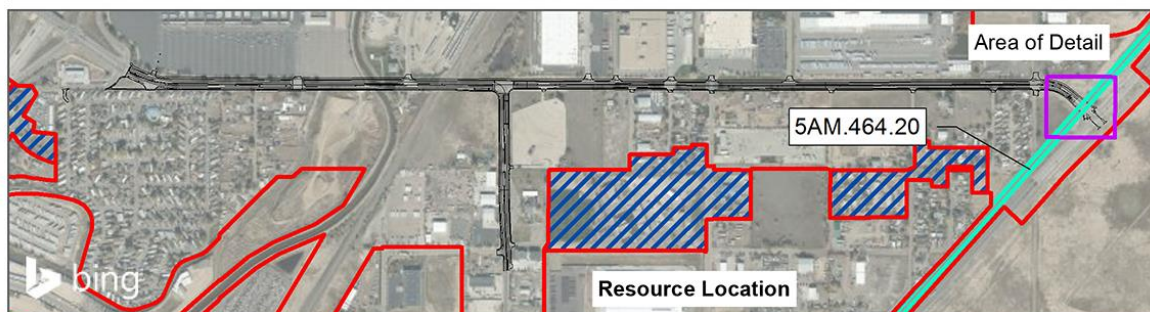
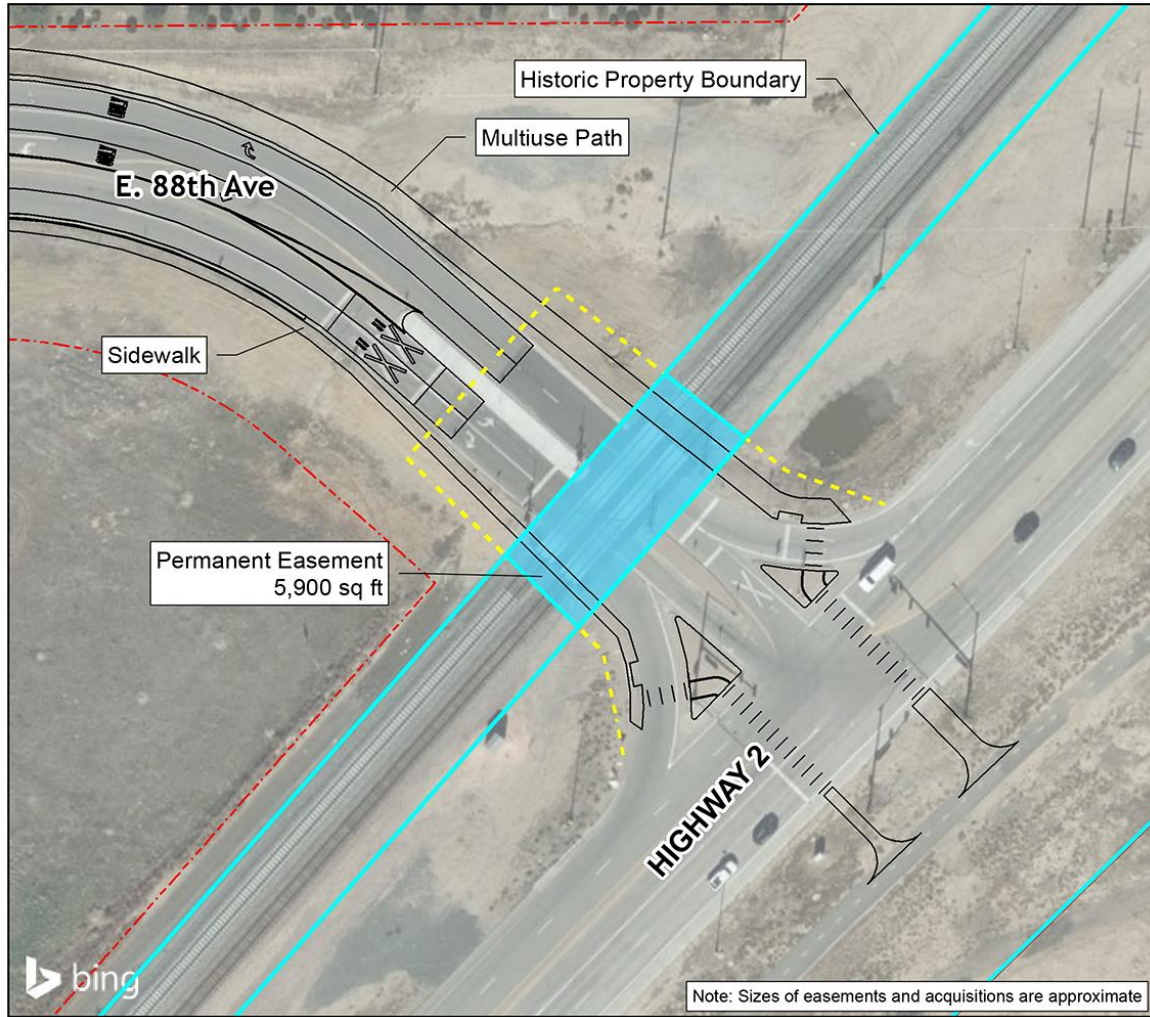
Photo 15. 5AM.464—BNSF railroad tracks. At 88th Avenue crossing, view southwest

Significance: A-Transportation, Economic Development

Character-defining features: historic alignment and right of way, continued use

The current crossing of E. 88th Avenue at the BNSF railroad track has two traffic lanes in each direction that include turning lanes to and from Highway 2 and a raised center median. The proposed improvements at the crossing will include the addition of a multiuse path on the north side of the roadway and a sidewalk on the south side (Figure 25). No roadway widening will occur at this location. The addition of the sidewalk and multiuse path will require a permanent easement of approximately 5,900 square feet, which includes the presumptive easement where E. 88th Avenue currently crosses the tracks. The easement is noted as presumptive because available parcel data in this area shows that the BNSF tracks are within Highway 2 right-of-way. Improvements to the roadway median will occur outside the boundaries of the resource.

1 **Figure 25. Proposed Improvements at 5AM.464—BNSF Railroad**



	<p>LEGEND</p> <ul style="list-style-type: none"> --- Existing ROW --- Permanent Utility Easement NRHP-Eligible Properties Area of Potential Effects Noise Study Area Proposed Improvements Permanent Easement 	<p>PROPOSED IMPROVEMENTS AT BNSF RAILROAD (5AM.464.20)</p> <p>E. 88TH AVENUE ADAMS COUNTY, COLORADO</p>

2 PATH: X:\PROJECT\81013789 - E88TH AVE EA\MAP_DOCUMENTS\HISTORIC\BIRTHDAY_8AM_464\20\MXD-USBR-180303L-CRTE-121612020

1 Expansion of the current crossing of E. 88th Avenue with the BNSF Railroad (5AM.464) will not alter any
2 characteristics of the overall linear resource that make it eligible for NRHP listing in a manner that will
3 diminish its historic integrity. The railroad's character-defining features include its original, historic
4 alignment and continued use. These features define its integrity of location and association, respectively.
5 The design, materials, workmanship, and setting have all changed over time through maintenance and
6 upgrades and surrounding development. An at-grade expansion of the crossing at E. 88th Avenue will not
7 affect the integrity of feeling, location or association. Roadways similar to E. 88th Avenue have historically
8 crossed railroad tracks, such as the BNSF, and these roads have been widened and modernized over
9 time. The permanent easement will not alter any characteristics of the railroad in a manner that
10 diminishes its historic integrity. Therefore, CDOT has determined the undertaking will have **No Adverse**
11 **Effect** on the BNSF Railway (5AM.464).

12 4.9 5AM.465 – Burlington Ditch

13 The Burlington Ditch was determined officially NRHP eligible in 1988 under Criterion A for
14 Agriculture and Criterion C for Engineering. The segment surveyed for this project (5AM.465.19)
15 was determined Non-Supporting of the eligibility of the overall linear resource (Photo 16). The
16 Burlington Ditch/O'Brian Canal bifurcation point is included in the APE at the southwest corner
17 and marks the beginning of both surveyed segments within the APE. The surveyed segment of
18 the Burlington Ditch within the APE is buried for its entire length and crosses E. 88th Avenue at
19 the southeast corner of the Flea Market property (Photo 17). The Burlington Ditch south of 88th
20 Avenue was buried in 1992 and north of 88th Avenue between 1993 and 1999. The ditch fed an
21 alluvial treatment facility northeast of the Flea Market until circa 2000 when it was abandoned
22 in-place. The only characteristic of the surveyed segment that contributes to the overall
23 resource's significance is the alignment, and therefore the only aspect of historic integrity that
24 the ditch retains here is its location. In accordance with 2009 guidance from SHPO and the
25 Section 106 Programmatic Agreement between CDOT, FHWA, and SHPO (amended 2014),
26 effects under Section 106 are assessed to the overall linear resource (5AM.465).
27



Photo 16. 5AM.465—Burlington Ditch, view at decommissioned bifurcation gate.

Significance: A-Agriculture, C-Engineering

Character-defining features: none within APE, buried in APE since 1992, abandoned circa 2000 with removal of bifurcation gate

1
2

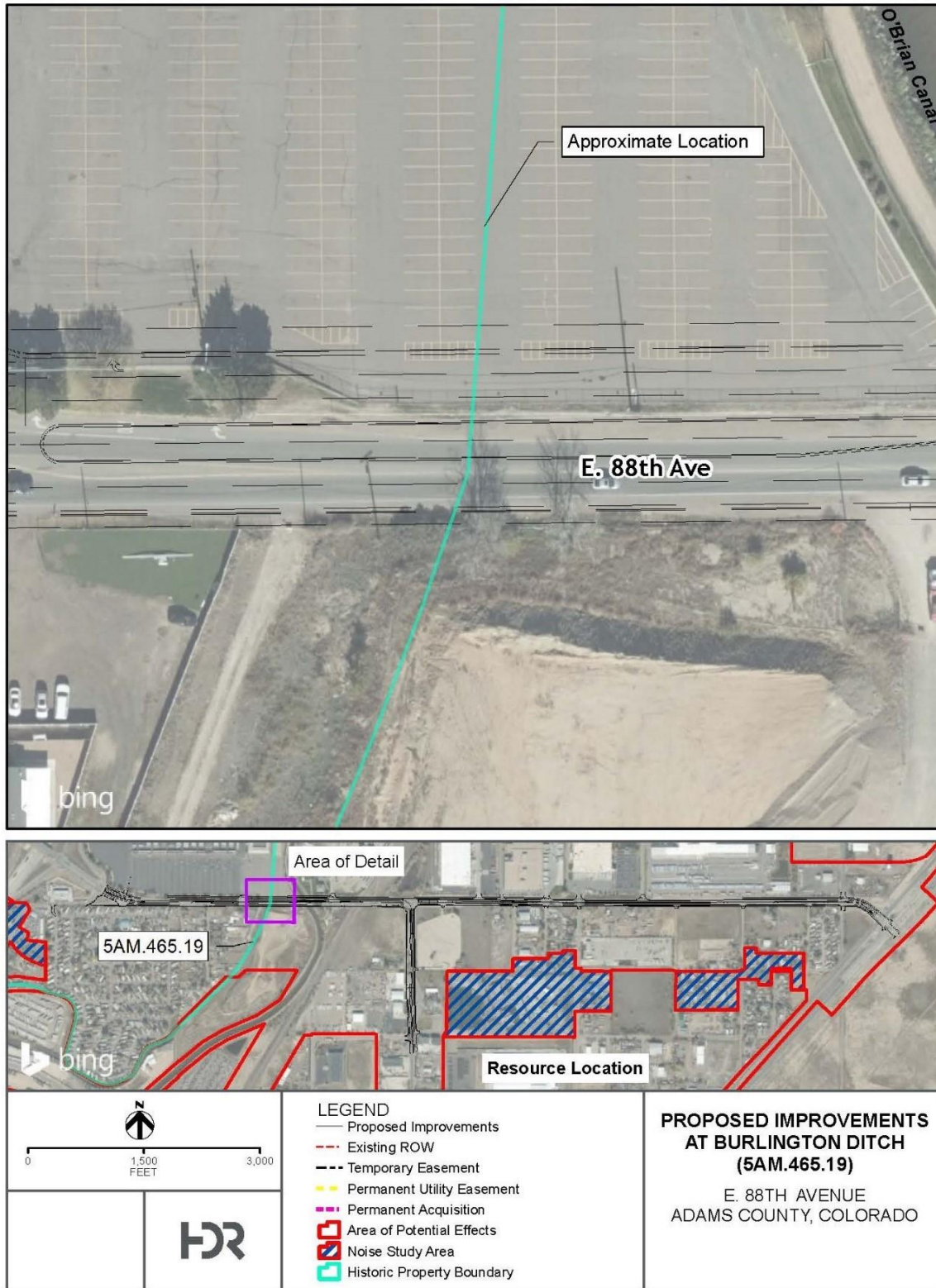


Photo 17. 5AM.465—Burlington Ditch. Approximate location of the Burlington Ditch south of E. 88th Avenue, view to southwest.

3
4
5
6
7
8
9
10
11
12
13
14
15

Since the Burlington Ditch (5AM.465) is buried within the APE and the segment within the APE was determined Non-Supporting of the overall resource’s eligibility, no adverse effects are anticipated to this resource from the proposed undertaking. The widening of E. 88th Avenue at the crossing of the buried and abandoned ditch will include two traffic lanes in each direction, a raised center median, a multiuse path north of the roadway, and a sidewalk on the south side of the roadway (Figure 26). The associated storm sewer improvements that will cross the alignment of the buried Burlington Ditch are anticipated to be buried 20 feet below grade. At present, no disturbance of the buried, former ditch is anticipated. The only character-defining feature of the Burlington Ditch at this location is its alignment, which would not be altered. Therefore, CDOT has determined the undertaking will have **No Adverse Effect** on the Burlington Ditch (5AM.465).

1 **Figure 26. Proposed Improvements at 5AM.465—Burlington Ditch**



2
3

4.10 5AM.477 – O’Brian Canal

The O’Brian Canal was determined officially NRHP eligible in 1988 under Criterion A for Agriculture and Criterion C for Engineering (Photo 18). The approximately 115-foot-wide segment surveyed for this project (5AM.477.15) was determined supporting of the eligibility of the overall linear resource. The O’Brian Canal is coterminous with the Burlington Ditch from its diversion on the South Platte River to the Burlington Ditch/O’Brian Canal bifurcation gate, included in the APE at the southwest corner. The bifurcation gate marks the beginning of the surveyed segment within the APE. With a road in the same alignment as E. 88th Avenue in place by 1889 and the construction of the O’Brian Canal in 1912, a crossing of the canal has existed at this location for over 100 years. Although details of the earliest crossing are unknown, the current bridge has been in place since 1970. The O’Brian Canal is 12.25 miles in length from the bifurcation gate to Barr Lake, and 5.43 miles in the coterminous enlarged Burlington Ditch from the South Platte River diversion to the bifurcation gate. The canal is crossed by roadways and railroads multiple times on its overall length. 5AM.477.15 is an approximately 1.75-mile-long segment, which extends from the historic bifurcation of the Burlington Ditch approximately 400 feet southwest of the intersection of the canal and Brighton Road to where it intersects with the UPRR crossing to the northeast. In accordance with 2009 guidance from SHPO and the Section 106 Programmatic Agreement between CDOT, FHWA, and SHPO (amended 2014), effects under Section 106 are assessed to the overall linear resource (5AM.477).

The current roadway crossing of E. 88th Avenue and the O’Brian Canal includes two traffic lanes conveyed on a single-span bridge over the canal (Photo 19 and Photo 20). The current bridge’s abutments are located within the prism of the canal, in front of what was previously a sloped earthen canal embankment. Since the time the historic property survey form was completed in early 2019, the ditch owner has added additional large, loose rock riprap on the east canal banks extending north from the E. 88th Avenue bridge for an extent of several hundred feet. Photo 19, Photo 20, and Photo 21 show a combination of the canal embankments and the existing bridge abutments within the prism of the canal.



Photo 18. 5AM.477—O’Brian Canal north of E. 88th Avenue, view to the north,

Significance: A-Agriculture, C-Engineering
Character-defining features: historic alignment and geometry, earthen banks, flanking ditch-rider roads



Photo 19. 5AM.477—O'Brian Canal. View south toward E. 88th Avenue Bridge

1



Photo 20. 5AM.477—O'Brian Canal. View south toward E. 88th Avenue Bridge. This recent photo shows the bridge abutment within the canal prism and the riprap added to canal banks in 2019, view to east-southeast.

2



Photo 21. Existing E. 88th Avenue Bridge abutments within the prism of the O'Brian Canal, view to east.

1



Photo 22. 5AM.477—O'Brian Canal. View south from E. 88th Avenue bridge looking at closed ditch rider road with modern berm blocking entry on east side of canal, view to south

2

3

1 Several design solutions for the project at this crossing were considered and analyzed for potential effects
2 to the canal. Initially, a flyover design was considered that would also cross over the UPRR track to the
3 east. However, the potential for adverse effects to a greater number of historic properties was considered
4 likely with that design. Next, a box culvert design was analyzed. While reducing the potential for visual
5 effects for a greater number of historic properties, the effects of a “closed” design at the canal crossing
6 were considered to likely significantly alter the historic integrity of feeling, workmanship, design, and
7 materials. A precast arch bridge design was also considered, but was a “closed” design, and like the
8 culvert, would likely present significant impacts to the canal’s integrity. To avoid adverse effects to the
9 O’Brian Canal, a single-span bridge design was selected to preserve the open feeling of the current
10 crossing, as well as to move the bridge supports outside of the canal prism (Figure 27). This current
11 design preserves the character of the canal and is similar to other recent crossings of the O’Brian Canal.

12 Proposed improvements at the O’Brian Canal crossing include a bridge carrying two traffic lanes, a left-
13 turn lane for eastbound traffic, an acceleration lane for westbound vehicles from existing Quince Street, a
14 center median, a multiuse path on the north side of the roadway, and a sidewalk on the south side of the
15 roadway (Figure 27, Figure 28, and Figure 29). The proposed improvements include the following:

- 16 • The current bridge is approximately 65 feet long and 40 feet wide and will be replaced with a
17 single-span bridge that will be approximately 77 feet long and 104 feet wide. The deck of the
18 current bridge is approximately 10 feet over the bottom of the canal, while the deck of the
19 proposed bridge will be approximately 14 feet above the bottom of the canal. This is largely due
20 to the thinner profile of the proposed bridge (Figure 30).
- 21 • The single-span bridge will be supported on piling foundations founded in bedrock and cast-in-
22 place concrete abutments. The abutments will be placed further back on the earthen banks
23 because the proposed bridge is longer than the existing bridge. It will have bulb tee precast
24 beams that span the channel in one span similar to the example in Figure 31. Also see Figure 30.
25 The bridge’s multiuse path and sidewalk will be raised approximately 6 inches over the driving
26 surface elevation, matching the adjacent roadway sections. Crash-worthy bridge railing with 42-
27 inch open-style height attachments will be constructed on the outside edge of the sidewalks to
28 protect traffic and multimodal users (Figure 28).
- 29 • The ditch rider roads will be reconstructed outside of the limits of the guardrail or impact
30 attenuator system required at each corner of the structure to protect traffic. The east and west
31 ditch rider roads will be shifted approximately 25 feet to the east and west, respectively, for a total
32 length of up to 340 feet from north to south (Figure 29). The ditch rider road on the east side of
33 the canal and south of 88th Avenue is presently blocked by a berm (Photo 22). The berm and one
34 tree within the historic property boundary will be removed as part of reestablishing the ditch rider
35 road at the southeast corner of the crossing. Other vegetation will remain unless removal is
36 required by the ditch owner, Farmers Reservoir and Irrigation Company (FRICO).
- 37 • The area of channel under the bridge and for 10 feet north beyond the bridge railing and 10 feet
38 south of the storm sewer siphon (approximately 225 linear feet) will be lined with a reinforced
39 concrete liner as required by FRICO (Figure 29).
- 40 • The proposed improvements also include construction of the Irondale Gulch Outfall System. The
41 outfall storm sewer system siphon will be constructed at this location by jacking pipes under the
42 O’Brian Canal. Construction pits and any aboveground infrastructure related to the outfall system

1 will be located outside of the historic property boundaries and after construction will have no
2 visible evidence beyond storm sewer manhole covers (Figure 29).

- 3 • The expanded crossing at O'Brian Canal will require approximately 25,550 square feet of
4 permanent right-of-way acquisition and temporary easements of approximately 5,350 square feet
5 north of E. 88th Avenue and approximately 4,600 square feet south of E. 88th Avenue (Figure
6 27).

7 Expansion of the current crossing of E. 88th Avenue with the O'Brian Canal (5AM.477) will not alter
8 characteristics of the overall linear resource that make it eligible for NRHP listing. The O'Brian Canal
9 retains relatively high levels of historic integrity in all aspects. The proposed single-span bridge will be
10 wider than the current crossing, but will retain the open feeling of the bridge spanning over the canal,
11 compared to other design alternatives that would have enclosed the canal in a culvert. The new bridge is
12 thinner in profile than the current bridge, creating a more open feeling between the bridge and the canal.
13 The current bridge also has abutments within the prism of the canal (Photo 20 and Photo 21), and the
14 new design moves the structural elements outside of the canal prism, allowing for the historic ditch profile
15 under the bridge to be reestablished (Figure 30 and Figure 31).

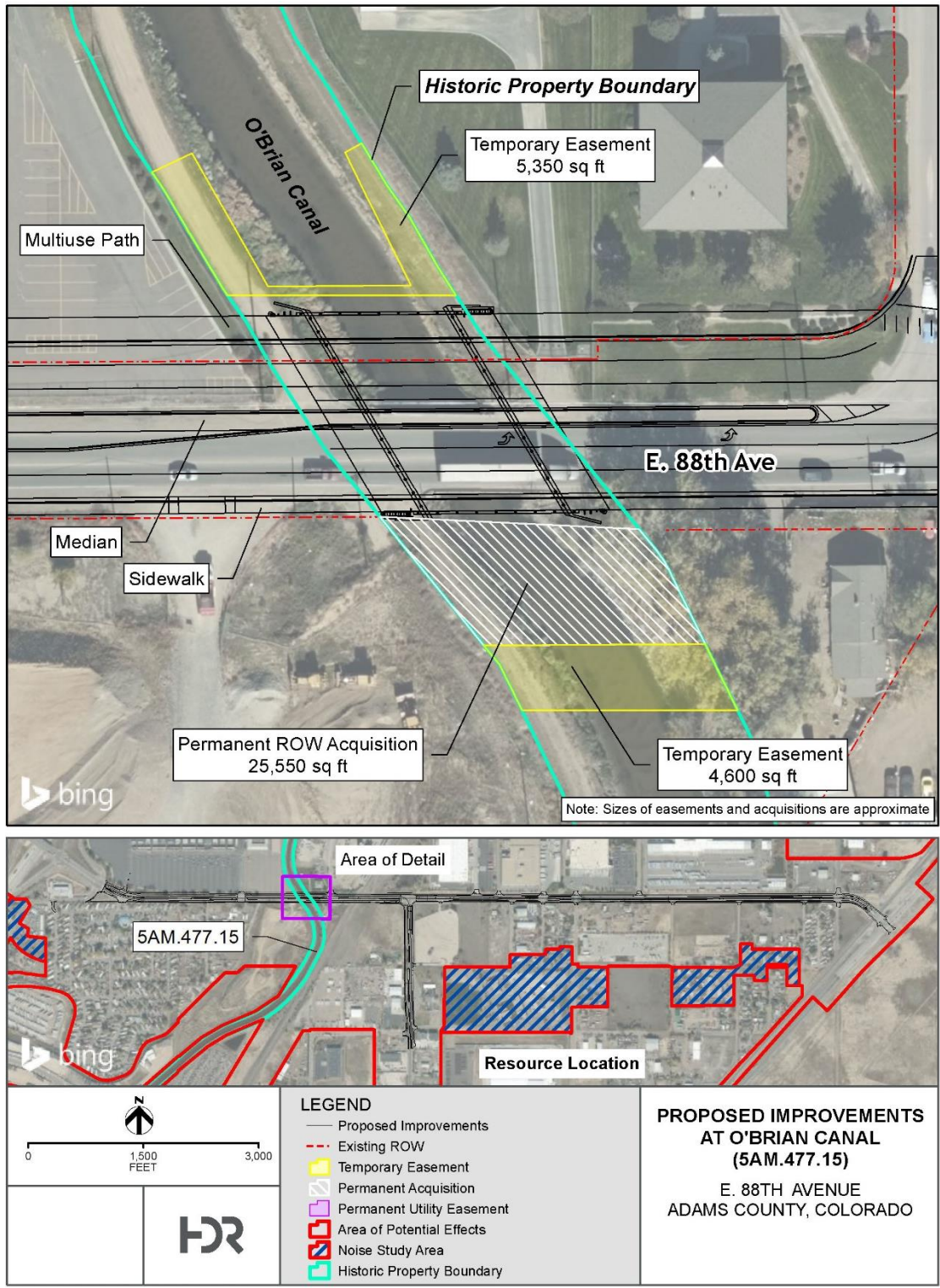
16 The portion of the canal bottom and walls running beneath the new bridge and the canal bottom
17 extending 10 feet north of the bridge edge and 10 feet south of the storm sewer siphon will be lined in
18 reinforced concrete (approximately 225 linear feet total), a requirement for continued operation by FRICO.
19 However, the concrete lining at this location will not alter the historic integrity of design, materials, or
20 workmanship of the overall linear resource along its entire 12.25-mile length (refer to Figure 29). The
21 lining is relatively short in length, and will not be readily visible from public vantage points. Additionally,
22 the use of color additives in the concrete lining is proposed, subject to FRICO approval, to more closely
23 match the existing bottom and earthen walls and further reduce a change in the visual character of the
24 crossing.

25 The present bridge abutments have replaced the sloped canal bank at the crossing, and the new bridge
26 design will restore the canal bank geometry. The vast majority of its length will remain an open, earthen
27 ditch and will be equally recognizable as such, even immediately north and south of the E. 88th Avenue
28 crossing. The canal banks at this crossing have experienced recent erosion and the eastside bank north
29 of the crossing was reconstructed circa November 2019 with rip-rap (Photo 19 and Photo 20).

30 The ditch rider roads will remain at-grade crossings but will shift further away from the canal at the bridge
31 crossing. Ditch rider roads are typically upgraded with slightly different alignments and increased widths
32 as part of routine maintenance by owners. The shifted ditch rider roads accommodate FRICO's 18-foot
33 standard road width at the crossing and then taper to match existing historic road width (Figure 29). The
34 realigned canal ditch rider road at the southeast quadrant of the bridge will reestablish a road connection
35 at that location given that entry to the ditch rider road at this location is currently blocked off (Photo 22).
36 The new bridge is at a slightly higher grade than the current bridge, and the ditch rider road crossing shift
37 will allow it to remain at-grade. However, this change to the ditch-rider road at this location will not
38 represent an alteration that diminishes the historic integrity across the length of the overall 12.5-mile-long
39 linear resource.

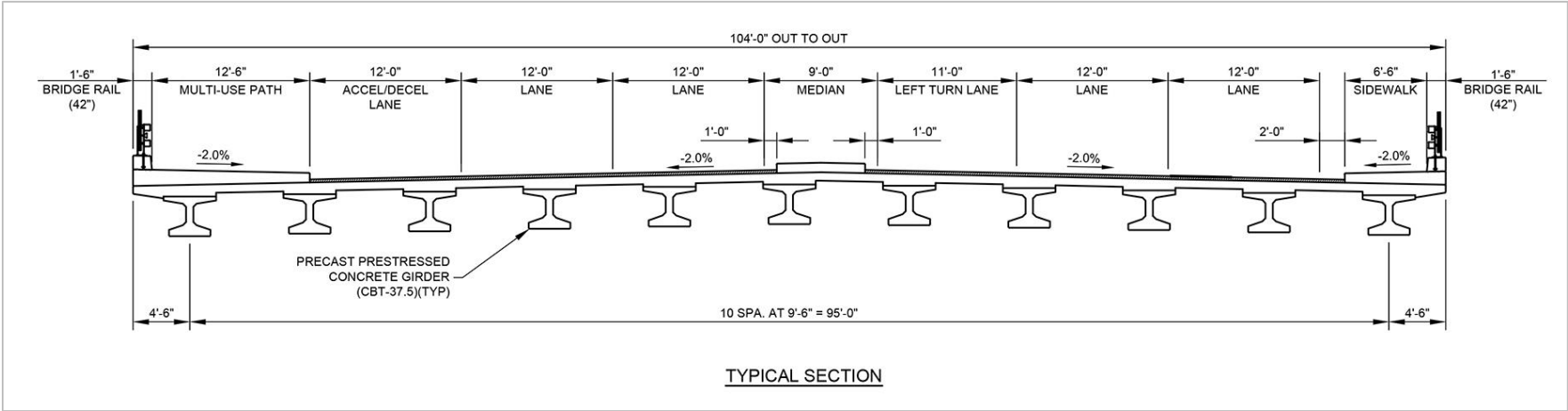
40

1 **Figure 27. Proposed Improvements at 5AM.477—O’Brian Canal**



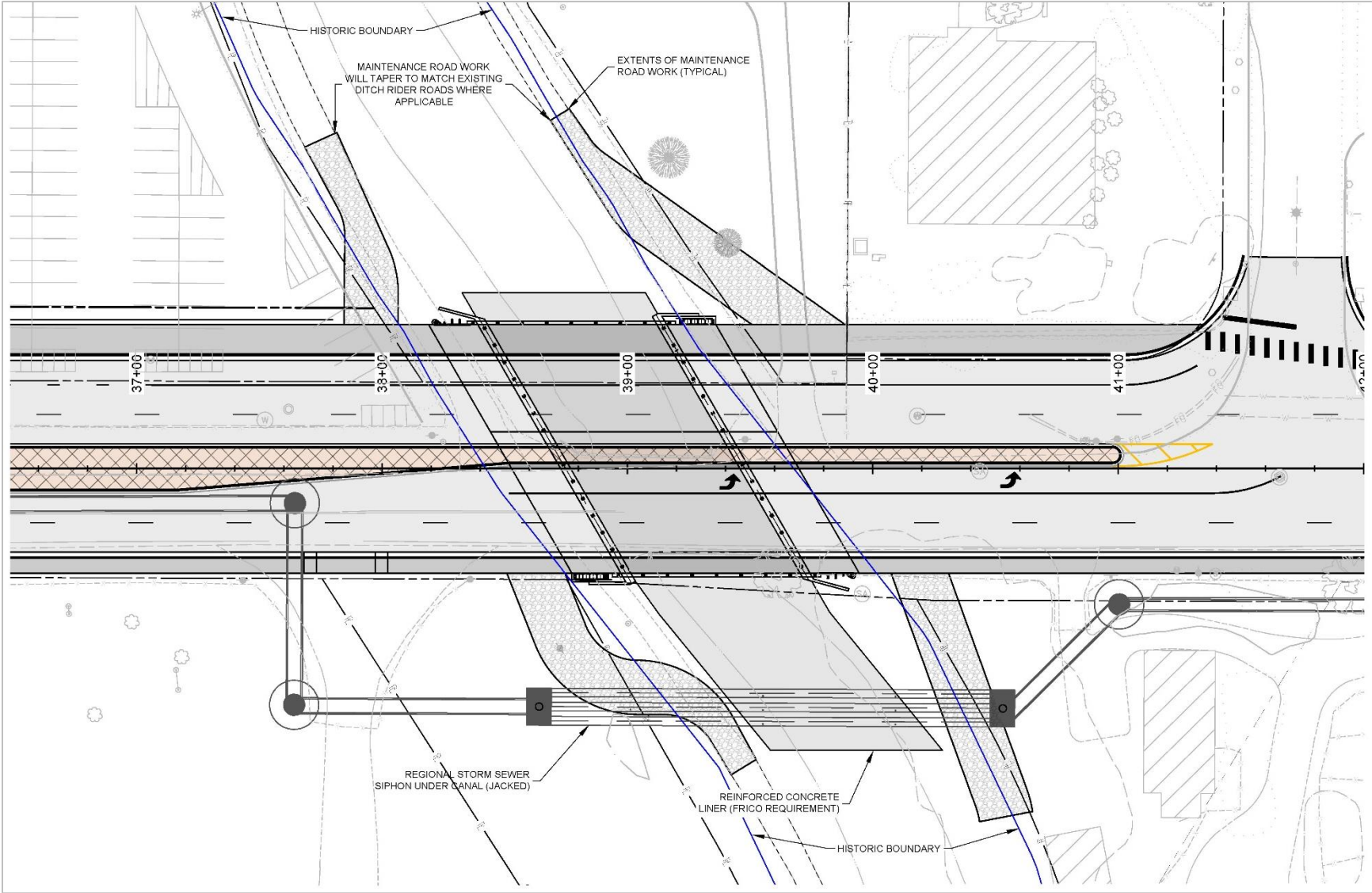
2
 3

1 **Figure 28. Typical Section for New Bridge Crossing O'Brian Canal (5AM.477), Looking East**



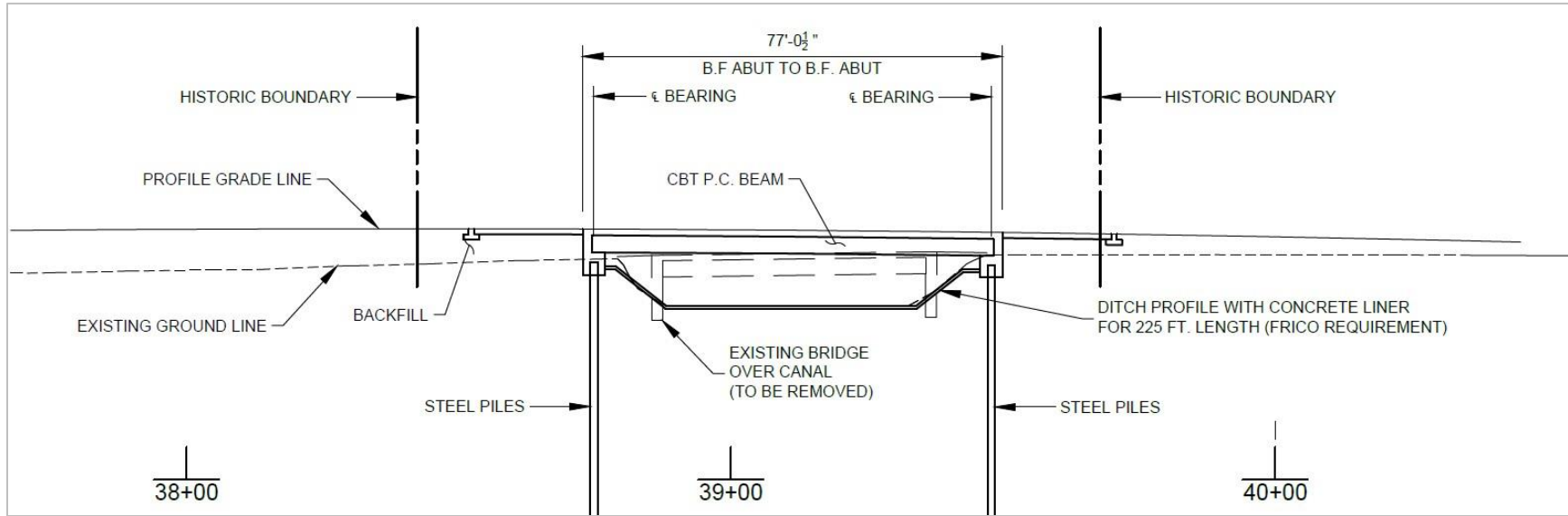
2
3

1 **Figure 29. Plan for New Bridge Crossing O’Brian Canal (5AM.477)**



2

1 **Figure 30. Elevation Plan for New Bridge Crossing O'Brian Canal (5AM.477)**



2
3

1

Figure 31. Crossing of Sable Boulevard with O'Brian Canal. The bridge is located approximately 5.3 miles northeast of e. 88th avenue. The proposed bridge at E. 88th avenue will be of similar bridge type and appearance, with sloped geometry under the bridge (red arrows). View southeast. Photo Courtesy: CDOT.



2

1 Finally, the construction of the Irondale Gulch Outfall system will not alter any characteristics of the canal.
2 The outfall will be constructed to run beneath the canal and construction pits and aboveground features
3 (storm sewer junction box manholes) will be outside of the historic property boundary (Figure 29). The
4 O'Brian Canal will retain integrity of location, setting, feeling, and association. Therefore, CDOT has
5 determined the undertaking will have **No Adverse Effect** on the O'Brian Canal (5AM.477).

6 4.11 5AM.3996—88th Avenue

7 The segment of 88th Avenue within the APE was surveyed as segment 5AM.3996.1. The overall linear
8 resource has not been surveyed and evaluated in its entirety and is therefore considered Eligible for
9 NRHP listing for assessing effects under Section 106. The 88th Avenue segment (5AM.3996.1) was
10 determined to be Non-Supporting of the overall linear resource's eligibility (Photo 23). In accordance with
11 2009 guidance from SHPO and the Section 106 Programmatic Agreement between CDOT, FHWA, and
12 SHPO (amended 2014), effects under Section 106 are assessed to the overall linear resource
13 (5AM.3996; Figure 32).



Photo 23. 5AM.3996—88th Avenue, view to the west.

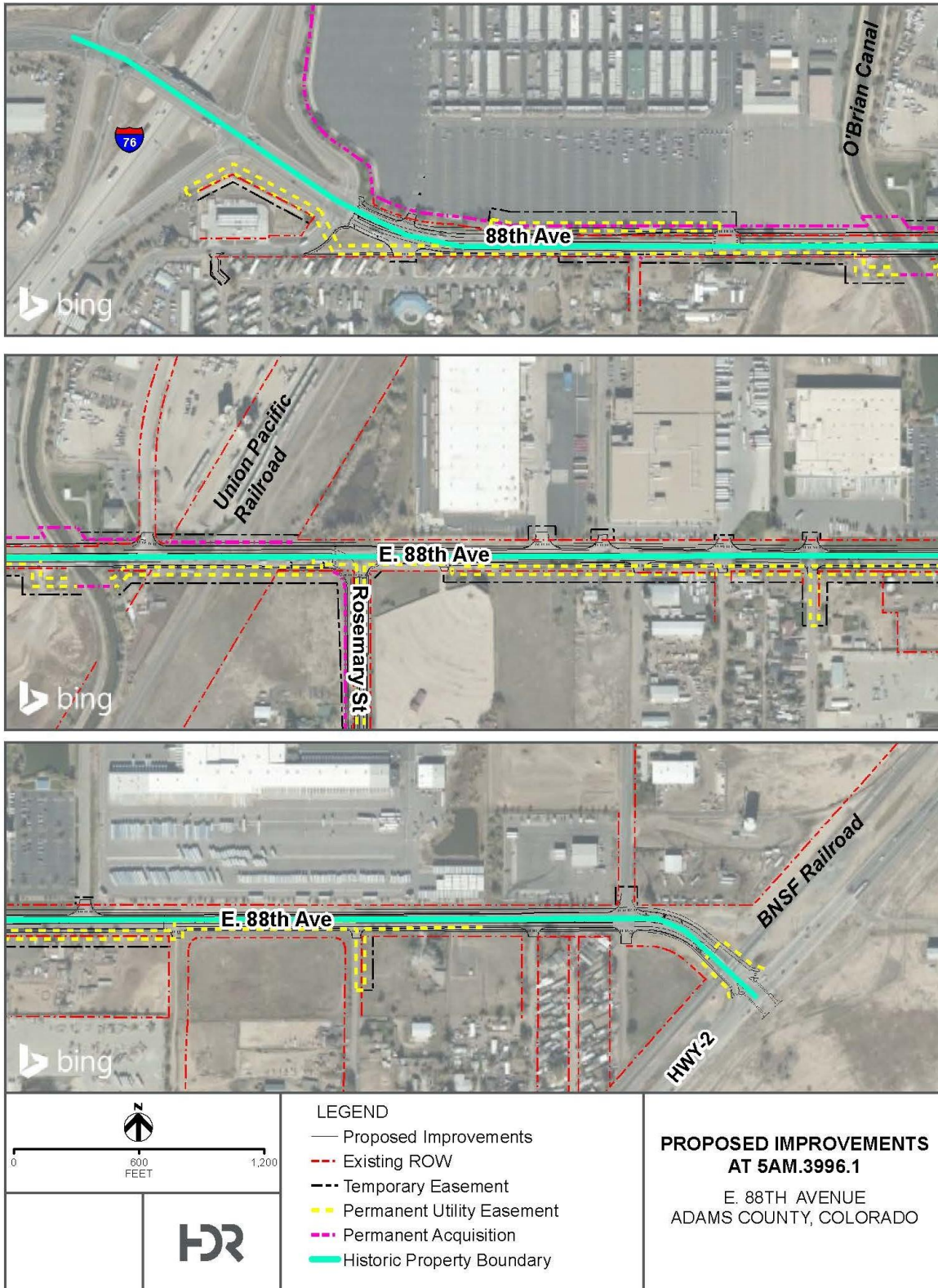
Significance: A-Transportation

Character-defining features: original alignment

14
15 An east-west road in this alignment was present as early as 1889, according to historical topographic
16 quadrangle maps and the initial plat of Irondale. Early twentieth century maps note it as a county road.
17 The assumed period of significance for the road is 1889-1969. The segment within the APE was
18 determined to not support the eligibility of the overall resource due to a lack of historic integrity of setting,
19 feeling, workmanship, materials, and design due to material changes, realignments at crossings of the
20 BNSF railroad tracks and I-76, and abandonment east of Highway 2 at the Rocky Mountain Arsenal. The
21 present roadway is variable throughout this length and includes, at different locations, sections of one
22 traffic lane in both directions with a center turn lane, sections with two traffic lanes in both directions,
23 striped medians, and raised medians. All of these changes have occurred since 1971, with the majority
24 occurring since 1991. Based on these changes, no character-defining features of the original roadway
25 remain, except the alignment between the I-76 realignment on the west end and the BNSF realignment
26 on the east end. Because this segment has been heavily altered and is non-supporting of overall
27 eligibility, the proposed undertaking will not alter any characteristics of the overall linear resource that

1 make it eligible for NRHP listing. Therefore, CDOT has determined the undertaking will have **No Adverse**
 2 **Effect** on 5AM.3996.

3 **Figure 32. Proposed Improvements at 5AM.3996—88th Avenue**



4

5.0 EFFECTS DETERMINATIONS FOR PROPERTIES IN NOISE STUDY AREA

Section 5.0 includes determinations of effect for the 15 properties 45 years or older in the noise study area that are treated as eligible for this undertaking. The 15 properties are located at the following addresses and are summarized in Table 2 and shown in Figure 33.

Table 2. Properties 45 Years or Older in Noise Study Area

Address	Construction Date	Noise Analysis Conducted	Effects Determination
8720 Tamarac Street	1966	No	No Adverse Effect
8001 E. 87th Avenue	1952	Yes	No Adverse Effect
8713 Ulster Street	1952	Yes	No Adverse Effect
8703 Ulster Street	1953	Yes	No Adverse Effect
8701 Ulster Street	1949	Yes	No Adverse Effect
8690 Verbena Street	1964	Yes	No Adverse Effect
8730 Willow Street	1940	No	No Adverse Effect
8696 Willow Street	1940	No	No Adverse Effect
8635 E. 87th Avenue	1942	Yes	No Adverse Effect
8699 87th Avenue	1953	No	No Adverse Effect
8491 Rosemary Street	1952	No	No Adverse Effect
8450 Rosemary Street	1972	Yes	No Adverse Effect
8701 Brighton Road	c. 1960	Yes	No Adverse Effect
8786 Brighton Road	1956	No	No Adverse Effect
8780 Brighton Road	1952	No	No Adverse Effect

1 **Figure 33. Properties in the Noise Study Area.**



2
3
4

1 Table 3 summarizes the noise data analysis for eight of the 15 properties listed above. The other seven
2 properties were outside of the 500-foot buffer for the noise study area and were not analyzed. However,
3 given the greater distance from the proposed improvements, these seven properties are expected to have
4 equal or lesser changes in the audible environment from the proposed undertaking.

5 Per CDOT's *Noise Analysis and Abatement Guidelines* (CDOT, 2015), residential properties that exceed
6 a threshold of 66 dBA meet Noise Abatement Criteria and require abatement or mitigation. None of the
7 residential properties exceed the 66 dBA threshold under existing conditions for the proposed
8 undertaking, and the change from existing does not exceed 3 dBA, which marks the perceptibility limit of
9 the human ear. Two industrial properties in the study area were also analyzed; however, those activity
10 types are not provided a noise threshold in the CDOT guidelines since noise is often an existing condition
11 of those uses. Both presently exceed the 66 dBA threshold used for residential properties—8701 Brighton
12 Road due to its proximity to I-76 and 8450 Rosemary Street due to the nature of industrial operations on
13 site. The anticipated noise level at 8701 Brighton Road will not change under the proposed undertaking,
14 and 8450 Rosemary Street is anticipated to have an increase of 1.4 dBA, which is below the 3 dBA range
15 of human perception. Due to their distance from the proposed improvements, no other effects are
16 anticipated at these properties. Therefore, CDOT has determined the undertaking will have **No Adverse**
17 **Effect** on these 15 properties.

1 Table 3. Noise Analysis for Properties in the Noise Study Area.

Address	Receiver Description	Activity Category/CDOT NAC (dBA)	Existing (2019)	No Action (2040)	Proposed Action (2040)	Proposed Action Change From Existing (dBA)	Proposed Action Causes Impact?
			L _{eq} (dBA)	L _{eq} (dBA)	L _{eq} (dBA)		(Yes or No)
8001 E. 87th Avenue	Residential	B/66	45.5	46.2	46.5	1.0	No
8713 Ulster Street	Residential	B/66	54.1	55.2	55.3	1.2	No
8703 Ulster Street	Residential	B/66	50.0	50.9	50.9	0.9	No
8701 Ulster Street	Residential	B/66	54.9	55.9	56.1	1.2	No
8690 Verbena Street	Residential	B/66	48.9	49.5	49.9	1.0	No
8635 E. 87th Avenue	Residential	B/66	51.0	51.5	51.7	0.7	No
8450 Rosemary Street	Commercial/Industrial	F/NA	64.8	66.1	66.2	1.4	No
8701 Brighton Road	Commercial/Industrial	F/NA	74.3	74.3	74.3	0.0	No

2

6.0 SUMMARY

6.1 Effects Determinations

CDOT's determination of effect for the six NRHP eligible historic properties and five linear resources in the APE for the E. 88th Avenue (I-76 Northbound Ramps to Highway 2) Project are summarized in Table 4.

Table 4. Summary of Determinations of Effect.

Site Number	Site Name	NRHP Criteria	Effects Determination
5AM.3958	88 Drive-In Theatre	A, C	No Adverse Effect
5AM.3975	Irondale School	A	No Adverse Effect
5AM.3976	8705 Rosemary Street	C	No Adverse Effect
5AM.3983	8686 Laurel Drive	C	No Adverse Effect
5AM.3990	Wikiup Mobile Home Park	A, C	No Adverse Effect
5AM.3994	Country Cottages Quonset Park	C	No Adverse Effect
5AM.459	Denver Pacific/Union Pacific Railroad	A, B	No Adverse Effect
5AM.464	BNSF Railroad	A	No Adverse Effect
5AM.465	Burlington Ditch	A, C	No Adverse Effect
5AM.477	O'Brian Canal	A, C	No Adverse Effect
5AM.3996	88th Avenue	A	No Adverse Effect

For the following 15 properties located within the noise study area that were treated as NRHP-eligible for assessment of noise effects, CDOT has determined the undertaking will have **No Adverse Effects**:

- ◆ 8720 Tamarac Street
- ◆ 8001 E. 87th Avenue
- ◆ 8713 Ulster Street
- ◆ 8703 Ulster Street
- ◆ 8701 Ulster Street
- ◆ 8690 Verbena Street
- ◆ 8730 Willow Street
- ◆ 8696 Willow Street
- ◆ 8635 E. 87th Avenue
- ◆ 8699 87th Avenue
- ◆ 8491 Rosemary Street
- ◆ 8450 Rosemary Street
- ◆ 8701 Brighton Road
- ◆ 8786 Brighton Road
- ◆ 8780 Brighton Road

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

6.2 Section 4(f) Determination

CDOT is informing the SHPO that the FHWA may make a finding of *de minimis* (24 CFR 774.17) for 6 properties and apply the *Historic Transportation Facilities Exception* (23 CFR 774.13(a)) for 3 properties. Rationale for these findings is as follows:

De minimis Impacts. Section 4(f) *de minimis* impact involves the use of a Section 4(f) property that is generally minor in nature, results in a determination of no adverse effects or no historic properties affected under the Section 106 process. The SHPO has been notified of the FHWA's intent to make a *de minimis* impact determination, and the FHWA has considered the views of any consulting parties participating in the Section 106 consultation.

1 Implementation of the proposed E. 88th Avenue (I-76 Northbound Ramps to Highway 2) Project has been
2 determined to result in no adverse effects to **six** NRHP-eligible resources with a potential use which are
3 located within the project APE, as outlined in Section 2.1.

4 Based on these findings, FHWA intends to make a *de minimis* finding for the Section 4(f) requirements for
5 the following six historic resources:

- 6 • 5AM.3958—88 Drive-In Theatre
- 7 • 5AM.3975—Irondale School
- 8 • 5AM.3976—8705 Rosemary Street
- 9 • 5AM.3990—Wikiup Mobile Home Park
- 10 • 5AM.464—Burlington Ditch
- 11 • 5AM.477—O'Brian Canal

12 **Historic Transportation Facilities Exception.** The finding of *no adverse effects* under Section 106 for
13 the following linear resources reflect CDOT's finding that this project will not "alter directly or indirectly any
14 of the characteristics of [the] historic properties that qualify the properties for listing in the NRHP in a
15 manner that will diminish the integrity of the property's location, design, setting, materials, workmanship,
16 feeling, or association" as described in 36 CFR § 800.5(a)(1). Based on this finding, FHWA may apply
17 the Historic Transportation Facility exception for such facilities with a new use proposed by a
18 transportation project. FHWA intends to apply the Historic Transportation Facilities Exception to the
19 following three properties:

- 20 • 5AM.459—Denver Pacific/Union Pacific Railroad
- 21 • 5AM.464—Burlington Northern/Santa Fe Railroad
- 22 • 5AM.3996—88th Avenue

23 Because the work described in this report constitutes a "use" as defined by Section 4(f) of the Department
24 of Transportation Act, and based on the finding of *no adverse effects*, CDOT is informing the SHPO that
25 the FHWA may apply the *Transportation Facilities Exception* for the linear transportation resources
26 described above.

27

7.0 REFERENCES

- 1
 - 2
 - 3
 - 4
 - 5
- Colorado Department of Transportation (CDOT). 2015. Noise Analysis and Abatement Guidelines. November 2015. <https://www.codot.gov/programs/environmental/noise/assets/colorado-noise-analysis-and-abatement-guidelines-2015-1>, accessed July 30, 2020.

Appendix A. Prior SHPO and Consulting Party Coordination on APE and Eligibility



COLORADO
Department of Transportation

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

December 10, 2019

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

Re: Determinations of National Register of Historic Places Eligibility, 88th Ave., I-76 to Hwy. 2 Environmental Assessment, Commerce City, Adams County, CDOT Project STU M245-013, SA#22285

Dear Mr. Turner,

This letter and the enclosed attachments constitute a request for concurrence on an Area of Potential Effects (APE) and determinations of National Register of Historic Places (NRHP) eligibility for the Commerce City project described above, 88th Ave., Interstate-76 (I-76) to Hwy. 2 Environmental Assessment (EA) in Adams County, Colorado (Project). Because the Project is federally funded, the Colorado Department of Transportation (CDOT) and the Federal Highway Administration (FHWA), in coordination with Commerce City, are conducting the EA. CDOT is playing the lead role for the Section 106 process (36 CFR 800), to consider the project's effects on historic resources.

The project consultant, HDR, developed the Historic Resources Survey for 88th Avenue: I-76 NB Interchange Ramps to Highway 2 (survey report), which provides background on the project, lays out the APE, delineates the methodology to identify historic properties, provides a historic context for the project area, and identifies and evaluates the NRHP eligibility of historic and potentially historic resources within the APE. Along with the survey report, survey forms were completed for 48 resources within the APE. The survey report and forms are enclosed.

Project Description

The Project proposes to reconstruct E. 88th Ave. just east of the I-76 NB ramps between Brighton Rd. and Hwy. 2 to improve traffic operations and accommodate all users. The project will also improve approximately 1,700 feet of Rosemary St., from 88th Ave. south to between 86th Ave. and 84th Ave. Project elements include:

- Between Brighton Rd. and Quince St., E. 88th Ave. will be expanded to a 100- to 110-foot-wide modified four-lane minor arterial with an eight-to-20-foot-wide raised median. The majority of this segment of 88th Ave. is currently two lanes.
- A detached eight-to-12-foot-wide multiuse path will be added along the north side of E. 88th Ave., separated from the road by a six-to-12-foot-wide buffer.
- Improvements at the E. 88th Ave.-Quince St. and E. 88th Ave.-Rosemary St. intersections include an extension of Quince St. to the south side of 88th Ave., as well as the construction of additional turn lanes and traffic signals
- An E. 88th Ave. bridge will span the O'Brian Canal, the new Quince St. extension, and the Union Pacific Railroad (UP). This new structure will terminate west of Rosemary St. on the east end and west of the O'Brian Canal on the west end. The new E. 88th Ave. bridge will have two travel lanes in each direction, as well as a sidewalk and multiuse path. Over the O'Brian Canal, the bridge deck will stand 16.5 feet over the elevation of the existing bridge deck (which will be removed). Over the UP, the bridge will have a

minimum clearance of 23 feet, four inches for maintenance and operation of the track. The bridge will extend to its highest point over the UP tracks (measured from tracks to top of the bridge deck), reaching an ultimate height of 32 feet. See pages 4-5 (Figures 6-7) in the enclosed survey report.

- Between Rosemary St. and SH 2, E. 88th Avenue will be reconstructed as an 11-to-13-foot-wide two-lane roadway with four-to-eight-foot-wide shoulders and a central 12-to-16-foot-wide two-way left turn lane.
- A six-to-12-foot-wide buffer will separate sidewalk and multiuse features. Stormwater drainage improvements will also be installed along the full extent of the Project.
- Improvements along Rosemary St. include the addition of a second southbound lane, extending approximately 1,700 feet from 88th Ave. south, and the addition of a second left turn lane northbound onto 88th Ave.

The project description and project diagrams (Figures 1-8) can be found on pages one to six of the attached survey report. Detailed project information will be included in the coordination of effects, which will occur separately.

Area of Potential Effects (APE)

Consistent with 36 CFR 800.16, CDOT defined the APE for this EA to incorporate those areas within which the Project could directly or indirectly affect historic or age-eligible properties. Age-eligible properties are defined as properties at least 45 years of age as of 2020 (constructed in 1975 or earlier), so as to meet the 50-year threshold set by the NRHP and allow a five-year buffer.

The APE for this project is two-tiered. The primary tier includes all properties that could be directly or indirectly affected by anticipated project work and generally extends along 88th Ave. from I-76 on the west to SH 2 on the east and from the (discontinuous) alignment of 87th Ave. on the south to the (discontinuous) alignment of 90th Ave. on the north, including all overlapping or intersecting parcels. The secondary tier of the APE comprises the noise study area, which extends outside the primary APE at various locations south of 87th Avenue to account for those properties that could potentially be subject to farther-reaching noise mitigation effects of the Project. The primary APE extends the length of the Project along 88th Ave., approximately 1.6 miles, and south approximately 1,770 feet along Rosemary St. See Figure 2 (page 3) and Appendix A of the enclosed survey report.

Identification and Survey Methods

Project cultural staff, who meet the Secretary of the Interior's Qualifications for architectural history, include Kathryn Plimpton, Architectural Historian and Project Manager at HDR, Alexandra Kosik, Architectural Historian at HDR, Diana Garnett, Architectural Historian at HDR as well as Barbara Stocklin-Steely, CDOT Region 1 Senior Historian, and Jamie Shapiro, CDOT Region 1 Assistant Historian. Based on the construction year data obtained from the Adams County Assessor's Office, cultural staff identified 61 properties within the two-tiered APE, including five linear resources, as historic or age-eligible resources. Age-eligible resources are defined as properties 45 years of age or older in 2020 (1975 or earlier). Cultural staff then field checked the buildings and structures on the 61 properties to verify assessor construction dates.

All properties within the primary APE containing age-eligible buildings were then evaluated for NRHP eligibility, with a survey form completed for each property (see enclosed OAHP forms). The 15 properties within the secondary noise study area APE were photographed and treated as eligible for the purposes of this study, but were not recorded on site forms (see Table 2). The 43 resources located within the primary APE were surveyed for NRHP eligibility using Colorado Office of Archaeology and Historic Preservation (OAHP) site forms (see Table 1 and Table 2). CDOT historians made multiple site visits throughout the evaluation process and conducted a site visit with SHPO Section 106 Compliance Manager Jason O'Brien on October 9, 2019.

In some cases, the period of significance is within a timeframe not yet fifty years old, for example the 88 Drive-In, 1971-1976. CDOT did not evaluate such properties for exceptional significance, but evaluated them under Criteria A-D, given that this Project will likely not be built immediately but in the coming years.

Determinations of Eligibility

Review of the OAHP Compass database indicated that the APE contains segments of four previously recorded resources: Denver Pacific/UP Railroad (5AM.459), officially eligible; BNSF Railroad (5AM.464), assumed eligible; O’Brian Canal (5AM.477), assumed eligible; and Burlington Ditch (5AM.465), officially eligible.

The historic resources survey for this EA identified a total of 63 cultural resources located within the two-tier APE: 43 historic architectural resources and 5 linear resources in the primary APE and 15 historic architectural resources in the secondary noise study area APE. OAHP site forms were completed for each resource located within the primary APE (enclosed).

Within the primary APE, CDOT determined six of the newly surveyed historic architectural resources to be NRHP-eligible (Table 1). Per OAHP guidelines regarding linear resources, Burlington Ditch (5AM.465.19) and 88th Ave. (5AM.3996.1) are assumed eligible. CDOT found the segments of these resources within the APE to be non-supporting of overall eligibility. CDOT found the segments of the other three linear resources to be supporting of the overall eligibility of those resources (Table 1). CDOT determined that the remaining 37 architectural properties within the primary are not eligible (Table 2). Within the secondary noise study area APE, CDOT is treating the 15 age-eligible properties as eligible for the purposes of this project (Table 3).

Survey results maps are provided in Appendix A of the enclosed survey report. Photographic tables for all cultural resources identified within the two-tiered APE are provided in Appendix B of the survey report and OAHP site forms for the 48 surveyed properties are provided in Appendix C.

Table 1. NRHP-Eligible Resources in the Primary APE

Site No.	Resource	Date	NRHP Eligibility
5AM.459 • 5AM.459.19	Denver Pacific/UP Railroad • Segment	1868–1870 • 1868	Officially Eligible (1996) • Supporting
5AM.464 • 5AM.464.20	BNSF Railroad • Segment	1881-1882 • 1882	Assumed Eligible • Supporting
5AM.477 • 5AM.477.15	O’Brian Canal • Segment	1910–1912 • 1910	Assumed Eligible • Supporting
5AM.465 • 5AM.465.19	Burlington Ditch • Segment	1888-1910 • 1888-1910	Officially Eligible (1988) • Non-supporting
5AM.3996 • 5AM.3996.1	88 th Avenue • Segment	c. 1889-1940 • c. 1889-1940	Assumed Eligible • Non-supporting
5AM.3958	88 Drive-In Theater, 8780 Rosemary St.	1971–1976	Eligible
5AM.3975	Irondale School, 8702 Rosemary St.	1937	Eligible
5AM.3976	Dwelling, 8705 Rosemary St.	1901	Eligible
5AM.3990	Wikiup Mobile Home Park, 6500 E. 88th Ave.	1964–65	Eligible
5AM.3983	Dwelling, 8686 Laurel Drive	1953	Eligible
5AM.3994	The Country Cottages Quonset Park, 8721 Xenia Street	c. 1955	Eligible

Table 2. Not Eligible Properties in the Primary APE

Site No.	Resource	Date	NRHP Eligibility
5AM.3959	8674 Laurel Dr.	1958	Not Eligible
5AM.3960	8721 Willow St.	1947	Not Eligible
5AM.3961	8701 Willow St.	1937 & 2017	Not Eligible
5AM.3962	8300 E 88th Ave., Buildings 1-4	1951, 1941, 1951, & 1951	Not Eligible
5AM.3963	8190 E 88 th Ave.	1964	Not Eligible
5AM.3964	8796 Ulster St.	1949	Not Eligible
5AM.3965	8741 Ulster St.	1955	Not Eligible
5AM.3966	8751 Ulster St.	1957	Not Eligible
5AM.3967	8771 Ulster St.	1959	Not Eligible
5AM.3968	8781 Ulster St.	1959	Not Eligible
5AM.3969	8796 Tamarac St.	1930	Not Eligible
5AM.3970	8790 Tamarac St.	1958	Not Eligible
5AM.3971	8750 Tamarac St.	1959	Not Eligible
5AM.3972	8740 Tamarac St.	1953	Not Eligible
5AM.3973	8730 Tamarac St.	1955	Not Eligible
5AM.3974	7840 E. 88th Ave	1952	Not Eligible
5AM.3977	7330 E. 88th Ave.	1941	Not Eligible
5AM.3978	6950 E. 88th Ave.	1954	Not Eligible
5AM.3979	8790 Laurel Dr.	1949	Not Eligible
5AM.3980	8760 Laurel Dr.	1941	Not Eligible
5AM.3981	8740 Laurel Dr.	1956	Not Eligible
5AM.3982	8730 & 8736 Laurel Dr.	1953	Not Eligible
5AM.3983	8686 Laurel dr.	1953	Not Eligible
5AM.3984	8681 Laurel Dr.	1955 & 1979	Not Eligible
5AM.3985	8701 Laurel Dr.	1952	Not Eligible
5AM.3986	8769 Laurel Dr.	1966	Not Eligible
5AM.3987	8777 Laurel Dr.	1949	Not Eligible

5AM.3988	8781 Laurel Dr.	1953	Not Eligible
5AM.3989	6840 E. 88th Ave.	1940	Not Eligible
5AM.3991	8790 Brighton Rd.	1934	Not Eligible
5AM.3992	8800 Brighton Rd.	1901	Not Eligible
5AM.3993	8810 88th Ave. J Burrs Mobile Home Park	c. 1963	Not Eligible
5AM.3995	8680 E. 88th Ave.	c. 1945	Not Eligible
5AM.4026	7520 E. 86th Ave.	1959	Not Eligible
5AM.4027	8496 Rosemary St.	c. 1960	Not Eligible
5AM.4028	8581 Rosemary St.	1901	Not Eligible
5AM.4029	8731 Willow St.	c. 1955	Not Eligible
5AM.4030	8740 Willow St.	1957	Not Eligible

Table 3. Properties in the Secondary (Noise Buffer) APE – Treated as NRHP-Eligible

Resource	Property Type	Date
8720 Tamarac Street	Residential	1966
8001 E. 87th Avenue	Residential	1952
8713 Ulster Street	Residential	1952
8703 Ulster Street	Residential	1953
8701 Ulster Street	Residential	1949
8690 Verbena Street*	Residential/Agricultural	1964
8730 Willow Street	Residential	1940
8696 Willow Street	Residential	1940
8635 E. 87th Avenue	Residential	1942
8699 87th Avenue	Residential	1953
8491 Rosemary Street	Residential	1952
8450 Rosemary Street	Commercial/Industrial	1972
8701 Brighton Road	Commercial/Industrial	c. 1960
8786 Brighton Road	Residential	1956
8780 Brighton Road	Residential	1952

*The private property at 8690 Verbena St. was not accessible during survey, and was therefore not photographed.

Mr. Steve Turner, AIA
88th Ave., I-76 to SH 2 EA, Eligibility and APE

December 10,
2019 Page 6

We are concurrently sending information on the APE and NRHP eligibility determinations delineated above to Commerce City and Adams County as consulting parties. We will keep you informed of any comments received from these consulting parties or through the public involvement process associated with this EA. We will coordinate the project's effects on historic properties with your office and with consulting parties separately.

At this time, we request your concurrence with the proposed APE and determinations of NRHP eligibility outlined above. If you require additional information, please contact CDOT Region 1 Assistant Historian Jamie Shapiro at (303) 512-4627 or jamie.shapiro@state.co.us.

Sincerely,



Jessica Myklebust
Region 1 Environmental Manager

Enclosures:

Historic Resources Survey for the 88th Avenue: 1-76 NB Interchange Ramps to Highway 2
Inventory Forms:

Architectural Inventory Form 1403: 5AM.3958-5AM.3995 & 5AM.4026-5AM.4030
Management Data/Linear Component Forms 1400/1418: 5AM.459.19, 5AM.464.20, 5AM.477.15,
5AM.465.19, & 5AM.3996.1



DEC 26 2019

HISTORY Colorado

Jessica Myklebust
Region 1 Environmental Manager
Colorado Department of Transportation
2829 W. Howard Place
Denver, CO 80204

Re: Determination of National Register of Historic Places Eligibility, 88th Ave., I-76 to Hwy. 2 Environmental Assessment, Commerce City, Adams County, CDOT Project STU M245-013, Sa #22285 (HC #76998)

Dear Ms. Myklebust:

Thank you for your correspondence dated December 10, 2019 and received on December 11, 2019 by our office regarding the consultation of the above-mentioned project under Section 106 of the National Historic Preservation Act (Section 106).

After review of the provided information, we do not object to the proposed Area of Potential Effects (APE) for the above project. We concur that segments 5AM.459.19, 5AM.464.20, and 5AM.477.15 are *supporting* to the overall eligibility of their resources, and 5AM.465.19 and 5AM.3996.1 are *non-supporting* to the overall eligibility of their resources.

We concur that 5AM.3958, 5AM.3975, 5AM.3976, 5AM.3990, 5AM.3983, and 5AM.3994 are *eligible* for the National Register of Historic Places (NRHP). Additionally, our office concurs that the following properties are *not eligible* for the NRHP:

- 5AM.3959
- 5AM.3960
- 5AM.3961
- 5AM.3962
- 5AM.3963
- 5AM.3964
- 5AM.3965
- 5AM.3966
- 5AM.3967
- 5AM.3968
- 5AM.3969
- 5AM.3970
- 5AM.3971
- 5AM.3972
- 5AM.3973
- 5AM.3974
- 5AM.3977
- 5AM.3978
- 5AM.3979
- 5AM.3980
- 5AM.3981
- 5AM.3982
- 5AM.3983
- 5AM.3984
- 5AM.3985
- 5AM.3986
- 5AM.3987
- 5AM.3988
- 5AM.3989
- 5AM.3991
- 5AM.3992
- 5AM.3993
- 5AM.3995
- 5AM.4026
- 5AM.4027
- 5AM.4028
- 5AM.4029
- 5AM.4030

Our office recognizes additional properties located within the noise buffer will be treated as eligible for the purposes of Section 106 and include:

- 8720 Tamarac St.
- 8001 E. 87th Ave.
- 8713 Ulster St.
- 8703 Ulster St.
- 8701 Ulster St.
- 8690 Verbena St.
- 8730 Willow St.
- 8696 Willow St.
- 8635 E. 87th Ave.
- 8699 87th Ave.
- 8491 Rosemary St.
- 8450 Rosemary St.
- 8701 Brighton Rd.
- 8786 Brighton Rd.
- 8780 Brighton Rd.

We look forward to continued consultation on the above project. If we may be of further assistance, please contact Jason O'Brien, Section 106 Compliance Manager, at (303) 866-2673 or Jason.obrien@state.co.us.

Sincerely,


Steve Turner, AIA
State Historic Preservation Officer



COLORADO
Department of Transportation

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

December 11, 2019

Steve Timms
Planning Manager
Commerce City
7887 E. 60th Avenue
Commerce City, CO 80022

Jill Jennings Golich
Community and Economic Development Director
Adams County
4430 S. Adams County Parkway
Brighton Colorado, 80601

**Re: Determinations of National Register of Historic Places Eligibility, 88th Ave., I-76 to Hwy. 2
Environmental Assessment, Commerce City, Adams County, CDOT Project STU M245-013,
SA#22285**

Dear Mr. Timms and Ms. Jennings Golich,

This letter and the enclosed materials constitute a request for comments on an Area of Potential Effects (APE) and determinations of National Register of Historic Places (NRHP) eligibility for the Commerce City project described above, 88th Ave., Interstate-76 (I-76) to Hwy. 2 Environmental Assessment (EA) in Adams County, Colorado (Project). Because the Project is federally funded, the Colorado Department of Transportation (CDOT) and the Federal Highway Administration (FHWA), in coordination with Commerce City, are conducting the EA. CDOT is playing the lead role for the Section 106 process (36 CFR 800), to consider the project's effects on historic resources. We are contacting you as consulting parties.

The project consultant, HDR, developed the Historic Resources Survey for 88th Avenue: I-76 NB Interchange Ramps to Highway 2 (survey report), which provides background on the project, lays out the APE, delineates the methodology to identify historic properties, provides a historic context for the project area, and identifies and evaluates the NRHP eligibility of historic and potentially historic resources within the APE. Along with the survey report, survey forms were completed for 48 resources within the APE. The survey report and forms are enclosed.

Project Description

The Project proposes to reconstruct E. 88th Ave. just east of the I-76 NB ramps between Brighton Rd. and Hwy. 2 to improve traffic operations and accommodate all users. The project will also improve approximately 1,700 feet of Rosemary St., from 88th Ave. south to between 86th Ave. and 84th Ave. Project elements include:

- Between Brighton Rd. and Quince St., E. 88th Ave. will be expanded to a 100- to 110-foot-wide modified four-lane minor arterial with an eight-to-20-foot-wide raised median. The majority of this segment of 88th Ave. is currently two lanes.
- A detached eight-to-12-foot-wide multiuse path will be added along the north side of E. 88th Ave., separated from the road by a six-to-12-foot-wide buffer.

- Improvements at the E. 88th Ave.-Quince St. and E. 88th Ave.-Rosemary St. intersections include an extension of Quince St. to the south side of 88th Ave., as well as the construction of additional turn lanes and traffic signals
- An E. 88th Ave. bridge will span the O'Brian Canal, the new Quince St. extension, and the Union Pacific Railroad (UP). This new structure will terminate west of Rosemary St. on the east end and west of the O'Brian Canal on the west end. The new E. 88th Ave. bridge will have two travel lanes in each direction, as well as a sidewalk and multiuse path. Over the O'Brian Canal, the bridge deck will stand 16.5 feet over the elevation of the existing bridge deck (which will be removed). Over the UP, the bridge will have a minimum clearance of 23 feet, four inches for maintenance and operation of the track. The bridge will extend to its highest point over the UP tracks (measured from tracks to top of the bridge deck), reaching an ultimate height of 32 feet. See pages 4-5 (Figures 6-7) in the enclosed survey report.
- Between Rosemary St. and SH 2, E. 88th Avenue will be reconstructed as an 11-to-13-foot-wide two-lane roadway with four-to-eight-foot-wide shoulders and a central 12-to-16-foot-wide two-way left turn lane.
- A six-to-12-foot-wide buffer will separate sidewalk and multiuse features. Stormwater drainage improvements will also be installed along the full extent of the Project.
- Improvements along Rosemary St. include the addition of a second southbound lane, extending approximately 1,700 feet from 88th Ave. south, and the addition of a second left turn lane northbound onto 88th Ave.

The project description and project diagrams (Figures 1-8) can be found on pages one to six of the attached survey report. Detailed project information will be included in the coordination of effects, which will occur separately.

Area of Potential Effects (APE)

Consistent with 36 CFR 800.16, CDOT defined the APE for this EA to incorporate those areas within which the Project could directly or indirectly affect historic or age-eligible properties. Age-eligible properties are defined as properties at least 45 years of age as of 2020 (constructed in 1975 or earlier), so as to meet the 50-year threshold set by the NRHP and allow a five-year buffer.

The APE for this project is two-tiered. The primary tier includes all properties that could be directly or indirectly affected by anticipated project work and generally extends along 88th Ave. from I-76 on the west to SH 2 on the east and from the (discontinuous) alignment of 87th Ave. on the south to the (discontinuous) alignment of 90th Ave. on the north, including all overlapping or intersecting parcels. The secondary tier of the APE comprises the noise study area, which extends outside the primary APE at various locations south of 87th Avenue to account for those properties that could potentially be subject to farther-reaching noise mitigation effects of the Project. The primary APE extends the length of the Project along 88th Ave., approximately 1.6 miles, and south approximately 1,770 feet along Rosemary St. See Figure 2 (page 3) and Appendix A of the enclosed survey report.

Identification and Survey Methods

Project cultural staff, who meet the Secretary of the Interior's Qualifications for architectural history, include Kathryn Plimpton, Architectural Historian and Project Manager at HDR, Alexandra Kosik, Architectural Historian at HDR, Diana Garnett, Architectural Historian at HDR as well as Barbara Stocklin-Steely, CDOT Region 1 Senior Historian, and Jamie Shapiro, CDOT Region 1 Assistant Historian. Based on the construction year data obtained from the Adams County Assessor's Office, cultural staff identified 61 properties within the two-tiered APE, including five linear resources, as historic or age-eligible resources. Age-eligible resources are defined as properties 45 years of age or older in 2020 (1975 or earlier). Cultural staff then field checked the buildings and structures on the 61 properties to verify assessor construction dates.

All properties within the primary APE containing age-eligible buildings were then evaluated for NRHP eligibility, with a survey form completed for each property (see enclosed OAHF forms). The 15 properties within the secondary noise study area APE were photographed and treated as eligible for the purposes of this study, but were

not recorded on site forms (see Table 2). The 43 resources located within the primary APE were surveyed for NRHP eligibility using Colorado Office of Archaeology and Historic Preservation (OAHP) site forms (see Table 1 and Table 2). CDOT historians made multiple site visits throughout the evaluation process and conducted a site visit with SHPO Section 106 Compliance Manager Jason O’Brien on October 9, 2019.

In some cases, the period of significance is within a timeframe not yet fifty years old, for example the 88 Drive-In, 1971-1976. CDOT did not evaluate such properties for exceptional significance, but evaluated them under Criteria A-D, given that this Project will likely not be built immediately but in the coming years.

Determinations of Eligibility

Review of the OAHP Compass database indicated that the APE contains segments of four previously recorded resources: Denver Pacific/UP Railroad (5AM.459), officially eligible; BNSF Railroad (5AM.464), assumed eligible; O’Brien Canal (5AM.477), assumed eligible; and Burlington Ditch (5AM.465), officially eligible.

The historic resources survey for this EA identified a total of 63 cultural resources located within the two-tier APE: 43 historic architectural resources and 5 linear resources in the primary APE and 15 historic architectural resources in the secondary noise study area APE. OAHP site forms were completed for each resource located within the primary APE (enclosed).

Within the primary APE, CDOT determined six of the newly surveyed historic architectural resources to be NRHP-eligible (Table 1). Per OAHP guidelines regarding linear resources, Burlington Ditch (5AM.465.19) and 88th Ave. (5AM.3996.1) are assumed eligible. CDOT found the segments of these resources within the APE to be non-supporting of overall eligibility. CDOT found the segments of the other three linear resources to be supporting of the overall eligibility of those resources (Table 1). CDOT determined that the remaining 37 architectural properties within the primary are not eligible (Table 2). Within the secondary noise study area APE, CDOT is treating the 15 age-eligible properties as eligible for the purposes of this project (Table 3).

Survey results maps are provided in Appendix A of the enclosed survey report. Photographic tables for all cultural resources identified within the two-tiered APE are provided in Appendix B of the survey report and OAHP site forms for the 48 surveyed properties are provided in Appendix C.

Table 1. NRHP-Eligible Resources in the Primary APE

Site No.	Resource	Date	NRHP Eligibility
5AM.459 • 5AM.459.19	Denver Pacific/UP Railroad • Segment	1868–1870 • 1868	Officially Eligible (1996) • Supporting
5AM.464 • 5AM.464.20	BNSF Railroad • Segment	1881-1882 • 1882	Assumed Eligible • Supporting
5AM.477 • 5AM.477.15	O’Brien Canal • Segment	1910–1912 • 1910	Assumed Eligible • Supporting
5AM.465 • 5AM.465.19	Burlington Ditch • Segment	1888-1910 • 1888-1910	Officially Eligible (1988) • Non-supporting
5AM.3996 • 5AM.3996.1	88 th Avenue • Segment	c. 1889-1940 • c. 1889-1940	Assumed Eligible • Non-supporting
5AM.3958	88 Drive-In Theater, 8780 Rosemary St.	1971–1976	Eligible
5AM.3975	Irondale School, 8702 Rosemary St.	1937	Eligible

5AM.3976	Dwelling, 8705 Rosemary St.	1901	Eligible
5AM.3990	Wikiup Mobile Home Park, 6500 E. 88th Ave.	1964–65	Eligible
5AM.3983	Dwelling, 8686 Laurel Drive	1953	Eligible
5AM.3994	The Country Cottages Quonset Park, 8721 Xenia Street	c. 1955	Eligible

Table 2. Not Eligible Properties in the Primary APE

Site No.	Resource	Date	NRHP Eligibility
5AM.3959	8674 Laurel Dr.	1958	Not Eligible
5AM.3960	8721 Willow St.	1947	Not Eligible
5AM.3961	8701 Willow St.	1937 & 2017	Not Eligible
5AM.3962	8300 E 88th Ave., Buildings 1-4	1951, 1941, 1951, & 1951	Not Eligible
5AM.3963	8190 E 88 th Ave.	1964	Not Eligible
5AM.3964	8796 Ulster St.	1949	Not Eligible
5AM.3965	8741 Ulster St.	1955	Not Eligible
5AM.3966	8751 Ulster St.	1957	Not Eligible
5AM.3967	8771 Ulster St.	1959	Not Eligible
5AM.3968	8781 Ulster St.	1959	Not Eligible
5AM.3969	8796 Tamarac St.	1930	Not Eligible
5AM.3970	8790 Tamarac St.	1958	Not Eligible
5AM.3971	8750 Tamarac St.	1959	Not Eligible
5AM.3972	8740 Tamarac St.	1953	Not Eligible
5AM.3973	8730 Tamarac St.	1955	Not Eligible
5AM.3974	7840 E. 88th Ave	1952	Not Eligible
5AM.3977	7330 E. 88th Ave.	1941	Not Eligible
5AM.3978	6950 E. 88th Ave.	1954	Not Eligible
5AM.3979	8790 Laurel Dr.	1949	Not Eligible
5AM.3980	8760 Laurel Dr.	1941	Not Eligible
5AM.3981	8740 Laurel Dr.	1956	Not Eligible
5AM.3982	8730 & 8736 Laurel Dr.	1953	Not Eligible
5AM.3983	8686 Laurel dr.	1953	Not Eligible

5AM.3984	8681 Laurel Dr.	1955 & 1979	Not Eligible
5AM.3985	8701 Laurel Dr.	1952	Not Eligible
5AM.3986	8769 Laurel Dr.	1966	Not Eligible
5AM.3987	8777 Laurel Dr.	1949	Not Eligible
5AM.3988	8781 Laurel Dr.	1953	Not Eligible
5AM.3989	6840 E. 88th Ave.	1940	Not Eligible
5AM.3991	8790 Brighton Rd.	1934	Not Eligible
5AM.3992	8800 Brighton Rd.	1901	Not Eligible
5AM.3993	8810 88th Ave. J Burrs Mobile Home Park	c. 1963	Not Eligible
5AM.3995	8680 E. 88th Ave.	c. 1945	Not Eligible
5AM.4026	7520 E. 86th Ave.	1959	Not Eligible
5AM.4027	8496 Rosemary St.	c. 1960	Not Eligible
5AM.4028	8581 Rosemary St.	1901	Not Eligible
5AM.4029	8731 Willow St.	c. 1955	Not Eligible
5AM.4030	8740 Willow St.	1957	Not Eligible

Table 3. Properties in the Secondary (Noise Buffer) APE – Treated as NRHP-Eligible

Resource	Property Type	Date
8720 Tamarac Street	Residential	1966
8001 E. 87th Avenue	Residential	1952
8713 Ulster Street	Residential	1952
8703 Ulster Street	Residential	1953
8701 Ulster Street	Residential	1949
8690 Verbena Street*	Residential/Agricultural	1964
8730 Willow Street	Residential	1940
8696 Willow Street	Residential	1940
8635 E. 87th Avenue	Residential	1942
8699 87th Avenue	Residential	1953
8491 Rosemary Street	Residential	1952
8450 Rosemary Street	Commercial/Industrial	1972

8701 Brighton Road	Commercial/Industrial	c. 1960
8786 Brighton Road	Residential	1956
8780 Brighton Road	Residential	1952

*The private property at 8690 Verbena St. was not accessible during survey, and was therefore not photographed.

Request

We are concurrently sending information on the APE and NRHP eligibility determinations delineated above to the State Historic Preservation Officer (SHPO) to request concurrence. If you have comments, please provide them by email or letter by Monday, January 13, 2020.

If you require additional information, please contact CDOT Region 1 Assistant Historian Jamie Shapiro at (303) 512-4627 or jamie.shapiro@state.co.us.

Sincerely,



for Jessica Myklebust
Region 1 Environmental Manager

Enclosures:

Historic Resources Survey for the 88th Avenue: 1-76 NB Interchange Ramps to Highway 2

Inventory Forms:

Architectural Inventory Form 1403: 5AM.3958-5AM.3995 & 5AM.4026-5AM.4030

Management Data/Linear Component Forms 1400/1418: 5AM.459.19, 5AM.464.20, 5AM.477.15, 5AM.465.19, & 5AM.3996.1



STATE OF
COLORADO

Shapiro - CDOT, Jamie <jamie.shapiro@state.co.us>

22285 88th Ave. EA - Historic Properties Section 106

2 messages

Layla Bajelan <LBajelan@adcogov.org>

Thu, Jan 9, 2020 at 1:44 PM

To: "jamie.shapiro@state.co.us" <jamie.shapiro@state.co.us>

Cc: "barbara.stocklin@state.co.us" <barbara.stocklin@state.co.us>, "jessica.myklebust@state.co.us" <jessica.myklebust@state.co.us>

Good Afternoon,

Adams County would like to submit the following comment regarding 22285 88th Ave. EA- Historic Properties Section 106.

What is the ability of the project to mitigate noise for the properties you identified in the study? While we do not have any type of historic designation program at the County level, it seems as though the study is recommending the Wikiup Mobile Home Park and 8686 Laurel Drive as the two properties in unincorporated Adams with the most historical significance. The state or individual property owners would need to submit for designation of these properties under the National Register of Historic Places.

Thank you,



Layla Bajelan

Planner I, *Community and Economic Development*

ADAMS COUNTY, COLORADO

4430 S. Adams County Parkway, 1st Floor, Suite W20000A

Brighton, CO 80601

720.523.6863 | LBajelan@adcogov.org | www.adcogov.org



image001.jpg
9K

Shapiro - CDOT, Jamie <jamie.shapiro@state.co.us>

Thu, Jan 9, 2020 at 4:29 PM

To: Layla Bajelan <LBajelan@adcogov.org>

Cc: "barbara.stocklin@state.co.us" <barbara.stocklin@state.co.us>, "jessica.myklebust@state.co.us" <jessica.myklebust@state.co.us>, Curt Frischkorn - CDOT <curt.frischkorn@state.co.us>

Good Afternoon Layla,

Thank you for your comment and questions. The project is still going through the analysis process as an Environmental Assessment. I have cc'd Curt Frischkorn who could provide more information on the noise analysis process if needed. As far as Section 106, this package only focuses on the eligibility of properties for the National Register of Historic Places. We will now be starting our analysis of effects to these properties. You will receive this effects package separately, and will have opportunity to comment or ask questions when we send that package.

Hopefully this is helpful, please let me know if you have any questions.

Jamie

Jamie Shapiro
Assistant Historian, Region 1
Planning and Environmental



P (303) 512-4672

jamie.shapiro@state.co.us | www.cdot.gov

[Quoted text hidden]

Appendix B. Supplemental Noise Analysis— Noise Contours

SUPPLEMENTAL NOISE ANALYSIS NOISE CONTOURS

The 88 Drive-In Theatre (5AM.3958), 8780 Rosemary Street,
Henderson CO 80640

Supplemental noise analysis was conducted for the 88 Drive-In Theatre (5AM.3958) to provide additional information for the assessment of noise impacts under Section 106 of the National Historic Preservation Act (NHPA). The position of the 66 A-weighted decibels (dBA) noise contour was determined using the FHWA Traffic Noise Model (TNM) for the existing, future build, and future no-build conditions.

As described in the noise analysis technical report, a receiver (i.e. R116) was placed in the approximate center of the subject property for modeling noise levels at this location in TNM. The results of this analysis indicated noise levels at this receiver under **current conditions** to be approximately **55.3 dBA**. The future (i.e. 2040) noise level at this location under the **no-build** was estimated to be **56.4 dBA**, and the future **build** conditions noise level was approximately **56.0 dBA**.

The 88 Drive-In Theatre is an Activity Category C facility with a Noise Abatement Criteria (NAC) of **66 dBA** Hourly Equivalent Noise Level (Leq(h)). Based on the analysis for Receiver R116 described in the paragraph above, the 88 Drive-In Theatre will not be impacted by traffic noise because the 2040 modeled noise levels do not exceed the NAC of 66 dBA, and predicted noise levels do not increase by 10dBA or more over the existing noise levels as a result of a highway project. This analysis confirmed that The 88 Drive-In Theatre will **not** be impacted by traffic noise based on the criteria set forth in 23 CFR Part 772 and the CDOT Noise Analysis and Abatement Guidelines (January 15, 2015).

To provide additional information for determining noise impacts under the NHPA, the 66 dBA noise contour was determined using TNM for existing conditions, and future build and no-build conditions. The results of this analysis are shown in Figure 1. The positions of the 66 dBA noise contours for both **existing conditions** and the **future build conditions** do not appear to intersect with any of the parking spaces at the 88 Drive-In Theatre. The **future no-build** 66 dBA noise contour appears to intersect with 3 parking spaces located on the west side of the parking area near the fence. The future no-build 66 dBA noise contour is based on 2040 projected traffic volumes, speed, and mix with the current roadway configuration, and does not include any of the proposed changes under the current project.

The loudest noise hour traffic volume, speed and mix are used in TNM to determine noise levels for existing, and future build and no-build conditions. Loudest noise hour traffic typically falls around the AM or PM peak period traffic, which would generally occur during the height of the morning and afternoon commute. The 88 Drive-In Theatre does not open for business until 6:00 – 7:00 pm during the portion of the year that it operates; thus, the noise levels determined

through this analysis are likely higher than the noise levels that would actually be experienced at the 88 Drive-In Theatre during their hours of operation.

Figure 1. Noise Study Contours at 5AM.3958 – Drive-In Theatre.

