



Northwest Corridor
A TRANSPORTATION ENVIRONMENTAL STUDY

**UNITED STATES
ARMY CORPS OF
ENGINEERS
CONCURRENCE LETTERS**



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

November 23, 2004

Mr. David Nicol
Division Administrator
U.S. Department of Transportation
Federal Highway Administration
Colorado Federal Aid Division
12300 West Dakota Avenue
Lakewood, Colorado 80228

RE: Northwest Corridor EIS

Dear Mr. Nicol:

I am writing this letter in response to your correspondence of November 17, 2004, regarding the above referenced project. In your letter you requested that the U.S. Army Corps of Engineers (Corps) provide written concurrence that the Purpose and Need Statement (P&N) and the revised Level 1 and 2 alternatives screenings are acceptable to the Corps under the NEPA/404 merger process, which is still in draft form.

The Corps concurs with the P&N. However, we do have a concern regarding one element of the P&N, specifically the inclusion of Roadway Deficiencies under the Travel Reliability need. While we realize that, if the preferred alternative includes use of existing highways, it is desirable to correct roadway deficiencies, it is our belief that correcting roadway deficiencies is a secondary goal. The preferred alternative, which should also be the Least Environmentally Damaging Practicable Alternative (LEDPA), may be construction of a new highway, which would not correct roadway deficiencies, but would meet the primary goals of the P&N.

The Corps concurs with the Level 1 screening. For clarification purposes, and following Appendix E of the draft NEPA/404 merger, the project goal of "Avoid and minimize impacts to the built and social environment" (see table containing the Preliminary Draft Goals and Objectives) should be listed under the "Practicability" screening criterion, as these are not impacts to the natural environment. In addition, in the first paragraph of Page 1 of the Level 1 Alternative Screening, impacts to the Social Environment should be deleted, as these impacts should be evaluated under the Practicability criterion.

At this point in time, the Corps cannot concur with the Level 2 screening. Our inability to concur is based on the following:

* Alternatives FAX and TAX were eliminated for not minimizing impacts to the natural environment, as they are, "...anticipated to have the greatest conflict with threatened and endangered species, known wildlife corridors and landfills...". In order to concur with elimination of these two alternatives, the Corps would need quantifiable data on the extent of impacts to aquatic resources. In addition, at this point in time, the Corps cannot concur that the listed environmental impacts are "other significant adverse affects to the natural environment", as all of the impacts may be mitigated.

* No quantifiable data, even on a broad scale basis, has been presented to the Corps on impacts to the aquatic ecosystem for any of the alternatives. Only subjective, narrative text has been provided regarding such impacts. This makes it impossible for the Corps to determine if the LEDPA is being eliminated with the Level 2 screening. Ideally, at this level of screening, impacts to aquatic resources (wetlands, streams and open water areas) would be presented in table or matrix format so that the Corps has a rough idea of how aquatic resource impacts of the alternatives compare.

If you have any questions regarding the above comments, please call or e-mail me at 303-979-4120 or timothy.t.carey@usace.army.mil, respectively. I will e-mail Jean Wallace with my and Scott Franklin's availability for a meeting on Level 3 screening and/or to discuss the above comments.

Sincerely,

Timothy T. Carey
Chief, Denver Regulatory Office



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

January 25, 2005

Mr. David Nicol
Division Administrator
U.S. Department of Transportation
Federal Highway Administration
Colorado Federal Aid Division
12300 West Dakota Avenue
Lakewood, Colorado 80228

RE: Northwest Corridor EIS

Dear Mr. Nicol:

I am writing this letter in response to your correspondence of January 19, 2005, regarding the above referenced project. In your letter you requested that the U.S. Army Corps of Engineers (Corps) provide written concurrence that the revised Level 2 alternatives screening is acceptable to the Corps under the NEPA/404 merger process.

The Corps concurs with the Level 2 screening. The changes made to the document, as well as the quantitative data provided in matrix format, allowed the Corps to determine that a potential Least Environmentally Damaging Practicable Alternative has not been eliminated. In addition, the changes made to the Purpose and Need Statement and Level 1 Screening Document accurately addressed my previous comments. Please relay to your staff, as well as Colorado Department of Transportation staff, my sincere appreciation for making these requested changes.

I have advised Scott Franklin to expect a call regarding arrangement of a meeting to discuss Level 3 screening.

Sincerely,

A handwritten signature in black ink, appearing to read "Timothy T. Carey", is written over a circular stamp or seal.

Timothy T. Carey
Chief, Denver Regulatory Office

CF:

Sarah Fowler, EPA
Allison Michael, USFWS

2 1 0 MA



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

October 3, 2006

Mr. David Nicol
Division Administrator
U.S. Department of Transportation
Federal Highway Administration
Colorado Federal Aid Division
12300 West Dakota Avenue
Lakewood, Colorado 80228

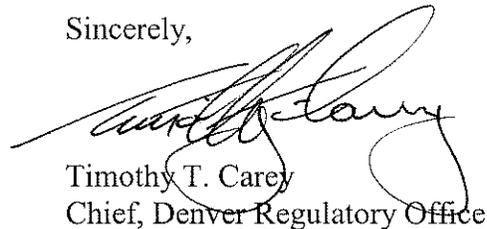
RE: Northwest Corridor EIS

Dear Mr. Nicol:

I am writing this letter in response to your correspondence of September 27, 2006, regarding the above referenced project. In your letter you requested that the U.S. Army Corps of Engineers (Corps) provide written concurrence on alternatives to be evaluated in detail in the Draft EIS, in accordance with the Colorado NEPA/404 Merger Process. In response to your request, the Corps concurs with the alternatives to be evaluated in detail in the Draft EIS, since the Least Environmentally Damaging Practicable Alternative (LEDPA) has not been eliminated.

Thank you for taking into consideration my earlier comments and providing an excellent clarification justifying the elimination of alternative RC. Please also extend my thanks to Ms. Monica Pavlik, CDOT management and the project team. If you have any questions, please call me at 303-979-4120.

Sincerely,



Timothy T. Carey
Chief, Denver Regulatory Office

CF:

Sarah Fowler, EPA
Deborah Lebow, EPA
Alison Michael, USFWS
Martha Chieply, CENWO-OD-R



Northwest Corridor
A TRANSPORTATION ENVIRONMENTAL STUDY

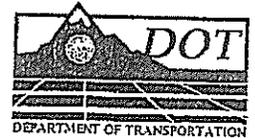
SECTION 106

CONCURRENCE LETTERS

STATE OF COLORADO

DEPARTMENT OF TRANSPORTATION

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



September 7, 2005

Mr. Errol Waligorski
Superior Historic Preservation Commission
124 E. Coal Creek Drive
Superior, CO 80027

SUBJECT: Section 106 Historic Properties Consultation, Northwest Corridor Environmental Impact Statement

Dear Mr. Waligorski:

The Federal Highway Administration (FHWA), in cooperation with the Colorado Department of Transportation (CDOT) and the U.S. Army Corps of Engineers, is coordinating an Environmental Impact Statement (EIS) for the Northwest Corridor transportation alternatives between the Northwest Parkway near Broomfield, and C-470 near Golden, Colorado. The proposed alternatives pass through portions of Jefferson and Broomfield Counties. As part of the EIS evaluation process, a review of historic properties is being conducted within 600 ft corridors encompassing each transportation alternative (see attached map). "Historic properties" are defined as historical or archaeological sites or structures that are listed or eligible for listing on the National Register of Historic Places (NRHP).

This project is sponsored by the FHWA, and therefore constitutes a federal undertaking requiring compliance with Section 106 of the National Historic Preservation Act, as amended (Section 106, 16 U.S.C. 470f) and its implementing regulations (36 CFR 800). We are seeking the assistance of local communities and historic preservation organizations in the identification of historic properties, and to help identify issues that may relate to the undertaking's potential effects on historic properties. Toward that end, FHWA and CDOT would like to formally offer the Superior Historic Preservation Commission the opportunity to participate as a consulting party for the Section 106 compliance process, as provided in Section 800.3(f)(1) of the regulation.

Description of the Proposed Action

The agencies noted above have jointly initiated a project to prepare an EIS to explore development of major transportation improvements between C-470/Golden and the Northwest Parkway/Broomfield. Transportation improvements under consideration include freeway, tollway and transit options. Four alternatives are under review and are depicted on the attached maps. The tollway ("TB") and freeway ("FB") alternatives follow the same alignment, extending from C-470 southeast of Golden following US Highway 6 and State Highway 93, then heading in a generally northeasterly trajectory across Leyden Gulch. The TB/FB alignment then follows Indiana Street along the east side of Rocky Flats, and heads northeast on the west side of Great Western Reservoir, crossing Highways 128 and 36 before connecting with the Northwest Parkway in the vicinity of Broomfield. The regional arterial ("RB") alignment is similar to the TB/FB alignment but follows existing Highway 72 from SH 93 to Indiana Street rather than crossing Leyden Gulch. The fourth alternative, designated "TB/RB + PC", follows the same alignment as

the TB/FB alignment but also includes improvements to Indiana and McIntyre Streets extending southward to SH 58.

Historic Properties Identification

As part of our investigation for the EIS, we have conducted, or are in the process of conducting 1) a file search through the Colorado Historical Society/Office of Archaeology and Historic Preservation to identify previously recorded historical and archaeological sites; 2) a reconnaissance ("windshield") survey of the transportation alternative corridors ("survey corridors") to identify buildings, structures and features (e.g., ditches) that appear to be at least 45 years old, followed by a review of county assessor's property records; 3) an intensive-level pedestrian archaeological resources survey; and 4) an intensive-level architectural resources survey of standing structures identified by the reconnaissance survey. To ensure that all historic properties are inventoried and considered in the EIS, we welcome your assistance by identifying any additional historic properties that exist within or near the survey corridors. The survey corridors are 600-ft wide, extending 300 ft on either side of the proposed roadway centerlines.

Section 106 Consultation

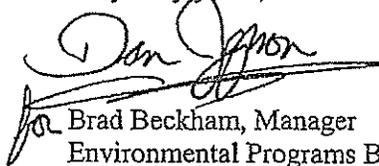
We are contacting local historical organizations to help identify any historic buildings, districts, sites, objects, or archaeological sites of significance within or near the survey corridors. Additionally, we are conducting research on properties not previously evaluated for the NRHP within the project area to determine their architectural and historical significance. Our assessment of significance will be based on established NRHP eligibility criteria. Any information you can provide will help ensure that important historical resources are considered.

We have consulted with the State Historic Preservation Officer (SHPO) regarding the Area of Potential Effects (APE) for this project. As defined in the Section 106 regulations, the APE is the "geographic area within which an undertaking may directly or indirectly cause alterations in the character or use of historic properties" (36CFR 800.16(d)). The attached map reflects the APE that was developed in consultation with SHPO. If you have any comments or questions about the APE, please inform us in writing.

If you are interested in participating as a consulting party for this project under the Section 106 guidelines, please respond in writing within 30 days of receipt of this letter to Lisa Schoch, CDOT Senior Staff Historian, at the address on the letterhead. We request that your response include a statement of demonstrated interest in historic properties associated with this project, as stipulated in the Section 106 regulation.

If you require additional information or have any questions about the Section 106 process, please contact Ms. Schoch at (303) 512-4258.

Very truly yours,



for Brad Beckham, Manager
Environmental Programs Branch

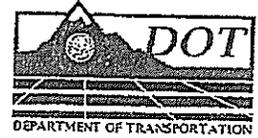
Enclosures: Map of Area of Potential Effects
 Maps of NW Corridor Alternatives/Survey Corridors

cc: Monica Pavlik, FHWA Colorado Division
Steve Sherman, CDOT Region 6
~~Jason Manner, Cultural Resources Task Manager, Felsburg Holt & Ullevig~~
Carol Legard, FHWA Liaison, Advisory Council on Historic Preservation
Georgianna Contiguglia, Colorado SHPO

STATE OF COLORADO

DEPARTMENT OF TRANSPORTATION

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



September 7, 2005

Meredyth Muth
Louisville Historic Preservation Commission
749 Main Street
Louisville, CO 80027

SUBJECT: Section 106 Historic Properties Consultation, Northwest Corridor Environmental Impact Statement

Dear Ms. Muth:

The Federal Highway Administration (FHWA), in cooperation with the Colorado Department of Transportation (CDOT) and the U.S. Army Corps of Engineers, is coordinating an Environmental Impact Statement (EIS) for the Northwest Corridor transportation alternatives between the Northwest Parkway near Broomfield, and C-470 near Golden, Colorado. The proposed alternatives pass through portions of Jefferson and Broomfield Counties. As part of the EIS evaluation process, a review of historic properties is being conducted within 600 ft corridors encompassing each transportation alternative (see attached map). "Historic properties" are defined as historical or archaeological sites or structures that are listed or eligible for listing on the National Register of Historic Places (NRHP).

This project is sponsored by the FHWA, and therefore constitutes a federal undertaking requiring compliance with Section 106 of the National Historic Preservation Act, as amended (Section 106, 16 U.S.C. 470f) and its implementing regulations (36 CFR 800). We are seeking the assistance of local communities and historic preservation organizations in the identification of historic properties, and to help identify issues that may relate to the undertaking's potential effects on historic properties. Toward that end, FHWA and CDOT would like to formally offer the Louisville Historic Preservation Commission the opportunity to participate as a consulting party for the Section 106 compliance process, as provided in Section 800.3(f)(1) of the regulation.

Description of the Proposed Action

The agencies noted above have jointly initiated a project to prepare an EIS to explore development of major transportation improvements between C-470/Golden and the Northwest Parkway/Broomfield. Transportation improvements under consideration include freeway, tollway and transit options. Four alternatives are under review and are depicted on the attached maps. The tollway ("TB") and freeway ("FB") alternatives follow the same alignment, extending from C-470 southeast of Golden following US Highway 6 and State Highway 93, then heading in a generally northeasterly trajectory across Leyden Gulch. The TB/FB alignment then follows Indiana Street along the east side of Rocky Flats, and heads northeast on the west side of Great Western Reservoir, crossing Highways 128 and 36 before connecting with the Northwest Parkway in the vicinity of Broomfield. The regional arterial ("RB") alignment is similar to the TB/FB alignment but follows existing Highway 72 from SH 93 to Indiana Street rather than crossing Leyden Gulch. The fourth alternative, designated "TB/RB + PC", follows the same alignment as

the TB/FB alignment but also includes improvements to Indiana and McIntyre Streets extending southward to SH 58.

Historic Properties Identification

As part of our investigation for the EIS, we have conducted, or are in the process of conducting 1) a file search through the Colorado Historical Society/Office of Archaeology and Historic Preservation to identify previously recorded historical and archaeological sites; 2) a reconnaissance ("windshield") survey of the transportation alternative corridors ("survey corridors") to identify buildings, structures and features (e.g., ditches) that appear to be at least 45 years old, followed by a review of county assessor's property records; 3) an intensive-level pedestrian archaeological resources survey; and 4) an intensive-level architectural resources survey of standing structures identified by the reconnaissance survey. To ensure that all historic properties are inventoried and considered in the EIS, we welcome your assistance by identifying any additional historic properties that exist within or near the survey corridors. The survey corridors are 600-ft wide, extending 300 ft on either side of the proposed roadway centerlines.

Section 106 Consultation

We are contacting local historical organizations to help identify any historic buildings, districts, sites, objects, or archaeological sites of significance within or near the survey corridors. Additionally, we are conducting research on properties not previously evaluated for the NRHP within the project area to determine their architectural and historical significance. Our assessment of significance will be based on established NRHP eligibility criteria. Any information you can provide will help ensure that important historical resources are considered.

We have consulted with the State Historic Preservation Officer (SHPO) regarding the Area of Potential Effects (APE) for this project. As defined in the Section 106 regulations, the APE is the "geographic area within which an undertaking may directly or indirectly cause alterations in the character or use of historic properties" (36CFR 800.16(d)). The attached map reflects the APE that was developed in consultation with SHPO. If you have any comments or questions about the APE, please inform us in writing.

If you are interested in participating as a consulting party for this project under the Section 106 guidelines, please respond in writing within 30 days of receipt of this letter to Lisa Schoch, CDOT Senior Staff Historian, at the address on the letterhead. We request that your response include a statement of demonstrated interest in historic properties associated with this project, as stipulated in the Section 106 regulation.

If you require additional information or have any questions about the Section 106 process, please contact Ms. Schoch at (303) 512-4258.

Very truly yours,



for Brad Beckham, Manager
Environmental Programs Branch

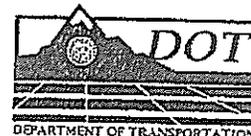
Enclosures: Map of Area of Potential Effects
Maps of NW Corridor Alternatives/Survey Corridors

cc: Monica Pavlik, FHWA Colorado Division
Steve Sherman, CDOT Region 6
Jason Marmor, Cultural Resources Task Manager, Felsburg Holt & Ullevig
Carol Legard, FHWA Liaison, Advisory Council on Historic Preservation
Georgianna Contiguglia, Colorado SHPO

STATE OF COLORADO

DEPARTMENT OF TRANSPORTATION

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



September 7, 2005

Vicki Bunsen
Historic Landmark Board
Office of the City Attorney
4800 W. 92nd Avenue
Westminster, CO 80030

SUBJECT: Section 106 Historic Properties Consultation, Northwest Corridor Environmental Impact Statement

Dear Ms. Bunsen:

The Federal Highway Administration (FHWA), in cooperation with the Colorado Department of Transportation (CDOT) and the U.S. Army Corps of Engineers, is coordinating an Environmental Impact Statement (EIS) for the Northwest Corridor transportation alternatives between the Northwest Parkway near Broomfield, and C-470 near Golden, Colorado. The proposed alternatives pass through portions of Jefferson and Broomfield Counties. As part of the EIS evaluation process, a review of historic properties is being conducted within 600 ft corridors encompassing each transportation alternative (see attached map). "Historic properties" are defined as historical or archaeological sites or structures that are listed or eligible for listing on the National Register of Historic Places (NRHP).

This project is sponsored by the FHWA, and therefore constitutes a federal undertaking requiring compliance with Section 106 of the National Historic Preservation Act, as amended (Section 106, 16 U.S.C. 470f) and its implementing regulations (36 CFR 800). We are seeking the assistance of local communities and historic preservation organizations in the identification of historic properties, and to help identify issues that may relate to the undertaking's potential effects on historic properties. Toward that end, FHWA and CDOT would like to formally offer the Westminster Historic Landmark Board the opportunity to participate as a consulting party for the Section 106 compliance process, as provided in Section 800.3(f)(1) of the regulation.

Description of the Proposed Action

The agencies noted above have jointly initiated a project to prepare an EIS to explore development of major transportation improvements between C-470/Golden and the Northwest Parkway/Broomfield. Transportation improvements under consideration include freeway, tollway and transit options. Four alternatives are under review and are depicted on the attached maps. The tollway ("TB") and freeway ("FB") alternatives follow the same alignment, extending from C-470 southeast of Golden following US Highway 6 and State Highway 93, then heading in a generally northeasterly trajectory across Leyden Gulch. The TB/FB alignment then follows Indiana Street along the east side of Rocky Flats, and heads northeast on the west side of Great Western Reservoir, crossing Highways 128 and 36 before connecting with the Northwest Parkway in the vicinity of Broomfield. The regional arterial ("RB") alignment is similar to the TB/FB alignment but follows existing Highway 72 from SH 93 to Indiana Street rather than

crossing Leyden Gulch. The fourth alternative, designated "TB/RB + PC", follows the same alignment as the TB/FB alignment but also includes improvements to Indiana and McIntyre Streets extending southward to SH 58.

Historic Properties Identification

As part of our investigation for the EIS, we have conducted, or are in the process of conducting 1) a file search through the Colorado Historical Society/Office of Archaeology and Historic Preservation to identify previously recorded historical and archaeological sites; 2) a reconnaissance ("windshield") survey of the transportation alternative corridors ("survey corridors") to identify buildings, structures and features (e.g., ditches) that appear to be at least 45 years old, followed by a review of county assessor's property records; 3) an intensive-level pedestrian archaeological resources survey; and 4) an intensive-level architectural resources survey of standing structures identified by the reconnaissance survey. To ensure that all historic properties are inventoried and considered in the EIS, we welcome your assistance by identifying any additional historic properties that exist within or near the survey corridors. The survey corridors are 600-ft wide, extending 300 ft on either side of the proposed roadway centerlines.

Section 106 Consultation

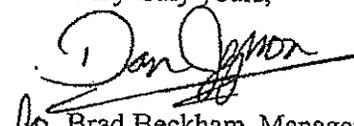
We are contacting local historical organizations to help identify any historic buildings, districts, sites, objects, or archaeological sites of significance within or near the survey corridors. Additionally, we are conducting research on properties not previously evaluated for the NRHP within the project area to determine their architectural and historical significance. Our assessment of significance will be based on established NRHP eligibility criteria. Any information you can provide will help ensure that important historical resources are considered.

We have consulted with the State Historic Preservation Officer (SHPO) regarding the Area of Potential Effects (APE) for this project. As defined in the Section 106 regulations, the APE is the "geographic area within which an undertaking may directly or indirectly cause alterations in the character or use of historic properties" (36CFR 800.16(d)). The attached map reflects the APE that was developed in consultation with SHPO. If you have any comments or questions about the APE, please inform us in writing.

If you are interested in participating as a consulting party for this project under the Section 106 guidelines, please respond in writing within 30 days of receipt of this letter to Lisa Schoch, CDOT Senior Staff Historian, at the address on the letterhead. We request that your response include a statement of demonstrated interest in historic properties associated with this project, as stipulated in the Section 106 regulation.

If you require additional information or have any questions about the Section 106 process, please contact Ms. Schoch at (303) 512-4258.

Very truly yours,


Mr. Brad Beckham, Manager
Environmental Programs Branch

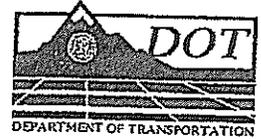
Enclosure: Map of Area of Potential Effects
 Maps of NW Corridor Alternatives/Survey Corridors

cc: Monica Pavlik, FHWA Colorado Division
Steve Sherman, CDOT Region 6
Jason Marmor, Cultural Resources Task Manager, Felsburg Holt & Ullevig
Carol Legard, FHWA Liaison, Advisory Council on Historic Preservation
Georgianna Contiguglia, Colorado SHPO
John Carpenter, Westminster Director of Community Development

STATE OF COLORADO

DEPARTMENT OF TRANSPORTATION

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



September 7, 2005

Mr. Duncan McCollum
Jefferson County Historical Commission
Archives and Management
100 Jefferson County Parkway, Suite 1500
Golden, CO 80419

SUBJECT: Section 106 Historic Properties Consultation, Northwest Corridor Environmental Impact Statement

Dear Mr. McCollum:

The Federal Highway Administration (FHWA), in cooperation with the Colorado Department of Transportation (CDOT) and the U.S. Army Corps of Engineers, is coordinating an Environmental Impact Statement (EIS) for the Northwest Corridor transportation alternatives between the Northwest Parkway near Broomfield, and C-470 near Golden, Colorado. The proposed alternatives pass through portions of Jefferson and Broomfield Counties. As part of the EIS evaluation process, a review of historic properties is being conducted within 600 ft corridors encompassing each transportation alternative (see attached map). "Historic properties" are defined as historical or archaeological sites or structures that are listed or eligible for listing on the National Register of Historic Places (NRHP).

This project is sponsored by the FHWA, and therefore constitutes a federal undertaking requiring compliance with Section 106 of the National Historic Preservation Act, as amended (Section 106, 16 U.S.C. 470f) and its implementing regulations (36 CFR 800). We are seeking the assistance of local communities and historic preservation organizations in the identification of historic properties, and to help identify issues that may relate to the undertaking's potential effects on historic properties. Toward that end, FHWA and CDOT would like to formally offer the Jefferson County Historical Commission the opportunity to participate as a consulting party for the Section 106 compliance process, as provided in Section 800.3(f)(1) of the regulation.

Description of the Proposed Action

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the TB/FB alignment but also includes improvements to Indiana and McIntyre Streets extending southward to SH 58.

Historic Properties Identification

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Section 106 Consultation

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We have consulted with the State Historic Preservation Officer (SHPO) regarding the Area of Potential Effects (APE) for this project. As defined in the Section 106 regulations, the APE is the "geographic area within which an undertaking may directly or indirectly cause alterations in the character or use of historic properties" (36CFR 800.16(d)). The attached map reflects the APE that was developed in consultation with SHPO. If you have any comments or questions about the APE, please inform us in writing.

If you are interested in participating as a consulting party for this project under the Section 106 guidelines, please respond in writing within 30 days of receipt of this letter to Lisa Schoch, CDOT Senior Staff Historian, at the address on the letterhead. We request that your response include a statement of demonstrated interest in historic properties associated with this project, as stipulated in the Section 106 regulation.

If you require additional information or have any questions about the Section 106 process, please contact Ms. Schoch at (303) 512-4258.

Very truly yours,



Brad Beckham, Manager
Environmental Programs Branch

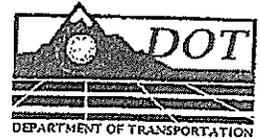
Enclosures: Maps of NW Corridor Alternatives/Survey Corridors
Map of Area of Potential Effects

cc: Monica Pavlik, FHWA Colorado Division
Steve Sherman, CDOT Region 6
Jason Marmor, Cultural Resources Task Manager, Felsburg Holt & Ullevig
Carol Legard, FHWA Liaison, Advisory Council on Historic Preservation
Georgianna Contiguglia, Colorado SHPO
Lucy Hackett Bambrey, Jefferson County Historical Commission

STATE OF COLORADO

DEPARTMENT OF TRANSPORTATION

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



September 7, 2005

Ms. Rita Schnit
Arvada Historical Society
P.O. Box 419
Arvada, CO 80001

SUBJECT: Section 106 Historic Properties Consultation, Northwest Corridor Environmental Impact Statement

Dear Ms. Schnit:

The Federal Highway Administration (FHWA), in cooperation with the Colorado Department of Transportation (CDOT) and the U.S. Army Corps of Engineers, is coordinating an Environmental Impact Statement (EIS) for the Northwest Corridor transportation alternatives between the Northwest Parkway near Broomfield, and C-470 near Golden, Colorado. The proposed alternatives pass through portions of Jefferson and Broomfield Counties. As part of the EIS evaluation process, a review of historic properties is being conducted within 600 ft corridors encompassing each transportation alternative (see attached map). "Historic properties" are defined as historical or archaeological sites or structures that are listed or eligible for listing on the National Register of Historic Places (NRHP).

This project is sponsored by the FHWA, and therefore constitutes a federal undertaking requiring compliance with Section 106 of the National Historic Preservation Act, as amended (Section 106, 16 U.S.C. 470f) and its implementing regulations (36 CFR 800). We are seeking the assistance of local communities and historic preservation organizations in the identification of historic properties, and to help identify issues that may relate to the undertaking's potential effects on historic properties. Toward that end, FHWA and CDOT would like to formally offer the Arvada Historical Society the opportunity to participate as a consulting party for the Section 106 compliance process, as provided in Section 800.3(f)(1) of the regulation.

Description of the Proposed Action

The agencies noted above have jointly initiated a project to prepare an EIS to explore development of major transportation improvements between C-470/Golden and the Northwest Parkway/Broomfield. Transportation improvements under consideration include freeway, tollway and transit options. Four alternatives are under review and are depicted on the attached maps. The tollway ("TB") and freeway ("FB") alternatives follow the same alignment, extending from C-470 southeast of Golden following US Highway 6 and State Highway 93, then heading in a generally northeasterly trajectory across Leyden Gulch. The TB/FB alignment then follows Indiana Street along the east side of Rocky Flats, and heads northeast on the west side of Great Western Reservoir, crossing Highways 128 and 36 before connecting with the Northwest Parkway in the vicinity of Broomfield. The regional arterial ("RB") alignment is similar to the TB/FB alignment but follows existing Highway 72 from SH 93 to Indiana Street rather than crossing Leyden Gulch. The fourth alternative, designated "TB/RB + PC", follows the same alignment as the TB/FB alignment but also includes improvements to Indiana and McIntyre Streets extending southward to SH 58.

Historic Properties Identification

As part of our investigation for the EIS, we have conducted, or are in the process of conducting 1) a file search through the Colorado Historical Society/Office of Archaeology and Historic Preservation to identify previously recorded historical and archaeological sites; 2) a reconnaissance ("windshield") survey of the transportation alternative corridors ("survey corridors") to identify buildings, structures and features (e.g., ditches) that appear to be at least 45 years old, followed by a review of county assessor's property records; 3) an intensive-level pedestrian archaeological resources survey; and 4) an intensive-level architectural resources survey of standing structures identified by the reconnaissance survey. To ensure that all historic properties are inventoried and considered in the EIS, we welcome your assistance by identifying any additional historic properties that exist within or near the survey corridors. The survey corridors are 600-ft wide, extending 300 ft on either side of the proposed roadway centerlines.

Section 106 Consultation

We are contacting local historical organizations to help identify any historic buildings, districts, sites, objects, or archaeological sites of significance within or near the survey corridors. Additionally, we are conducting research on properties not previously evaluated for the NRHP within the project area to determine their architectural and historical significance. Our assessment of significance will be based on established NRHP eligibility criteria. Any information you can provide will help ensure that important historical resources are considered.

We have consulted with the State Historic Preservation Officer (SHPO) regarding the Area of Potential Effects (APE) for this project. As defined in the Section 106 regulations, the APE is the "geographic area within which an undertaking may directly or indirectly cause alterations in the character or use of historic properties" (36CFR 800.16(d)). The attached map reflects the APE that was developed in consultation with SHPO. If you have any comments or questions about the APE, please inform us in writing.

If you are interested in participating as a consulting party for this project under the Section 106 guidelines, please respond in writing within 30 days of receipt of this letter to Lisa Schoch, CDOT Senior Staff Historian, at the address on the letterhead. We request that your response include a statement of demonstrated interest in historic properties associated with this project, as stipulated in the Section 106 regulation.

If you require additional information or have any questions about the Section 106 process, please contact Ms. Schoch at (303) 512-4258.

Very truly yours,



for Brad Beckham, Manager
Environmental Programs Branch

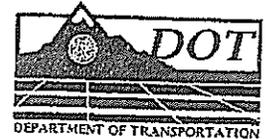
Enclosures: Maps of NW Corridor Alternatives/Survey Corridors
Map of APE

cc: Monica Pavlik, FHWA Colorado Division
Steve Sherman, CDOT Region 6
Jason Marmor, Cultural Resources Task Manager, Felsburg Holt & Ullevig
Carol Legard, FHWA Liaison, Advisory Council on Historic Preservation
Georgianna Contiguglia, Colorado SHPO

STATE OF COLORADO

DEPARTMENT OF TRANSPORTATION

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



September 7, 2005

Peggy Atkinson
Broomfield Historical Depot Museum
Director
2201 W. 10th Avenue
Broomfield, CO 80020

SUBJECT: Section 106 Historic Properties Consultation, Northwest Corridor Environmental Impact Statement

Dear Ms. Atkinson:

The Federal Highway Administration (FHWA), in cooperation with the Colorado Department of Transportation (CDOT) and the U.S. Army Corps of Engineers, is coordinating an Environmental Impact Statement (EIS) for the Northwest Corridor transportation alternatives between the Northwest Parkway near Broomfield, and C-470 near Golden, Colorado. The proposed alternatives pass through portions of Jefferson and Broomfield Counties. As part of the EIS evaluation process, a review of historic properties is being conducted within 600 ft corridors encompassing each transportation alternative (see attached map). "Historic properties" are defined as historical or archaeological sites or structures that are listed or eligible for listing on the National Register of Historic Places (NRHP).

This project is sponsored by the FHWA, and therefore constitutes a federal undertaking requiring compliance with Section 106 of the National Historic Preservation Act, as amended (Section 106, 16 U.S.C. 470f) and its implementing regulations (36 CFR 800). We are seeking the assistance of local communities and historic preservation organizations in the identification of historic properties, and to help identify issues that may relate to the undertaking's potential effects on historic properties. Toward that end, FHWA and CDOT would like to formally offer the Broomfield Historical Depot Museum the opportunity to participate as a consulting party for the Section 106 compliance process, as provided in Section 800.3(f)(1) of the regulation.

Description of the Proposed Action

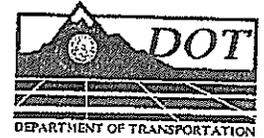
The agencies noted above have jointly initiated a project to prepare an EIS to explore development of major transportation improvements between C-470/Golden and the Northwest Parkway/Broomfield. Transportation improvements under consideration include freeway, tollway and transit options. Four alternatives are under review and are depicted on the attached maps. The tollway ("TB") and freeway ("FB") alternatives follow the same alignment, extending from C-470 southeast of Golden following US Highway 6 and State Highway 93, then heading in a generally northeasterly trajectory across Leyden Gulch. The TB/FB alignment then follows Indiana Street along the east side of Rocky Flats, and heads northeast on the west side of Great Western Reservoir, crossing Highways 128 and 36 before connecting with the Northwest Parkway in the vicinity of Broomfield. The regional arterial ("RB") alignment is similar to the TB/FB alignment but follows existing Highway 72 from SH 93 to Indiana Street rather than crossing Leyden Gulch. The fourth alternative, designated "TB/RB + PC", follows the same alignment as

cc: Monica Pavlik, FHWA Colorado Division
Steve Sherman, CDOT Region 6
Jason Marmor, Cultural Resources Task Manager, Felsburg Holt & Ullevig
Carol Legard, FHWA Liaison, Advisory Council on Historic Preservation
Georgianna Contiguglia, Colorado SHPO

STATE OF COLORADO

DEPARTMENT OF TRANSPORTATION

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



September 7, 2005

Mark Rodman
Colorado Preservation, Inc.
333 W. Colfax Avenue
Suite 300
Denver, CO 80202

SUBJECT: Section 106 Historic Properties Consultation, Northwest Corridor Environmental Impact Statement

Dear Mr. Rodman:

The Federal Highway Administration (FHWA), in cooperation with the Colorado Department of Transportation (CDOT) and the U.S. Army Corps of Engineers, is coordinating an Environmental Impact Statement (EIS) for the Northwest Corridor transportation alternatives between the Northwest Parkway near Broomfield, and C-470 near Golden, Colorado. The proposed alternatives pass through portions of Jefferson and Broomfield Counties. As part of the EIS evaluation process, a review of historic properties is being conducted within 600 ft corridors encompassing each transportation alternative (see attached map). "Historic properties" are defined as historical or archaeological sites or structures that are listed or eligible for listing on the National Register of Historic Places (NRHP).

This project is sponsored by the FHWA, and therefore constitutes a federal undertaking requiring compliance with Section 106 of the National Historic Preservation Act, as amended (Section 106, 16 U.S.C. 470f) and its implementing regulations (36 CFR 800). We are seeking the assistance of local communities and historic preservation organizations in the identification of historic properties, and to help identify issues that may relate to the undertaking's potential effects on historic properties. Toward that end, FHWA and CDOT would like to formally offer Colorado Preservation Incorporated the opportunity to participate as a consulting party for the Section 106 compliance process, as provided in Section 800.3(f)(1) of the regulation.

Description of the Proposed Action

The agencies noted above have jointly initiated a project to prepare an EIS to explore development of major transportation improvements between C-470/Golden and the Northwest Parkway/Broomfield. Transportation improvements under consideration include freeway, tollway and transit options. Four alternatives are under review and are depicted on the attached maps. The tollway ("TB") and freeway ("FB") alternatives follow the same alignment, extending from C-470 southeast of Golden following US Highway 6 and State Highway 93, then heading in a generally northeasterly trajectory across Leyden Gulch. The TB/FB alignment then follows Indiana Street along the east side of Rocky Flats, and heads northeast on the west side of Great Western Reservoir, crossing Highways 128 and 36 before connecting with the Northwest Parkway in the vicinity of Broomfield. The regional arterial ("RB") alignment is similar to the TB/FB alignment but follows existing Highway 72 from SH 93 to Indiana Street rather than crossing Leyden Gulch. The fourth alternative, designated "TB/RB + PC", follows the same alignment as

the TB/FB alignment but also includes improvements to Indiana and McIntyre Streets extending southward to SH 58.

Historic Properties Identification

As part of our investigation for the EIS, we have conducted, or are in the process of conducting 1) a file search through the Colorado Historical Society/Office of Archaeology and Historic Preservation to identify previously recorded historical and archaeological sites; 2) a reconnaissance ("windshield") survey of the transportation alternative corridors ("survey corridors") to identify buildings, structures and features (e.g., ditches) that appear to be at least 45 years old, followed by a review of county assessor's property records; 3) an intensive-level pedestrian archaeological resources survey; and 4) an intensive-level architectural resources survey of standing structures identified by the reconnaissance survey. To ensure that all historic properties are inventoried and considered in the EIS, we welcome your assistance by identifying any additional historic properties that exist within or near the survey corridors. The survey corridors are 600-ft wide, extending 300 ft on either side of the proposed roadway centerlines.

Section 106 Consultation

We are contacting local historical organizations to help identify any historic buildings, districts, sites, objects, or archaeological sites of significance within or near the survey corridors. Additionally, we are conducting research on properties not previously evaluated for the NRHP within the project area to determine their architectural and historical significance. Our assessment of significance will be based on established NRHP eligibility criteria. Any information you can provide will help ensure that important historical resources are considered.

We have consulted with the State Historic Preservation Officer (SHPO) regarding the Area of Potential Effects (APE) for this project. As defined in the Section 106 regulations, the APE is the "geographic area within which an undertaking may directly or indirectly cause alterations in the character or use of historic properties" (36CFR 800.16(d)). The attached map reflects the APE that was developed in consultation with SHPO. If you have any comments or questions about the APE, please inform us in writing.

If you are interested in participating as a consulting party for this project under the Section 106 guidelines, please respond in writing within 30 days of receipt of this letter to Lisa Schoch, CDOT Senior Staff Historian, at the address on the letterhead. We request that your response include a statement of demonstrated interest in historic properties associated with this project, as stipulated in the Section 106 regulation.

If you require additional information or have any questions about the Section 106 process, please contact Ms. Schoch at (303) 512-4258.

Very truly yours,


Brad Beckham, Manager
Environmental Programs Branch

Enclosure: Maps of NW Corridor Alternatives/Survey Corridors
 Map of Area of Potential Effects

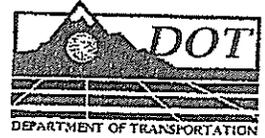
cc: Monica Pavlik, FHWA Colorado Division

Steve Sherman, CDOT Region 6
Jason Marmor, Cultural Resources Task Manager, Felsburg Holt & Ullevig
Carol Legard, FHWA Liaison, Advisory Council on Historic Preservation
Georgianna Contiguglia, Colorado SHPO

STATE OF COLORADO

DEPARTMENT OF TRANSPORTATION

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



September 7, 2005

Nicki Fauble
Historic Preservation Board
Office of Planning and Development
City of Golden
1445 10th Street
Golden, CO 80401

SUBJECT: Section 106 Historic Properties Consultation, Northwest Corridor Environmental Impact Statement

Dear Ms. Fauble:

The Federal Highway Administration (FHWA), in cooperation with the Colorado Department of Transportation (CDOT) and the U.S. Army Corps of Engineers, is coordinating an Environmental Impact Statement (EIS) for the Northwest Corridor transportation alternatives between the Northwest Parkway near Broomfield, and C-470 near Golden, Colorado. The proposed alternatives pass through portions of Jefferson and Broomfield Counties. As part of the EIS evaluation process, a review of historic properties is being conducted within 600 ft corridors encompassing each transportation alternative (see attached map). "Historic properties" are defined as historical or archaeological sites or structures that are listed or eligible for listing on the National Register of Historic Places (NRHP).

This project is sponsored by the FHWA, and therefore constitutes a federal undertaking requiring compliance with Section 106 of the National Historic Preservation Act, as amended (Section 106, 16 U.S.C. 470f) and its implementing regulations (36 CFR 800). We are seeking the assistance of local communities and historic preservation organizations in the identification of historic properties, and to help identify issues that may relate to the undertaking's potential effects on historic properties. Toward that end, FHWA and CDOT would like to formally offer the City of Golden Planning and Development Department the opportunity to participate as a consulting party for the Section 106 compliance process, as provided in Section 800.3(f)(1) of the regulation.

Description of the Proposed Action

The agencies noted above have jointly initiated a project to prepare an EIS to explore development of major transportation improvements between C-470/Golden and the Northwest Parkway/Broomfield. Transportation improvements under consideration include freeway, tollway and transit options. Four alternatives are under review and are depicted on the attached maps. The tollway ("TB") and freeway ("FB") alternatives follow the same alignment, extending from C-470 southeast of Golden following US Highway 6 and State Highway 93, then heading in a generally northeasterly trajectory across Leyden Gulch. The TB/FB alignment then follows Indiana Street along the east side of Rocky Flats, and heads northeast on the west side of Great Western Reservoir, crossing Highways 128 and 36 before connecting with the Northwest Parkway in the vicinity of Broomfield. The regional arterial ("RB") alignment is

similar to the TB/FB alignment but follows existing Highway 72 from SH 93 to Indiana Street rather than crossing Leyden Gulch. The fourth alternative, designated "TB/RB + PC", follows the same alignment as the TB/FB alignment but also includes improvements to Indiana and McIntyre Streets extending southward to SH 58.

Historic Properties Identification

As part of our investigation for the EIS, we have conducted, or are in the process of conducting 1) a file search through the Colorado Historical Society/Office of Archaeology and Historic Preservation to identify previously recorded historical and archaeological sites; 2) a reconnaissance ("windshield") survey of the transportation alternative corridors ("survey corridors") to identify buildings, structures and features (e.g., ditches) that appear to be at least 45 years old, followed by a review of county assessor's property records; 3) an intensive-level pedestrian archaeological resources survey; and 4) an intensive-level architectural resources survey of standing structures identified by the reconnaissance survey. To ensure that all historic properties are inventoried and considered in the EIS, we welcome your assistance by identifying any additional historic properties that exist within or near the survey corridors. The survey corridors are 600-ft wide, extending 300 ft on either side of the proposed roadway centerlines.

Section 106 Consultation

We are contacting local historical organizations to help identify any historic buildings, districts, sites, objects, or archaeological sites of significance within or near the survey corridors. Additionally, we are conducting research on properties not previously evaluated for the NRHP within the project area to determine their architectural and historical significance. Our assessment of significance will be based on established NRHP eligibility criteria. Any information you can provide will help ensure that important historical resources are considered.

We have consulted with the State Historic Preservation Officer (SHPO) regarding the Area of Potential Effects (APE) for this project. As defined in the Section 106 regulations, the APE is the "geographic area within which an undertaking may directly or indirectly cause alterations in the character or use of historic properties" (36CFR 800.16(d)). The attached map reflects the APE that was developed in consultation with SHPO. If you have any comments or questions about the APE, please inform us in writing.

If you are interested in participating as a consulting party for this project under the Section 106 guidelines, please respond in writing within 30 days of receipt of this letter to Lisa Schoch, CDOT Senior Staff Historian, at the address on the letterhead. We request that your response include a statement of demonstrated interest in historic properties associated with this project, as stipulated in the Section 106 regulation.

If you require additional information or have any questions about the Section 106 process, please contact Ms. Schoch at (303) 512-4258.

Very truly yours,


Brad Beckham, Manager
Environmental Programs Branch

Enclosures: Maps of NW Corridor Alternatives/Survey Corridors

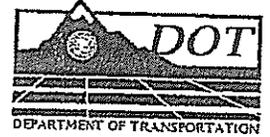
Map of Area of Potential Effects

cc: Monica Pavlik, FHWA Colorado Division
Steve Sherman, CDOT Region 6
Jason Marmor, Cultural Resources Task Manager, Felsburg Holt & Ullevig
Carol Legard, FHWA Liaison, Advisory Council on Historic Preservation
Georgianna Contiguglia, Colorado SHPO

STATE OF COLORADO

DEPARTMENT OF TRANSPORTATION

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



September 7, 2005

Barbara Pahl
National Trust for Historic Preservation
Mountains/Plains Regional Office
535 16th Street, Suite 750
Denver, CO 80202

SUBJECT: Section 106 Historic Properties Consultation, Northwest Corridor Environmental Impact Statement

Dear Ms. Pahl:

The Federal Highway Administration (FHWA), in cooperation with the Colorado Department of Transportation (CDOT) and the U.S. Army Corps of Engineers, is coordinating an Environmental Impact Statement (EIS) for the Northwest Corridor transportation alternatives between the Northwest Parkway near Broomfield, and C-470 near Golden, Colorado. The proposed alternatives pass through portions of Jefferson and Broomfield Counties. As part of the EIS evaluation process, a review of historic properties is being conducted within 600 ft corridors encompassing each transportation alternative (see attached map). "Historic properties" are defined as historical or archaeological sites or structures that are listed or eligible for listing on the National Register of Historic Places (NRHP).

This project is sponsored by the FHWA, and therefore constitutes a federal undertaking requiring compliance with Section 106 of the National Historic Preservation Act, as amended (Section 106, 16 U.S.C. 470f) and its implementing regulations (36 CFR 800). We are seeking the assistance of local communities and historic preservation organizations in the identification of historic properties, and to help identify issues that may relate to the undertaking's potential effects on historic properties. Toward that end, FHWA and CDOT would like to formally offer the National Trust the opportunity to participate as a consulting party for the Section 106 compliance process, as provided in Section 800.3(f)(1) of the regulation.

Description of the Proposed Action

The agencies noted above have jointly initiated a project to prepare an EIS to explore development of major transportation improvements between C-470/Golden and the Northwest Parkway/Broomfield. Transportation improvements under consideration include freeway, tollway and transit options. Four alternatives are under review and are depicted on the attached maps. The tollway ("TB") and freeway ("FB") alternatives follow the same alignment, extending from C-470 southeast of Golden following US Highway 6 and State Highway 93, then heading in a generally northeasterly trajectory across Leyden Gulch. The TB/FB alignment then follows Indiana Street along the east side of Rocky Flats, and heads northeast on the west side of Great Western Reservoir, crossing Highways 128 and 36 before connecting with the Northwest Parkway in the vicinity of Broomfield. The regional arterial ("RB") alignment is similar to the TB/FB alignment but follows existing Highway 72 from SH 93 to Indiana Street rather than

crossing Leyden Gulch. The fourth alternative, designated "TB/RB + PC", follows the same alignment as the TB/FB alignment but also includes improvements to Indiana and McIntyre Streets extending southward to SH 58.

Historic Properties Identification

As part of our investigation for the EIS, we have conducted, or are in the process of conducting 1) a file search through the Colorado Historical Society/Office of Archaeology and Historic Preservation to identify previously recorded historical and archaeological sites; 2) a reconnaissance ("windshield") survey of the transportation alternative corridors ("survey corridors") to identify buildings, structures and features (e.g., ditches) that appear to be at least 45 years old, followed by a review of county assessor's property records; 3) an intensive-level pedestrian archaeological resources survey; and 4) an intensive-level architectural resources survey of standing structures identified by the reconnaissance survey. To ensure that all historic properties are inventoried and considered in the EIS, we welcome your assistance by identifying any additional historic properties that exist within or near the survey corridors. The survey corridors are 600-ft wide, extending 300 ft on either side of the proposed roadway centerlines.

Section 106 Consultation

We are contacting local historical organizations to help identify any historic buildings, districts, sites, objects, or archaeological sites of significance within or near the survey corridors. Additionally, we are conducting research on properties not previously evaluated for the NRHP within the project area to determine their architectural and historical significance. Our assessment of significance will be based on established NRHP eligibility criteria. Any information you can provide will help ensure that important historical resources are considered.

We have consulted with the State Historic Preservation Officer (SHPO) regarding the Area of Potential Effects (APE) for this project. As defined in the Section 106 regulations, the APE is the "geographic area within which an undertaking may directly or indirectly cause alterations in the character or use of historic properties" (36CFR 800.16(d)). The attached map reflects the APE that was developed in consultation with SHPO. If you have any comments or questions about the APE, please inform us in writing.

If you are interested in participating as a consulting party for this project under the Section 106 guidelines, please respond in writing within 30 days of receipt of this letter to Lisa Schoch, CDOT Senior Staff Historian, at the address on the letterhead. We request that your response include a statement of demonstrated interest in historic properties associated with this project, as stipulated in the Section 106 regulation.

If you require additional information or have any questions about the Section 106 process, please contact Ms. Schoch at (303) 512-4258.

Very truly yours,


for Brad Beckham, Manager
Environmental Programs Branch

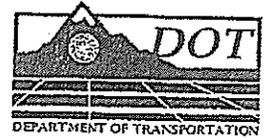
Enclosures: Map of Area of Potential Effects
 Maps of NW Corridor Alternatives/Survey Corridors

cc: Monica Pavlik, FHWA Colorado Division
Steve Sherman, CDOT Region 6
Jason Marmor, Cultural Resources Task Manager, Felsburg Holt & Ullevig
Carol Legard, FHWA Liaison, Advisory Council on Historic Preservation
Georgianna Contiguglia, Colorado SHPO

STATE OF COLORADO

DEPARTMENT OF TRANSPORTATION

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



September 7, 2005

Rebecca Young
Jefferson County Historical Society
P.O. Box 703
Evergreen, CO 80437

SUBJECT: Section 106 Historic Properties Consultation, Northwest Corridor Environmental Impact Statement

Dear Ms. Young:

The Federal Highway Administration (FHWA), in cooperation with the Colorado Department of Transportation (CDOT) and the U.S. Army Corps of Engineers, is coordinating an Environmental Impact Statement (EIS) for the Northwest Corridor transportation alternatives between the Northwest Parkway near Broomfield, and C-470 near Golden, Colorado. The proposed alternatives pass through portions of Jefferson and Broomfield Counties. As part of the EIS evaluation process, a review of historic properties is being conducted within 600 ft corridors encompassing each transportation alternative (see attached map). "Historic properties" are defined as historical or archaeological sites or structures that are listed or eligible for listing on the National Register of Historic Places (NRHP).

This project is sponsored by the FHWA, and therefore constitutes a federal undertaking requiring compliance with Section 106 of the National Historic Preservation Act, as amended (Section 106, 16 U.S.C. 470f) and its implementing regulations (36 CFR 800). We are seeking the assistance of local communities and historic preservation organizations in the identification of historic properties, and to help identify issues that may relate to the undertaking's potential effects on historic properties. Toward that end, FHWA and CDOT would like to formally offer the Jefferson County Historical Society the opportunity to participate as a consulting party for the Section 106 compliance process, as provided in Section 800.3(f)(1) of the regulation.

Description of the Proposed Action

The agencies noted above have jointly initiated a project to prepare an EIS to explore development of major transportation improvements between C-470/Golden and the Northwest Parkway/Broomfield. Transportation improvements under consideration include freeway, tollway and transit options. Four alternatives are under review and are depicted on the attached maps. The tollway ("TB") and freeway ("FB") alternatives follow the same alignment, extending from C-470 southeast of Golden following US Highway 6 and State Highway 93, then heading in a generally northeasterly trajectory across Leyden Gulch. The TB/FB alignment then follows Indiana Street along the east side of Rocky Flats, and heads northeast on the west side of Great Western Reservoir, crossing Highways 128 and 36 before connecting with the Northwest Parkway in the vicinity of Broomfield. The regional arterial ("RB") alignment is similar to the TB/FB alignment but follows existing Highway 72 from SH 93 to Indiana Street rather than crossing Leyden Gulch. The fourth alternative, designated "TB/RB + PC", follows the same alignment as

the TB/FB alignment but also includes improvements to Indiana and McIntyre Streets extending southward to SH 58.

Historic Properties Identification

As part of our investigation for the EIS, we have conducted, or are in the process of conducting 1) a file search through the Colorado Historical Society/Office of Archaeology and Historic Preservation to identify previously recorded historical and archaeological sites; 2) a reconnaissance ("windshield") survey of the transportation alternative corridors ("survey corridors") to identify buildings, structures and features (e.g., ditches) that appear to be at least 45 years old, followed by a review of county assessor's property records; 3) an intensive-level pedestrian archaeological resources survey; and 4) an intensive-level architectural resources survey of standing structures identified by the reconnaissance survey. To ensure that all historic properties are inventoried and considered in the EIS, we welcome your assistance by identifying any additional historic properties that exist within or near the survey corridors. The survey corridors are 600-ft wide, extending 300 ft on either side of the proposed roadway centerlines.

Section 106 Consultation

We are contacting local historical organizations to help identify any historic buildings, districts, sites, objects, or archaeological sites of significance within or near the survey corridors. Additionally, we are conducting research on properties not previously evaluated for the NRHP within the project area to determine their architectural and historical significance. Our assessment of significance will be based on established NRHP eligibility criteria. Any information you can provide will help ensure that important historical resources are considered.

We have consulted with the State Historic Preservation Officer (SHPO) regarding the Area of Potential Effects (APE) for this project. As defined in the Section 106 regulations, the APE is the "geographic area within which an undertaking may directly or indirectly cause alterations in the character or use of historic properties" (36CFR 800.16(d)). The attached map reflects the APE that was developed in consultation with SHPO. If you have any comments or questions about the APE, please inform us in writing.

If you are interested in participating as a consulting party for this project under the Section 106 guidelines, please respond in writing within 30 days of receipt of this letter to Lisa Schoch, CDOT Senior Staff Historian, at the address on the letterhead. We request that your response include a statement of demonstrated interest in historic properties associated with this project, as stipulated in the Section 106 regulation.

If you require additional information or have any questions about the Section 106 process, please contact Ms. Schoch at (303) 512-4258.

Very truly yours,


for Brad Beckham, Manager
Environmental Programs Branch

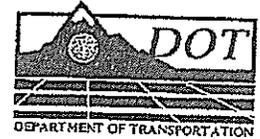
Enclosures: Maps of NW Corridor Alternatives/Survey Corridors
Maps of Area of Potential Effects

cc: Monica Pavlik, FHWA Colorado Division
Steve Sherman, CDOT Region 6
Jason Marmor, Cultural Resources Task Manager, Felsburg Holt & Ullevig
Carol Legard, FHWA Liaison, Advisory Council on Historic Preservation
Georgianna Contiguglia, Colorado SHPO

STATE OF COLORADO

DEPARTMENT OF TRANSPORTATION

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



September 7, 2005

Kevin Standbridge
Assistant City and County Manager
City and County of Broomfield
One Descombe Drive
Broomfield, CO 80020

SUBJECT: Section 106 Historic Properties Consultation, Northwest Corridor Environmental Impact Statement

Dear Mr. Standbridge:

The Federal Highway Administration (FHWA), in cooperation with the Colorado Department of Transportation (CDOT) and the U.S. Army Corps of Engineers, is coordinating an Environmental Impact Statement (EIS) for the Northwest Corridor transportation alternatives between the Northwest Parkway near Broomfield, and C-470 near Golden, Colorado. The proposed alternatives pass through portions of Jefferson and Broomfield Counties. As part of the EIS evaluation process, a review of historic properties is being conducted within 600 ft corridors encompassing each transportation alternative (see attached map). "Historic properties" are defined as historical or archaeological sites or structures that are listed or eligible for listing on the National Register of Historic Places (NRHP).

This project is sponsored by the FHWA, and therefore constitutes a federal undertaking requiring compliance with Section 106 of the National Historic Preservation Act, as amended (Section 106, 16 U.S.C. 470f) and its implementing regulations (36 CFR 800). We are seeking the assistance of local communities and historic preservation organizations in the identification of historic properties, and to help identify issues that may relate to the undertaking's potential effects on historic properties. Toward that end, FHWA and CDOT would like to formally offer the City and County of Broomfield the opportunity to participate as a consulting party for the Section 106 compliance process, as provided in Section 800.3(f)(1) of the regulation.

Description of the Proposed Action

The agencies noted above have jointly initiated a project to prepare an EIS to explore development of major transportation improvements between C-470/Golden and the Northwest Parkway/Broomfield. Transportation improvements under consideration include freeway, tollway and transit options. Four alternatives are under review and are depicted on the attached maps. The tollway ("TB") and freeway ("FB") alternatives follow the same alignment, extending from C-470 southeast of Golden following US Highway 6 and State Highway 93, then heading in a generally northeasterly trajectory across Leyden Gulch. The TB/FB alignment then follows Indiana Street along the east side of Rocky Flats, and heads northeast on the west side of Great Western Reservoir, crossing Highways 128 and 36 before connecting with the Northwest Parkway in the vicinity of Broomfield. The regional arterial ("RB") alignment is similar to the TB/FB alignment but follows existing Highway 72 from SH 93 to Indiana Street rather than crossing Leyden Gulch. The fourth alternative, designated "TB/RB + PC", follows the same alignment as the TB/FB alignment but also includes improvements to Indiana and McIntyre Streets extending southward to SH 58.

Historic Properties Identification

As part of our investigation for the EIS, we have conducted, or are in the process of conducting 1) a file search through the Colorado Historical Society/Office of Archaeology and Historic Preservation to identify previously recorded historical and archaeological sites; 2) a reconnaissance ("windshield") survey of the transportation alternative corridors ("survey corridors") to identify buildings, structures and features (e.g., ditches) that appear to be at least 45 years old, followed by a review of county assessor's property records; 3) an intensive-level pedestrian archaeological resources survey; and 4) an intensive-level architectural resources survey of standing structures identified by the reconnaissance survey. To ensure that all historic properties are inventoried and considered in the EIS, we welcome your assistance by identifying any additional historic properties that exist within or near the survey corridors. The survey corridors are 600-ft wide, extending 300 ft on either side of the proposed roadway centerlines.

Section 106 Consultation

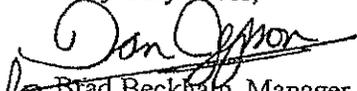
We are contacting local historical organizations to help identify any historic buildings, districts, sites, objects, or archaeological sites of significance within or near the survey corridors. Additionally, we are conducting research on properties not previously evaluated for the NRHP within the project area to determine their architectural and historical significance. Our assessment of significance will be based on established NRHP eligibility criteria. Any information you can provide will help ensure that important historical resources are considered.

We have consulted with the State Historic Preservation Officer (SHPO) regarding the Area of Potential Effects (APE) for this project. As defined in the Section 106 regulations, the APE is the "geographic area within which an undertaking may directly or indirectly cause alterations in the character or use of historic properties" (36CFR 800.16(d)). The attached map reflects the APE that was developed in consultation with SHPO. If you have any comments or questions about the APE, please inform us in writing.

If you are interested in participating as a consulting party for this project under the Section 106 guidelines, please respond in writing within 30 days of receipt of this letter to Lisa Schoch, CDOT Senior Staff Historian, at the address on the letterhead. We request that your response include a statement of demonstrated interest in historic properties associated with this project, as stipulated in the Section 106 regulation.

If you require additional information or have any questions about the Section 106 process, please contact Ms. Schoch at (303) 512-4258.

Very truly yours,


for Brad Beckham, Manager
Environmental Programs Branch

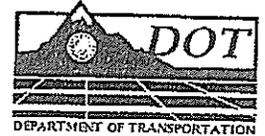
Enclosures: Maps of NW Corridor Alternatives/Survey Corridors
Map of APE

cc: Monica Pavlik, FHWA Colorado Division
Steve Sherman, CDOT Region 6
Jason Marmor, Cultural Resources Task Manager, Felsburg Holt & Ullevig
Carol Legard, FHWA Liaison, Advisory Council on Historic Preservation
Georgianna Contiguglia, Colorado SHPO

STATE OF COLORADO

DEPARTMENT OF TRANSPORTATION

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



September 8, 2005

Mr. Kim Grant
Chair, HOTA Design Committee
Historic Olde Town Arvada
5727 Webster Street
Arvada, CO 80002

SUBJECT: Section 106 Historic Properties Consultation, Northwest Corridor Environmental Impact Statement

Dear Mr. Grant:

The Federal Highway Administration (FHWA), in cooperation with the Colorado Department of Transportation (CDOT) and the U.S. Army Corps of Engineers, is coordinating an Environmental Impact Statement (EIS) for the Northwest Corridor transportation alternatives between the Northwest Parkway near Broomfield, and C-470 near Golden, Colorado. The proposed alternatives pass through portions of Jefferson and Broomfield Counties. As part of the EIS evaluation process, a review of historic properties is being conducted within 600 ft corridors encompassing each transportation alternative (see attached map). "Historic properties" are defined as historical or archaeological sites or structures that are listed or eligible for listing on the National Register of Historic Places (NRHP).

This project is sponsored by the FHWA, and therefore constitutes a federal undertaking requiring compliance with Section 106 of the National Historic Preservation Act, as amended (Section 106, 16 U.S.C. 470f) and its implementing regulations (36 CFR 800). We are seeking the assistance of local communities and historic preservation organizations in the identification of historic properties, and to help identify issues that may relate to the undertaking's potential effects on historic properties. Toward that end, FHWA and CDOT would like to formally offer Olde Town Arvada the opportunity to participate as a consulting party for the Section 106 compliance process, as provided in Section 800.3(f)(1) of the regulation.

Description of the Proposed Action

The agencies noted above have jointly initiated a project to prepare an EIS to explore development of major transportation improvements between C-470/Golden and the Northwest Parkway/Broomfield. Transportation improvements under consideration include freeway, tollway and transit options. Four alternatives are under review and are depicted on the attached maps. The tollway ("TB") and freeway ("FB") alternatives follow the same alignment, extending from C-470 southeast of Golden following US Highway 6 and State Highway 93, then heading in a generally northeasterly trajectory across Leyden Gulch. The TB/FB alignment then follows Indiana Street along the east side of Rocky Flats, and heads northeast on the west side of Great Western Reservoir, crossing Highways 128 and 36 before connecting with the Northwest Parkway in the vicinity of Broomfield. The regional arterial ("RB") alignment is similar to the TB/FB alignment but follows existing Highway 72 from SH 93 to Indiana Street rather than crossing Leyden Gulch. The fourth alternative, designated "TB/RB + PC", follows the same alignment as the TB/FB alignment but also includes improvements to Indiana and McIntyre Streets extending southward to SH 58.

Historic Properties Identification

As part of our investigation for the EIS, we have conducted, or are in the process of conducting 1) a file search through the Colorado Historical Society/Office of Archaeology and Historic Preservation to identify previously recorded historical and archaeological sites; 2) a reconnaissance ("windshield") survey of the transportation alternative corridors ("survey corridors") to identify buildings, structures and features (e.g., ditches) that appear to be at least 45 years old, followed by a review of county assessor's property records; 3) an intensive-level pedestrian archaeological resources survey; and 4) an intensive-level architectural resources survey of standing structures identified by the reconnaissance survey. To ensure that all historic properties are inventoried and considered in the EIS, we welcome your assistance by identifying any additional historic properties that exist within or near the survey corridors. The survey corridors are 600-ft wide, extending 300 ft on either side of the proposed roadway centerlines.

Section 106 Consultation

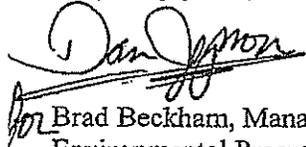
We are contacting local historical organizations to help identify any historic buildings, districts, sites, objects, or archaeological sites of significance within or near the survey corridors. Additionally, we are conducting research on properties not previously evaluated for the NRHP within the project area to determine their architectural and historical significance. Our assessment of significance will be based on established NRHP eligibility criteria. Any information you can provide will help ensure that important historical resources are considered.

We have consulted with the State Historic Preservation Officer (SHPO) regarding the Area of Potential Effects (APE) for this project. As defined in the Section 106 regulations, the APE is the "geographic area within which an undertaking may directly or indirectly cause alterations in the character or use of historic properties" (36CFR 800.16(d)). The attached map reflects the APE that was developed in consultation with SHPO. If you have any comments or questions about the APE, please inform us in writing.

If you are interested in participating as a consulting party for this project under the Section 106 guidelines, please respond in writing within 30 days of receipt of this letter to Lisa Schoch, CDOT Senior Staff Historian, at the address on the letterhead. We request that your response include a statement of demonstrated interest in historic properties associated with this project, as stipulated in the Section 106 regulation.

If you require additional information or have any questions about the Section 106 process, please contact Ms. Schoch at (303) 512-4258.

Very truly yours,


Brad Beckham, Manager
Environmental Programs Branch

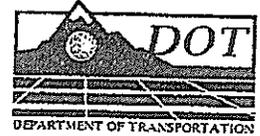
Enclosures: Maps of NW Corridor Alternatives/Survey Corridors
 Map of APE

cc: Monica Pavlik, FHWA Colorado Division
 Steve Sherman, CDOT Region 6
 Jason Marmor, Cultural Resources Task Manager, Felsburg Holt & Ullevig
 Carol Legard, FHWA Liaison, Advisory Council on Historic Preservation
 Georgianna Contiguglia, Colorado SHPO

STATE OF COLORADO

DEPARTMENT OF TRANSPORTATION

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



September 8, 2005

Linda Cherrington
Westminster Historical Society
P.O. Box 492
Westminster, CO 80036

SUBJECT: Section 106 Historic Properties Consultation, Northwest Corridor Environmental Impact Statement

Dear Ms. Cherrington:

The Federal Highway Administration (FHWA), in cooperation with the Colorado Department of Transportation (CDOT) and the U.S. Army Corps of Engineers, is coordinating an Environmental Impact Statement (EIS) for the Northwest Corridor transportation alternatives between the Northwest Parkway near Broomfield, and C-470 near Golden, Colorado. The proposed alternatives pass through portions of Jefferson and Broomfield Counties. As part of the EIS evaluation process, a review of historic properties is being conducted within 600 ft corridors encompassing each transportation alternative (see attached map). "Historic properties" are defined as historical or archaeological sites or structures that are listed or eligible for listing on the National Register of Historic Places (NRHP).

This project is sponsored by the FHWA, and therefore constitutes a federal undertaking requiring compliance with Section 106 of the National Historic Preservation Act, as amended (Section 106, 16 U.S.C. 470f) and its implementing regulations (36 CFR 800). We are seeking the assistance of local communities and historic preservation organizations in the identification of historic properties, and to help identify issues that may relate to the undertaking's potential effects on historic properties. Toward that end, FHWA and CDOT would like to formally offer the Westminster Historical Society the opportunity to participate as a consulting party for the Section 106 compliance process, as provided in Section 800.3(f)(1) of the regulation.

Description of the Proposed Action

The agencies noted above have jointly initiated a project to prepare an EIS to explore development of major transportation improvements between C-470/Golden and the Northwest Parkway/Broomfield. Transportation improvements under consideration include freeway, tollway and transit options. Four alternatives are under review and are depicted on the attached maps. The tollway ("TB") and freeway ("FB") alternatives follow the same alignment, extending from C-470 southeast of Golden following US Highway 6 and State Highway 93, then heading in a generally northeasterly trajectory across Leyden Gulch. The TB/FB alignment then follows Indiana Street along the east side of Rocky Flats, and heads northeast on the west side of Great Western Reservoir, crossing Highways 128 and 36 before connecting with the Northwest Parkway in the vicinity of Broomfield. The regional arterial ("RB") alignment is similar to the TB/FB alignment but follows existing Highway 72 from SH 93 to Indiana Street rather than crossing Leyden Gulch. The fourth alternative, designated "TB/RB + PC", follows the same alignment as the TB/FB alignment but also includes improvements to Indiana and McIntyre Streets extending southward to SH 58.

Historic Properties Identification

As part of our investigation for the EIS, we have conducted, or are in the process of conducting 1) a file search through the Colorado Historical Society/Office of Archaeology and Historic Preservation to identify previously recorded historical and archaeological sites; 2) a reconnaissance ("windshield") survey of the transportation alternative corridors ("survey corridors") to identify buildings, structures and features (e.g., ditches) that appear to be at least 45 years old, followed by a review of county assessor's property records; 3) an intensive-level pedestrian archaeological resources survey; and 4) an intensive-level architectural resources survey of standing structures identified by the reconnaissance survey. To ensure that all historic properties are inventoried and considered in the EIS, we welcome your assistance by identifying any additional historic properties that exist within or near the survey corridors. The survey corridors are 600-ft wide, extending 300 ft on either side of the proposed roadway centerlines.

Section 106 Consultation

We are contacting local historical organizations to help identify any historic buildings, districts, sites, objects, or archaeological sites of significance within or near the survey corridors. Additionally, we are conducting research on properties not previously evaluated for the NRHP within the project area to determine their architectural and historical significance. Our assessment of significance will be based on established NRHP eligibility criteria. Any information you can provide will help ensure that important historical resources are considered.

We have consulted with the State Historic Preservation Officer (SHPO) regarding the Area of Potential Effects (APE) for this project. As defined in the Section 106 regulations, the APE is the "geographic area within which an undertaking may directly or indirectly cause alterations in the character or use of historic properties" (36CFR 800.16(d)). The attached map reflects the APE that was developed in consultation with SHPO. If you have any comments or questions about the APE, please inform us in writing.

If you are interested in participating as a consulting party for this project under the Section 106 guidelines, please respond in writing within 30 days of receipt of this letter to Lisa Schoch, CDOT Senior Staff Historian, at the address on the letterhead. We request that your response include a statement of demonstrated interest in historic properties associated with this project, as stipulated in the Section 106 regulation.

If you require additional information or have any questions about the Section 106 process, please contact Ms. Schoch at (303) 512-4258.

Very truly yours,


Brad Beckham, Manager
Environmental Programs Branch

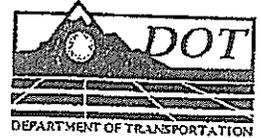
Enclosures: Maps of Area of Potential Effects
Maps of NW Corridor Alternatives/Survey Corridors

cc: Monica Pavlik, FHWA Colorado Division
Steve Sherman, CDOT Region 6
Jason Marmor, Cultural Resources Task Manager, Felsburg Holt & Ullevig
Carol Legard, FHWA Liaison, Advisory Council on Historic Preservation
Georgianna Contiguglia, Colorado SHPO

STATE OF COLORADO

DEPARTMENT OF TRANSPORTATION

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



September 8, 2005

Wheat Ridge Historical Society
4610 Robb Street
Wheat Ridge, CO 80215

SUBJECT: Section 106 Historic Properties Consultation, Northwest Corridor Environmental Impact Statement

To Whom it May Concern:

The Federal Highway Administration (FHWA), in cooperation with the Colorado Department of Transportation (CDOT) and the U.S. Army Corps of Engineers, is coordinating an Environmental Impact Statement (EIS) for the Northwest Corridor transportation alternatives between the Northwest Parkway near Broomfield, and C-470 near Golden, Colorado. The proposed alternatives pass through portions of Jefferson and Broomfield Counties. As part of the EIS evaluation process, a review of historic properties is being conducted within 600 ft corridors encompassing each transportation alternative (see attached map). "Historic properties" are defined as historical or archaeological sites or structures that are listed or eligible for listing on the National Register of Historic Places (NRHP).

This project is sponsored by the FHWA, and therefore constitutes a federal undertaking requiring compliance with Section 106 of the National Historic Preservation Act, as amended (Section 106, 16 U.S.C. 470f) and its implementing regulations (36 CFR 800). We are seeking the assistance of local communities and historic preservation organizations in the identification of historic properties, and to help identify issues that may relate to the undertaking's potential effects on historic properties. Toward that end, FHWA and CDOT would like to formally offer the Wheat Ridge Historical Society the opportunity to participate as a consulting party for the Section 106 compliance process, as provided in Section 800.3(f)(1) of the regulation.

Description of the Proposed Action

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Section 106 Consultation

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We have consulted with the State Historic Preservation Officer (SHPO) regarding the Area of Potential Effects (APE) for this project. As defined in the Section 106 regulations, the APE is the "geographic area within which an undertaking may directly or indirectly cause alterations in the character or use of historic properties" (36CFR 800.16(d)). The attached map reflects the APE that was developed in consultation with SHPO. If you have any comments or questions about the APE, please inform us in writing.

If you are interested in participating as a consulting party for this project under the Section 106 guidelines, please respond in writing within 30 days of receipt of this letter to Lisa Schoch, CDOT Senior Staff Historian, at the address on the letterhead. We request that your response include a statement of demonstrated interest in historic properties associated with this project, as stipulated in the Section 106 regulation.

If you require additional information or have any questions about the Section 106 process, please contact Ms. Schoch at (303) 512-4258.

Very truly yours,


Brad Beckham, Manager
Environmental Programs Branch

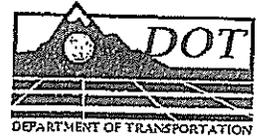
Enclosure: Maps of NW Corridor Alternatives/Survey Corridors
Map of Area of Potential Effects

cc: Monica Pavlik, FHWA Colorado Division
Steve Sherman, CDOT Region 6
Jason Marmor, Cultural Resources Task Manager, Felsburg Holt & Ullevig
Carol Legard, FHWA Liaison, Advisory Council on Historic Preservation
Georgianna Contiguglia, Colorado SHPO

STATE OF COLORADO

DEPARTMENT OF TRANSPORTATION

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



September 13, 2005

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

SUBJECT: Section 106 Consultation, Northwest Corridor Environmental Impact Statement, Broomfield and Jefferson Counties

Dear Ms. Contiguglia:

This letter and the attached pages constitute FHWA and CDOT's request for SHPO comment on the Area of Potential Effects (APE) and cultural resource survey methodology for the Northwest Corridor Environmental Impact Statement (EIS). The Federal Highway Administration (FHWA), in cooperation with the Colorado Department of Transportation (CDOT) and the U.S. Army Corps of Engineers, is coordinating an EIS for the Northwest Corridor transportation alternatives between the Northwest Parkway near Broomfield, and C-470 near Golden, Colorado. The proposed alternatives pass through portions of Jefferson and Broomfield Counties.

Description of the Proposed Action

Transportation improvements under consideration include freeway, tollway, and transit options. Four alternatives are under review and are depicted on the attached maps. The tollway ("TB") and freeway ("FB") alternatives follow the same alignment, extending from C-470 southeast of Golden following US 6 and SH 93, then heading in a generally northeasterly trajectory across Leyden Gulch. The TB/FB alignment then follows Indiana Street along the east side of Rocky Flats, and heads northeast on the west side of Great Western Reservoir, crossing Highways 128 and 36 before connecting with the Northwest Parkway in the vicinity of Broomfield. The regional arterial ("RB") alignment is similar to the TB/FB alignment but follows existing Highway 72 from SH 93 to Indiana Street rather than crossing Leyden Gulch. The fourth alternative, designated "TB/RB + PC", follows the same alignment as the TB/FB alignment but also includes improvements to Indiana and McIntyre Streets extending southward to SH 58.

Section 106 Consultation

On July 12, 2005, Steve Sherman and Lisa Schoch of CDOT and Jason Marmor of Felsburg, Holt, & Ullevig met with Amy Pallante of your office to discuss the proposed APE for this project. During that meeting, the proposed APE and survey methodology issues were discussed with Ms. Pallante. Agreement was reached on the following issues:

Area of Potential Effects (APE)

- Ms. Pallante recommended that APE expand or shrink depending upon the nature of the anticipated impacts, and the proximity and integrity of resources subject to impacts. An example was made of a rectangular, apparently agricultural parcel that abuts the project's

north end. If a farm building complex is located at the far, opposite end of the parcel, it should be examined and the entire parcel brought into the APE.

- Where Right-of-Entry (ROE) arrangements are not in place, the APE was expanded. This boundary can be revised once the ROE situation is resolved.
- It may be necessary to determine through archival research the historical boundaries of properties field evaluated as NRHP-eligible. The historic boundary may be useful as a basis for establishing a site boundary which is necessary for assessing effects under Section 106. Such research is not necessary to establish boundaries for NRHP-ineligible sites.
- For the archaeological survey it is appropriate to utilize an arbitrary "buffer" as an APE for direct effects to archaeological sites. However, it was suggested that Centennial Archaeology extend the APE around the big stone circle site near Leyden Gulch (5JF3195).
- The APE boundary was expanded to include the entire Rocky Flats Plant complex (5JF1014, 5JF1227), which is an officially NRHP-eligible or listed historic district. The boundary was expanded to encompass the property assuming the district boundaries correspond to the legal boundaries containing a vast amount of undeveloped land.

Survey Methodology

- Historic canals (e.g., Farmer's Highline Canal) that intersect Indiana and McIntyre Streets should be recorded as larger contiguous segments rather than as a series of very short segments.
- Ms. Pallante suggested that GIS information be sent to the SHPO to facilitate her office's review of the effects determinations. FHU will investigate whether they can provide the shape files and other electronic data for use in ESRI ArcView, or if they can supply print-outs of GIS data on an aerial photo base. This will enable Section 106 effects to be readily determined and may streamline the review process.

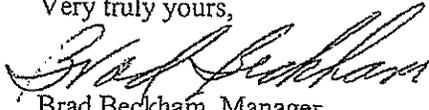
Consulting Parties Identification

For your information, FHWA/CDOT contacted thirteen local preservation commissions, historical societies, cities, and counties requesting participation as consulting parties in the Section 106 process for this project. Copies of these letters were recently forwarded to your office.

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

If you require additional information or have any questions about the Section 106 process, please contact Ms. Schoch at (303) 512-4258.

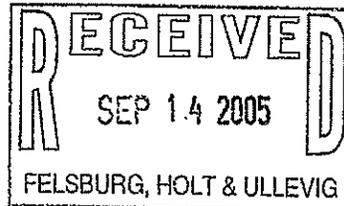
Very truly yours,

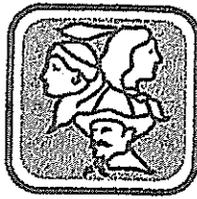


Brad Beckham, Manager
Environmental Programs Branch

Enclosures: Maps of Area of Potential Effects
 Maps of NW Corridor Alternatives/Survey Corridors

cc: Monica Pavlik, FHWA Colorado Division
 Steve Sherman, CDOT Region 6
 Jason Marmor, Cultural Resources Task Manager, Felsburg Holt & Ullevig
 F/CF/RF





COLORADO
HISTORICAL
SOCIETY

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

September 16, 2005

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

Re: Section 106 Consultation, Northwest Corridor Environment Impact Statement,
Broomfield and Jefferson Counties, CO. (CHS #42356)

Dear Mr. Beckham,

Thank you for your correspondence dated September 13, 2005 and received by our on
September 14, 2005 regarding the above-mentioned project.

After review of the submitted information, we agree with the boundaries of the proposed
Area of Potential Effects (APE). We also agree with the survey methodology for the
identification of historic resources within the APE.

We request being involved in the consultation process with the local government, which
as stipulated in 36 CFR 800.3 is required to be notified of the undertaking, and with other
consulting parties. Additional information provided by the local government or consulting
parties might cause our office to re-evaluate our eligibility and potential effect findings.

Please note that our compliance letter does not end the 30-day review period provided
to other consulting parties.

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

Sincerely,

Georgianna Contiguglia
State Historic Preservation Officer



September 16, 2005

Lisa Schoch
Colorado Department of Transportation
Environmental Programs Branch
4201 East Arkansas Avenue
Denver, CO 80222

RE: Section 106 Historic Properties Consultation, Northwest Corridor EIS

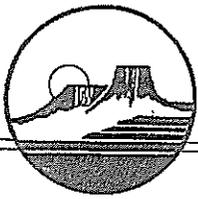
Dear Ms. Schoch:

This letter is to inform you that the Town of Superior is interested in participating as a consulting party for the Northwest Corridor EIS under section 106. We are specifically interested in preserving two historic properties that are located within the Town of Superior. One is the Superior Historic Cemetery that is located along US Highway 36 across from Avista Adventist Hospital. The cemetery is registered as a historic site with Boulder County. The second site is Grasso Park which is located behind the Superior Town Hall at 124 E. Coal Creek Drive. Grasso Park is registered with the State of Colorado as a historic site. I am not sure if either or both of those locations fall within your site study but I wanted to make sure you were aware of them in case they do.

Please let me know if you have any questions and I look forward to participating in this process.

Sincerely,

Jennifer S. Dunn
Recreation Supervisor- Community Services



September 26, 2005

Lisa Schoch
CDOT Senior Staff Historian
Environmental Programs Branch
Colorado Department of Transportation
4201 East Arkansas Avenue
Denver, CO 80222

Re: Section 106 Historic Properties Consultation, Northwest Corridor
Environmental Impact Statement

The City of Golden ("City") accepts the Colorado Department of Transportation's ("CDOT") offer for the City to participate as a consulting party in the consultation regarding the Northwest Corridor project, as provided under 36 C.F.R. § 800.2(c)(3). The City is the local government with jurisdiction over areas in which the effects of the proposed project are most likely to occur. The City is proud of its unique historic role in the State as, among other things, the first Territorial Capitol.

However, the City objects strongly to the proposed Area of Potential Effect ("APE") identified in the letter from Brad Beckham to Nicki Fauble of the City dated September 7, 2005. The APE shown on the maps attached to Mr. Beckham's letter appear to be limited to the right-of-way for the proposed project and may or may not include the "survey corridors" to be located within 300 feet of the proposed roadway centerline.

This APE is far too limited at this early stage in the process, because it would only cover direct impacts associated with highway construction and only some noise or other indirect effects. Part 800 clearly indicates that the APE must encompass the "geographic area within which an undertaking may directly or indirectly cause alternations in the character or use of historic properties." 36 C.F.R. § 800.16(d). The bisection of the historic community of Golden, visual impacts, noise and air pollution, and massive indirect effects on land use, traffic and other considerations all indicate that the proposed project has the potential to have significant detrimental impacts to the City's extensive historic resources well beyond the narrow APE identified by CDOT.

Instead, the APE in the Golden area should include the entire area between North and South Table Mountains on the East and the tops of the foothills on the West. The City looks forward to working with CDOT to identify historic resources within this area and securing additional information to determine the extent of impacts to historic resources.

Please contact me at 303-384-8095 or sglueck@ci.golden.co.us if you have any questions regarding this matter.

Sincerely,

A handwritten signature in black ink, appearing to read "Steve Glueck", written over a faint, illegible background.

Steve Glueck;

Director of Planning and Development



CITY OF ARVADA

FINANCE DEPARTMENT
FACSIMILE: 720-898-7846 ▲ TDD: 720-898-7869
PHONE: 720-898-7120

October 5, 2005

Ms. Lisa Schoch, CDOT Senior Staff Historian
Environmental Programs Branch
Colorado Department of Transportation
4201 East Arkansas Avenue
Denver, CO 80222

RE: Northwest Corridor EIS, Section 106 Historic Properties Consultation

Dear Ms. Shoch:

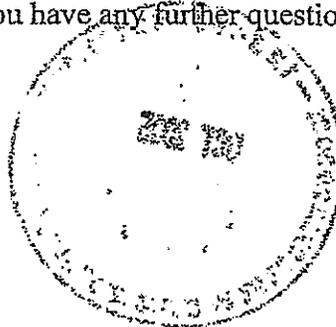
I am writing in response to correspondence from Mr. Brad Beckham dated September 8, 2005, seeking the assistance of local communities and historic preservation organizations in the Section 106 process for the Northwest Corridor EIS project. This correspondence came addressed to me as the Chair, HOTA Design Committee, which is no longer applicable. However, in my capacity as grants administrator for the City of Arvada, I have been involved in a number of historic surveys and preservation projects in the community and northern Jefferson County, including one with possible direct impact on the above referenced project. Therefore, I would like to participate as a consulting party for this project under the Section 106 guidelines.

In late 2003, the Office of Archaeology and Historic Preservation (OAHP) at the Colorado Historical Society carried out a cultural resources survey and mapping effort for the site known at The Brookes Stone Circle Site, Resource Number 5JF3195. The site is located on the mesa top to the east-southeast of the intersection of Highway 93 and Leyden Road. The site consists of 100 complete and approximately 20 incomplete stone circles scattered over 62 acres. It is an excellent example of an extensive stone circle site—very few of which have been identified along the Front Range. The City of Arvada is interested in pursuing additional archaeological work at the site and is preparing to submit an application for such work to the State Historical Fund.

Because at least two of the four preliminary alignments identified for the Northwest Parkway have the potential to impact the site, and because the handful of citizens who know about it have expressed their concerns to myself and to other city staff, we are interested in assisting with the Section 106 review. We also are aware of the importance that the parkway project has to the City of Arvada, and stand ready to assist in any way we can. Please feel free to contact me at 720-898-7125 should you have any further questions.

Sincerely,

Kim Grant
Grants Administrator
City of Arvada



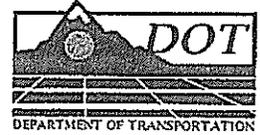
cc: William Ray, Deputy City Manager
Gordon Reusink, Director, Parks, Golf & Hospitality Services

P.O. BOX 8101 ▲ 8101 RALSTON ROAD ▲ ARVADA, COLORADO ▲ 80001-8101

MEMORANDUM

DEPARTMENT OF TRANSPORTATION

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



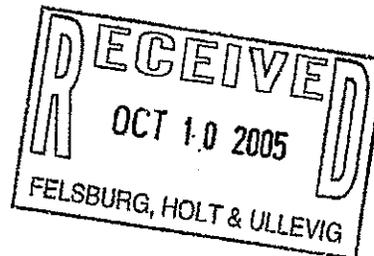
TO: Steve Sherman, Region 6 Environmental
FROM: Lisa Schoch, Environmental Programs Branch
DATE: October 6, 2005
RE: Northwest Corridor EIS, Section 106 Process Update, SA 14658

As you know, on September 7, 2005, CDOT sent correspondence inviting a variety of municipalities, counties, and historic preservation groups to participate as consulting parties under Section 106 of the National Historic Preservation Act. To date, we have received responses from three groups who would like to participate in the process: the Town of Superior, the City of Golden, and the City of Arvada. I have attached copies of their responses for your file. Copies have also been sent to the State Historic Preservation Officer (SHPO), FHWA, and the Advisory Council on Historic Preservation for their files. All the parties have identified specific historic resources of concern, and the City of Golden made specific comments regarding the Area of Potential Effects (APE) for the project. I plan to prepare a response to the City of Golden regarding their concerns about the APE.

Attached is also the response from the SHPO regarding the APE and methodology letter we sent on September 13, 2005. The SHPO has agreed with the boundaries of the proposed APE and with the survey methodology for the project.

I will forward any additional letters once I receive them. Please call me with any questions at (303)-512-4258.

Cc: Monica Pavlik, FHWA
Carol Legard, FHWA Liaison ACHP
Jason Marmorek, FHWA
File/CF/RF





WESTMINSTER

October 11, 2005

Ms. Lisa Schoch
Senior Staff Historian
Colorado Department of Transportation
4201 East Arkansas Avenue
Denver, Colorado 80222

City of Westminster
Department of
Community Development

West 92nd Avenue
Westminster, Colorado
80031

303-2400
303-426-5857

Re: Section 106 Historic Properties Consultation
Northwest Corridor Environmental Impact Statement

Dear Mr. Beckham:

This letter is in response to the letter from Mr. Brad Beckham, Manager of the Environmental Programs Branch, concerning the Section 106 Historic Properties Consultation process for the Northwest Corridor Environmental Impact Statement.

The Westminster Historic Landmark Board appreciates the opportunity to participate as a consulting party for the Section 106 compliance process for the Northwest Corridor EIS. The City of Westminster is a Certified Local Government and has enacted an ordinance that includes the following statement of demonstrated interest in historic properties, as stipulated by Section 106:

The purpose of this chapter is to promote the public health, safety and welfare through:

1. The protection, enhancement, perpetuation and use of buildings, structures, sites and areas that are reminders of past eras, events and persons important in local, state or national history, or which provide significant examples of architectural styles of the past, or which are unique and irreplaceable assets to the City and its neighborhoods, or which provide for this and future generations examples of the physical surroundings in which past generations lived;
2. The development and maintenance of appropriate settings and environments for such buildings and structures, and in such sites and areas;
3. The enhancement of property values, the stabilization of neighborhoods and areas of the City, the increase of economic and financial benefits to the City and its inhabitants, and the promotion of visitor trade and interest;

CDOT Section 106 Historic Properties Consultation
Northwest Corridor Environmental Impact Statement
October 11, 2005

4. The preservation and enhancement of a City of varied architectural styles, reflecting the distinct phases of its history: cultural, social, economic, political and architectural;
5. The enrichment of human life in its spiritual, educational and cultural dimensions by fostering knowledge of the living heritage of the past; and
6. The provision of educational opportunities and to increase the appreciation of local and state history.

Westminster Municipal Code, section 11-13-1(B).

The City of Westminster has not designated any local historic landmarks in the survey corridor, however, we would like to draw your attention to the following historic structures and sites that may be within or near the survey corridors that you are studying. For further information about these properties, you should contact Kandi McKay or Charles McKay, at the Church Ranch Corporate Center, 10050 Wadsworth Boulevard, Westminster, CO 80021, phone: (303) 469-1873. The properties are:

1. 9175 Indiana Street
2. 24240 and 24230, Highway 72
3. 9600 Indiana Street

Please include the City of Westminster in further communications on historic properties in or near the city boundaries.

Very truly yours,

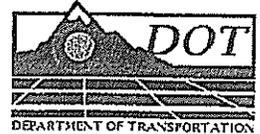


Vicky Bunsen
Community Development
Programs Coordinator

MEMORANDUM

DEPARTMENT OF TRANSPORTATION

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



DATE: October 27, 2005
TO: Steve Sherman, Region 6
FROM: Lisa Schoch, Environmental Programs Branch
SUBJECT: Northwest Corridor EIS, Section 106 Consulting Party Status, SA 14658

Attached is a copy of a letter from the City of Westminster in which they request Section 106 consulting party status for the Northwest Corridor EIS. The City of Westminster identified some specific historic resources of concern. We need to determine if these properties are within the APE and whether they will be evaluated in the intensive-level survey.

We have currently received responses from the groups listed below. You should have copies of all of these response letters in your file. Copies of these letters have also been forwarded to the SHPO.

City of Arvada
City of Golden
Town of Superior
City of Westminster

If you have any questions or concerns, please contact me at 303-512-4258.

cc: Monica Pavilk, FHWA
Carol Legard, FHWA Liaison ACHP
Jason Marmor, FHU
File/CF/RF

STATE OF COLORADO

DEPARTMENT OF TRANSPORTATION

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



March 8, 2006

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

SUBJECT: Determination of Eligibility for 5JF3854, Northwest Corridor Environmental Impact Statement, Broomfield and Jefferson Counties

Dear Ms. Contiguglia:

This letter and the attached documents constitute a request for concurrence on an eligibility determination for one property associated with the project referenced above. The Federal Highway Administration (FHWA), in cooperation with the Colorado Department of Transportation (CDOT) and the U.S. Army Corps of Engineers, is completing an EIS for the Northwest Corridor transportation alternatives between the Northwest Parkway near Broomfield, and C-470 near Golden. The proposed alternatives pass through portions of Jefferson and Broomfield Counties.

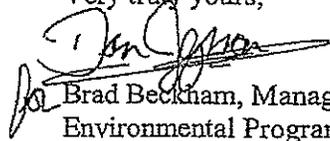
We consulted with your office regarding the Area of Potential Effects (APE) for this project in September 2005. At this time we are requesting concurrence on eligibility only for the Golden Fire Brick Company Plant (5JF3854), as this will assist the EIS project team with other tasks in the NEPA compliance process. The survey report and site forms for additional properties will be submitted separately at a later date.

The Golden Fire Brick Company Plant (5JF3854) produced locally-quarried bricks from the 1870s until around 1960. Although it was once an important business in the Golden area, FHWA and CDOT have determined that the site as it exists today lacks sufficient integrity and is *not eligible* for listing on the National Register of Historic Places (NRHP). Please see the site form for more detailed information.

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

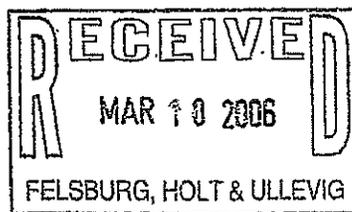
If you require additional information or have any questions, please contact CDOT Senior Staff Historian Schoch at (303) 512-4258.

Very truly yours,


Brad Beckham, Manager
Environmental Programs Branch

Enclosures: Site form for 5JF3854

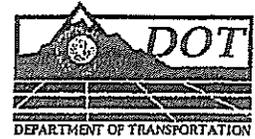
cc: Monica Pavlik, FHWA Colorado Division
Steve Sherman, CDOT Region 6
Jason Mamon, Felsburg Holt & Ullevig
F/CF/RF



STATE OF COLORADO

DEPARTMENT OF TRANSPORTATION

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



March 8, 2006

Mr. Kim Grant
City of Arvada Finance Dept.
P.O. Box 8101
8101 Ralston Road
Arvada, CO 80001-8101

SUBJECT: Determination of Eligibility for 5JF3854, Northwest Corridor Environmental Impact Statement, Broomfield and Jefferson Counties

Dear Mr. Grant:

Per your request to participate as a Section 106 consulting party, we request your comments on Determinations of Eligibility for one property associated with the project referenced above. The Federal Highway Administration (FHWA), in cooperation with the Colorado Department of Transportation (CDOT) and the U.S. Army Corps of Engineers, is completing an EIS for the Northwest Corridor transportation alternatives between the Northwest Parkway near Broomfield, and C-470 near Golden. The proposed alternatives pass through portions of Jefferson and Broomfield Counties.

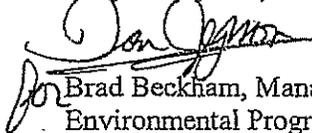
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As a local preservation group with a potential interest in this historic property, we welcome your comments regarding our determination of eligibility. Should you elect to respond, we request that you do so within 30 days of receipt of this letter. If you have questions or require additional information, please contact CDOT Senior Staff Historian Lisa Schoch at (303) 512-4258.

If you require additional information or have any questions, please contact CDOT Senior Staff Historian Schoch at (303) 512-4258.

Very truly yours,



Brad Beckham, Manager
Environmental Programs Branch

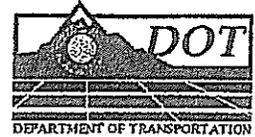
Enclosures: Site form for 5JF3854

cc: Monica Pavlik, FHWA Colorado Division
Steve Sherman, CDOT Region 6
Jason Marmorek, Felsburg Hole & Lullwitz
F/CF/RF

STATE OF COLORADO

DEPARTMENT OF TRANSPORTATION

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



March 8, 2006

Ms. Vicky Bunsen
City of Westminster
Dept. of Community Development
4800 W. 92nd Avenue
Westminster, CO 80031

SUBJECT: Determination of Eligibility for 5JF3854, Northwest Corridor Environmental Impact Statement, Broomfield and Jefferson Counties

Dear Ms. Bunsen:

Per your request to participate as a Section 106 consulting party, we request your comments on Determinations of Eligibility for one property associated with the project referenced above. The Federal Highway Administration (FHWA), in cooperation with the Colorado Department of Transportation (CDOT) and the U.S. Army Corps of Engineers, is completing an EIS for the Northwest Corridor transportation alternatives between the Northwest Parkway near Broomfield, and C-470 near Golden. The proposed alternatives pass through portions of Jefferson and Broomfield Counties.

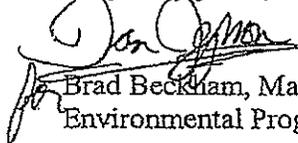
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If you require additional information or have any questions, please contact CDOT Senior Staff Historian Schoch at (303) 512-4258.

Very truly yours,



Brad Beckham, Manager
Environmental Programs Branch

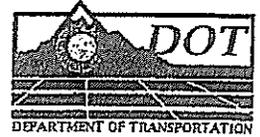
Enclosures: Site form for 5JF3854

cc: Monica Pavlik, FHWA Colorado Division
Steve Sherman, CDOT Region 6
Jason Manner, Felsburg Holt & Ullévig
F/CF/RF

STATE OF COLORADO

DEPARTMENT OF TRANSPORTATION

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



March 8, 2006

Mr. Steve Glueck
City of Golden
Planning & Development
1445 Tenth Street
Golden, CO 80401

SUBJECT: Determination of Eligibility for 5JF3854, Northwest Corridor Environmental Impact Statement, Broomfield and Jefferson Counties

Dear Mr. Glueck:

Per your request to participate as a Section 106 consulting party, we request your comments on Determinations of Eligibility for one property associated with the project referenced above. The Federal Highway Administration (FHWA), in cooperation with the Colorado Department of Transportation (CDOT) and the U.S. Army Corps of Engineers, is completing an EIS for the Northwest Corridor transportation alternatives between the Northwest Parkway near Broomfield, and C-470 near Golden. The proposed alternatives pass through portions of Jefferson and Broomfield Counties.

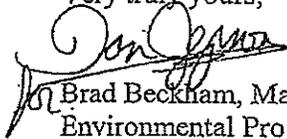
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As a local preservation group with a potential interest in this historic property, we welcome your comments regarding our determination of eligibility. Should you elect to respond, we request that you do so within 30 days of receipt of this letter. If you have questions or require additional information, please contact CDOT Senior Staff Historian Lisa Schoch at (303) 512-4258.

If you require additional information or have any questions, please contact CDOT Senior Staff Historian Schoch at (303) 512-4258.

Very truly yours,



Brad Beckham, Manager
Environmental Programs Branch

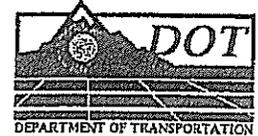
Enclosures: Site form for 5JF3854

cc: Monica Pavlik, FHWA Colorado Division
Steve Sherman, CDOT Region 6
Jason Marmor, Eelsburg Holt & Ullevig
P/CF/RF

STATE OF COLORADO

DEPARTMENT OF TRANSPORTATION

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



March 8, 2006

Ms. Jennifer Dunn
Town of Superior
124 E. Coal Creek Drive
Superior, CO 80027

SUBJECT: Determination of Eligibility for 5JF3854, Northwest Corridor Environmental Impact Statement, Broomfield and Jefferson Counties

Dear Ms. Dunn:

Per your request to participate as a Section 106 consulting party, we request your comments on Determinations of Eligibility for one property associated with the project referenced above. The Federal Highway Administration (FHWA), in cooperation with the Colorado Department of Transportation (CDOT) and the U.S. Army Corps of Engineers, is completing an EIS for the Northwest Corridor transportation alternatives between the Northwest Parkway near Broomfield, and C-470 near Golden. The proposed alternatives pass through portions of Jefferson and Broomfield Counties.

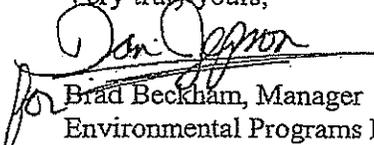
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As a local preservation group with a potential interest in this historic property, we welcome your comments regarding our determination of eligibility. Should you elect to respond, we request that you do so within 30 days of receipt of this letter. If you have questions or require additional information, please contact CDOT Senior Staff Historian Lisa Schoch at (303) 512-4258.

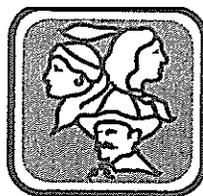
If you require additional information or have any questions, please contact CDOT Senior Staff Historian Schoch at (303) 512-4258.

Very truly yours,


Brad Beckham, Manager
Environmental Programs Branch

Enclosures: Site form for 5JF3854

cc: Monica Pavlik, FHWA Colorado Division
Steve Sherman, CDOT Region 6
Jason Morrison, Felsburg, Holt & Ullevig
F/CF/RF



**COLORADO
HISTORICAL
SOCIETY**

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

March 13, 2006

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

Re: Determination of Eligibility for 5JF.3854, Northwest Corridor Environmental Impact Statement, Broomfield and Jefferson Counties. (CHS #42356)

Dear Mr. Beckham,

Thank you for your correspondence dated March 8, 2006 and received by our office on March 9, 2006 regarding the above-mentioned project.

After review of the submitted information, we request scheduling a site visit in order for our staff to gain a better understanding of resource 5JF.3854/Golden Fire Brick Company Plant.

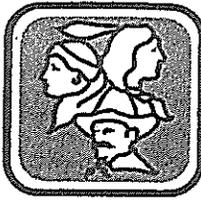
We request being involved in the consultation process with the local government, which as stipulated in 36 CFR 800.3 is required to be notified of the undertaking, and with other consulting parties. Additional information provided by the local government or consulting parties might cause our office to re-evaluate our eligibility and potential effect findings.

Please note that our compliance letter does not end the 30-day review period provided to other consulting parties.

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

Sincerely,

Mark Wolfe
for Georgianna Contiguglia
State Historic Preservation Officer



COLORADO
HISTORICAL
SOCIETY

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

March 16, 2006

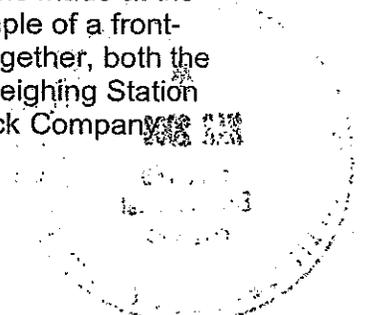
Brad Beckham
Manager, Environmental Programs Branch
Colorado Department of Transportation
Environmental Programs Branch
4201 East Arkansas Avenue
Denver, CO 80222

Re: Determination of Eligibility for 5JF.3854, Northwest Corridor Environmental Impact Statement. (CHS #42356)

Dear Mr. Beckham,

On March 15, 2006, Amy Pallante of our staff participated in a site visit with Lisa Schoch to the Golden Fire Brick Company Plant/resource 5JF.3854. As a result of the site visit, we have additional comments regarding the National Register eligibility of the property. Please see our comments below.

- We request additional information regarding the integrity of the brick yard located directly south of the modern batch plant. According to the 1938 Sanborn map for the area, two sidings appear in the brick yard storage area. Currently, historic bricks stamped with the "Golden" label are stacked in this area. Does the brick yard contribute to the overall site of the Golden Fire Brick Company?
- In regards to the Manager's House, we believe the building to be significant at the local level in architecture as a good representative example of the Italian Renaissance style. The building is also an excellent example of workmanship and method of construction in regards to the use of molded bricks made at the Golden Fire Brick Company. We also believe that the building is significant in the area of industry for its significant association to the Golden Fire Brick Company.
- In regards to the Golden Fire Brick Company Office and Weighing Station, we believe the building and weighing station are significant in the area of industry for their significant associations to the Golden Fire Brick Company. We also believe the building is significant at the local level in the area of architecture as a good example of workmanship in regards to the use of decorative bricks made at the Golden Fire Brick Company, and as a good representative example of a front-gable utilitarian building used as the company headquarters. Together, both the Manager's House and Golden Fire Brick Company Office and Weighing Station contribute to the overall history of the significant Golden Fire Brick Company.
- Please provide and justify a National Register boundary.

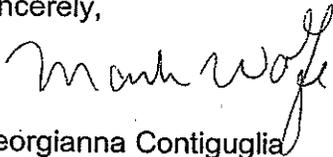


Once we receive the following information, we will be able to continue consultation regarding the eligibility of the resource.

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

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

Sincerely,



for
Georgianna Contiguglia
State Historic Preservation Officer



City of
Golden

PLANNING & DEVELOPMENT

TEL: 303-384-8097

PUBLIC WORKS

TEL: 303-384-8151

1445 10TH ST. GOLDEN, CO 80401

FAX: 303-384-8161

www.cityofgolden.net

April 7, 2006

Brad Beckham, Manager
Environmental Programs Branch
Department of Transportation
4201 E. Arkansas Avenue
Denver, CO 80401



Re: Determination of Eligibility for 5JF3854, Northwest Corridor Environmental Impact Statement, Broomfield and Jefferson Counties

Dear Mr. Beckham:

The City of Golden is in receipt of your March 8, 2006 letter on the above referenced matter. The City has a number of comments regarding the current subject matter and the lack of response to our deep concerns regarding the September 2005 "consultation" you referenced. As discussed below, because of the inadequacy of the analysis of the site 5JF3854 provided so far, we will likely have additional comments forwarded on this matter. We trust that your request for comment within 30 days of receipt of your March 8, 2005 letter was a request for timely review and not a legally mandated time constraint, and that additional comments submitted after that date will be accorded full consideration as well. At this time, the comments of the City of Golden are as follows:

- The City repeats its strong objection to the proposed determination contained in your September 7, 2005 letter that the Area of Potential Effects (APE) would be limited to an extremely narrow corridor measuring 300 feet from centerline of the various alternative alignments. This APE is far too limited at this early stage in the process, because it would only cover direct impacts associated with highway construction and only some noise or other indirect effects. Part 800 clearly indicates that the APE must encompass the "geographic area within which an undertaking may directly or indirectly cause alterations in the character or use of historic properties." 36 C.F.R. § 800.16(d). The bisection of the historic community of Golden, visual impacts, noise and air pollution, and massive indirect effects on land use, traffic and other considerations all indicate that the proposed project has the potential to have significant detrimental impacts to the City's extensive historic resources well beyond the narrow APE identified by CDOT. Instead, the APE in the Golden area should include the entire area between North and South Table Mountains on the East and the tops of the foothills on the West.
- The lack of response to our September 26, 2005, comments and objection to the proposed APE is also troubling. The City objects to your characterization of that exchange of letters as "consultation" as would be necessary to meet the federal requirements.

- In your March 8, 2006, letter, you indicate that “at this time” you are asking for comments only on the one site, and that survey report forms for other sites will be submitted separately at a later date. The City of Golden requires a list of all properties where survey reports and site forms are being prepared in order to properly assess this site and complete our comments. The list should incorporate all areas within Golden as well as unincorporated Jefferson County areas up to W. 64th Avenue, for all alternatives.

- Starting with the Management Data Form, the first question is why a new site number has been designated. As noted in the Cultural Resource Re-evaluation Form, a site number has been previously assigned (5JF2574) for the most significant historic structure on the site. In this case, it would have been proper to retain that site number and expand the report and evaluation to the larger site. That original site evaluation, filed with the State Historic Preservation Officer (SHPO), did find the Brickyard House to be field eligible. This finding was buried in the middle of the materials supplied. Neither the condition of the structure nor the overall site has changed since that evaluation in 2001. Further, there is no discussion why the earlier eligibility assessment was incorrect. These are critical defects of analysis.

- Given that the report portrays the overall site as a combination of features and areas, it would have made more sense to consider the potentially contributing and non-contributing characteristics of the various elements of the site rather than labeling 3 features and then performing one superficial review of the site, with no recognition of the potentially eligible role of the various features. Alternatively, the analysis should have considered the potential that the site constitutes disconnected districts that should or could be designated. It does not supply sufficient analysis to support the final conclusion.

- The City strongly objects to the information presented on page 3 of 4 of the Management Data Form. The forms seem to blur the distinct analyses of site historical qualities and site condition. It is essential that the analysis carefully separate these analyses and more carefully document the findings, which are currently conclusory.
 - For question 32, the site appears to be “associated with events that have made a significant contribution to the broad pattern of our history.” The brickmaking industry of the second half of the 19th century was one of the driving forces of settlement of the Front Range and a critical industry in Golden that shaped both the built and non-built environments, including other nearby remnants of clay mining and brick making north of Golden.
 - The site and structures may in fact be “associated with the lives of persons significant to our past”. The consultant review was too superficial to make such a determination.
 - The report should have specifically addressed the brick detailing and other elements of construction on the Brickyard House (Feature 1), as described in the various resources mentioned on the Cultural Resource Re-Evaluation Form,

prior to making a determination regarding whether the architecture of the building “embodies the distinctive characteristics of a type, period or method of construction..” The evaluation is entirely conclusory and incomplete.

- The site obviously has local significance, with an argument for state significance. Local significance is demonstrated by the amount of research and assessment for the Brickyard House.
 - For Question 33, the form provides no support for the bald assertion that the architectural condition is “deteriorated”; the office structure (feature 2) has only been vacant a few years. Both structures have intact roofs and could be restored and reused.
 - Similarly, while the central core of the site has experienced measurable disturbance, there is no real justification for characterizing the amount of disturbance of the overall site as heavy.
- The documentation has no analysis of the historic values of any of the brick and other artifacts left on the site and/or the possibility of any subsurface resources from the turn of the Century.
 - It should also be noted that the City of Golden is the current owner of the westerly 29 acres of the 54 acre site contained in this evaluation, including the Brickyard House. The City is in the process of reviewing and considering an application for local historic designation of the Brickyard House, and will further seek proposals from individuals seeking to restore and use this structure.
 - As a result of the failure to sufficiently consider the various features and elements of the site, and the disjointed method of reporting, it is the City of Golden’s position that the report and evaluation should be redone and resubmitted for comment to all consulting parties.

Please advise us of your intended actions regarding the incomplete consultation on the APE as well as this specific site evaluation.

Sincerely,



Steve Glueck,
Director of Planning and Development

Cc: Mark Wolfe, SHPO

STATE OF COLORADO

DEPARTMENT OF TRANSPORTATION

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



May 16, 2006

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

SUBJECT: Eligibility Determinations (Archaeological Resources), CDOT Project STU R600-214, Northwest Corridor Environmental Impact Statement, Boulder, Broomfield and Jefferson Counties

Dear Ms. Contiguglia:

Enclosed for your review is a copy of the archaeological resources survey report and associated site forms for the CDOT project referenced above. The Federal Highway Administration (FHWA) and Colorado Department of Transportation (CDOT) are studying potential enhancements to the existing transportation system between the western terminus of the Northwest Parkway in Broomfield County, and the freeway system of State Highways 58 and 470, and Interstate 70 to the south in Jefferson County. Two alignment alternatives (the Highway 93 alternative and the Indiana/McIntyre alternative) are being intensively studied, the results of which will be made available for public review and comment in an Environmental Impact Statement. A more detailed description of the project and alternatives, including maps, is present in the accompanying report. Please note that the two alternatives are coincident for nearly 8 miles in the northern portion of the project area.

Centennial Archaeology, Inc., under contract to environmental and engineering consultant Felsburg, Holt and Ullevig, conducted an intensive inventory of the alternative alignments in 2005. Thirty-nine archaeological sites and two isolated finds were reevaluated or newly recorded during survey of the Area of Potential Effect, which corresponds to the proposed area of direct impacts. Four sites and one isolate are common to both alternatives. Twenty-nine sites and both isolated finds are assessed as not eligible for listing on the National Register of Historic Places (NRHP), whereas the remaining ten sites are evaluated as NRHP eligible (five sites per alternative). The NRHP eligible localities, all of which are in Jefferson County, include three segments of railroad (5JF53.3, 5JF53.4, 5JF519.8), six segments of three different historic irrigation ditches (5JF250.6, 5JF250.7, 5JF267.1, 5JF267.8, 5JF848.5, 5JF848.6) and one prehistoric stone circle site (5JF3195). Pages 7-2 and 7-3 in the report contain tables showing the breakdown of all documented resources by alternative.

Detailed information concerning the survey and all of the sites summarized above is present in the report. Effects to the NRHP eligible archaeological resources will be ascertained in the future, and we will coordinate with your office when better information in that regard is available. At this time we request your concurrence only with the eligibility determinations outlined herein. Note that the results of a survey of historic architectural properties for the NW Corridor will be forwarded to your office separately, and copies of both documents will be forwarded to Section 106 consulting parties concurrent with submittal of the history report to you. Also, please be aware that one complex of standing historic architectural features is contained in the archaeology report (5JF3853, Feature 7), as it is within a larger clay mining site that exhibits archaeological remains.

Ms. Coratiguglia

May 16, 2006

Page 2

If you have questions or require additional information in order to complete your review, please contact CDOT Senior Staff Archaeologist and Cultural Resource Section Manager Dan Jepson at (303)757-9631.

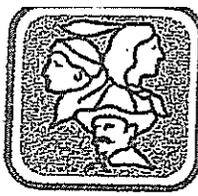
Very truly yours,



Joe
Brad Beckham, Manager
Environmental Programs Branch

Enclosures

cc: CF



COLORADO
HISTORICAL
SOCIETY

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

May 25, 2006

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

Re: CDOT Project STU R600-214, Northwest Corridor Environmental Impact Statement, Eligibility Determinations for Archaeological Resources. (CHS #42356)

Dear Mr. Beckham,

Thank you for your correspondence dated May 16, 2006 and received by our office on May 18, 2006 regarding the above-mentioned project.

After review of the submitted information, we concur with the finding of not eligible for the National Register of Historic Places for the resources listed below.

- 5JF.2247/Rio Grande Railroad Underpass Bridge
- 5JF.2631/Parfet Mine and Clay Pit
- 5JF.2634
- 5JF.3853
- 5JF.3915
- 5JF.3916
- 5JF.3917
- 5JF.3919/Blanchard Well
- 5JF.3922
- 5JF.3923
- 5JF.337/Croke Canal

After review of the submitted information, we concur that the segments listed below do not support the overall eligibility of the entire linear resource. However, we do not concur with the findings of not eligible for the entire linear resources since the entire length of the resources were not surveyed and recorded.

- 5JF.848.1/Welch Ditch segment.
- 5JF.3914/Unidentified ditch. Because this survey was of a segment, a point number was assigned: 5JF.3914.1. We request a clarification of the location of the ditch on the site location map. The site is indicated by a dot and the end points of the segment do not appear on the map.
- 5JF.3918/Unidentified ditch. Because this survey was of a segment, a point number was assigned: 5JF.3918.1.
- 5JF.3920/Unidentified road segment. Because this survey was of a segment, a point number was assigned: 5JF.3920.1.
- 5JF.3921/Old road bed. Because this survey was of a segment, a point number was assigned: 5JF.3921.1.
- 5JF.3924.1/SBF.179.1/Unidentified ditch segment
- 5JF.3927.1/Long Lake Feeder Ditch
- 5JF.3930.1/Denver & Northern Coal Railroad and Electric Interurban Street Car Line.
- 5JF.3931.1/Old Route 93 road alignment segment.
- 5JF.512.3/Upper Church Ditch segment. The survey form states that the Upper Church Ditch was found not eligible by the SHPO in 1989. Segment 5JF.512.1 was evaluated in 1989 and segment 5JF.512.2 in 2000, but the entire linear feature has not been recorded or evaluated. No formal SHPO evaluation has been made on the entire Upper Church Ditch.
- 5JF.514.3/Smart Ditch segment
- 5JF.532.2/Rocky Mountain Ditch segment
- 5JF.734.1/Mower Ditch segment
- 5JF.1276.3/Agricultural Ditch segment
- 5JF.2230.1/Swadly Ditch segment. The survey form states that the SHPO made a formal determination of eligibility for the Swadly Ditch in 2000. However, only a segment of the ditch was evaluated and not the entire length of the Swadly Ditch. The entire ditch has not been recorded and evaluated.
- 5JF.318.1/South Boulder Diversion Canal.

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

- 5JF.53.3/Denver, Northwestern, & Pacific Railway Company
- 5JF.53.4/Denver, Northwestern, & Pacific Railway Company
- 5JF.250.6/Farmers' Highline Canal segment
- 5JF.250.7/Farmers' Highline Canal segment
- 5JF.267.1/Church Ditch segment
- 5JF.267.8/Church Ditch segment
- 5JF.519.8/Colorado Central Railroad
- 5JF.848.5/Welch Ditch segment
- 5JF.848.6/Welch Ditch segment
- 5JF.3195/Brooks Stone Circles Site

After review of the submitted information, we need additional information regarding the resources listed below.

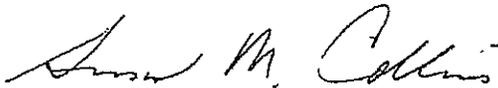
- 5JF.3928.1/Haines-Piquette Ditch segment. The survey form states that the ditch played a minor role in the history of high plains irrigation in Colorado. Please provide the history of the ditch and who (farmers or area) the ditch served. The ditch appears to have a good degree of integrity.
- 5JF.3929.1/Denver View Irrigation Ditch segment. The survey form states that the ditch played a minor role in the history of high plains irrigation in Colorado. Please provide the history of the ditch and who (farmers or area) the ditch served. The ditch appears to have a good degree of integrity.

We request being involved in the consultation process with the local government, which as stipulated in 36 CFR 800.3 is required to be notified of the undertaking, and with other consulting parties. Additional information provided by the local government or consulting parties might cause our office to re-evaluate our eligibility and potential effect findings.

Please note that our compliance letter does not end the 30-day review period provided to other consulting parties.

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

Sincerely,



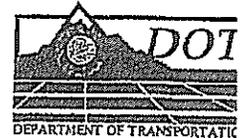
 Georgianna Contiguglia
State Historic Preservation Officer



STATE OF COLORADO

DEPARTMENT OF TRANSPORTATION

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



June 13, 2006

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

SUBJECT: Determinations of Eligibility and Additional Information for the Golden Fire Brick Plant (5JF3854), Northwest Corridor Environmental Impact Statement, Boulder, Broomfield and Jefferson Counties

Dear Ms. Contiguglia:

This letter and the attached survey report and site forms constitute a request for concurrence on eligibility determinations for historic properties associated with the project referenced above. Also included is additional information regarding the Golden Fire Brick Company, which you have requested. The Federal Highway Administration (FHWA), in cooperation with the Colorado Department of Transportation (CDOT) and the U.S. Army Corps of Engineers, is completing an EIS for the Northwest Corridor transportation alternatives between the Northwest Parkway near Broomfield, and C-470 near Golden. The proposed alternatives pass through portions of Boulder, Broomfield and Jefferson Counties.

Previous Section 106 Consultation

We consulted with your office regarding the Area of Potential Effects (APE) for this project in September 2005 and requested concurrence on eligibility for the Golden Fire Brick Company Plant (5JF3854) in March 2006. We have also conferred with four additional consulting parties—the City of Arvada, the City of Golden, the Town of Superior and the City of Westminster—regarding the APE and the Golden Fire Brick Company Plant.

Eligibility Determinations

The survey report, completed by historical consultant Jason Marmor in May 2006, resulted in the identification of 52 historic architectural resources (Table 5-1 in the report contains a comprehensive site list for both alignment alternatives). Six of these sites were previously recorded and forty-three were newly recorded. Three sites could not be fully recorded due to lack of access, and those resources were therefore not assigned site numbers and site forms are not included herewith; they will be documented and forms submitted to you once access issues have been resolved. Of the reevaluated properties, five (5JF2779, 5JF3854, 5JF994, 5JF1712, 5JF484) were documented on reevaluation forms and one (5JF2585) was recorded on a new architectural inventory form. Please note that two sites (5JF484 and 5JF2779) as well as one of the unnumbered localities (9175 Indiana St.) are common to both alignment alternatives. We have assessed nine properties as eligible for listing on the National Register of Historic Places (NRHP): 5JF2779, 5JF2585, 5JF994, 5JF1712, 5JF3873, 5JF3877, 5JF3880, 5JF3890 and 5JF3854 (the latter property is the Fire Brick Company, for which additional information is presented below). Please see the survey report for more information about the NRHP eligibility of these and the remaining non-eligible properties.

Revised Boundary, Golden Fire Brick Company Plant

In correspondence dated March 13 and March 16, 2006, you disagreed with FHWA and CDOT's determination that the Golden Fire Brick Company Plant (5JF3854) is *not eligible* and requested a site visit and additional information regarding that property. Historical consultant Jason Marmor, CDOT Historian Lisa Schoch, and Amy Pallante of your staff visited the property on March 15, 2006. Based on some additional research, we have provided a revised site form and a revised boundary for this property. Following are responses to your requests for additional information:

1) You requested additional data regarding the integrity of the brick yard south of the modern batch plant and inquired if the brick yard contributes to the overall Golden Fire Brick Company property.

Additional research using a 1951 high resolution aerial photo of the property (enclosed) revealed that the brick pallets currently located south of the modern batch plant were not in that location in 1951. The aerial photo shows the location of the railroad spur that extended from the batch plant toward what is now Golden Gate Road. As of 1951, the railroad spur was no longer in use, as evidenced by the truncation of the spur by a graded road. There is currently no evidence of the spur in this area. Based on the photo, we have determined that the bricks currently stored south of the batch plant were moved to this area sometime after 1951 but were not part of a designated brick yard or a loading area associated with the railroad. For these reasons, we have determined that the stockpiled bricks and the area surrounding them south of the batch plant do not contribute to the overall Golden Fire Brick Company Historic District.

2) You stated that the Manager's House and the Office/Garage are significant under NRHP Criteria A and C. The Manager's House is significant under Criterion A in the area of industry for its association with the Golden Fire Brick Plant Company, and under Criterion C as a good representative example of the Italian Renaissance style and for use of molded bricks made at the plant. The Office/Garage is eligible under Criterion A in the area of industry for its association with the Golden Fire Brick Company and under Criterion C as a good example of workmanship with regard to the use of decorative bricks made at the brick plant. We concur with these findings and have reflected these changes in the revised site form for the property.

3) Your response also requested a justification for the National Register boundary for the property. Based on additional research regarding the brick pallets south of the batch plant, we have revised the boundary such that it reflects a discontinuous historic district containing two spatially separate contributing features. A curvilinear boundary line was drawn to encompass the Manager's House and the surrounding mature trees, some of which appear to have been in that location at the time of the 1951 aerial photo. The boundary of the Office/Garage is an amorphous line drawn to encompass the main building, the rear boiler room, the truck scale, a swath of mature trees between the building and the modern batch plant, and the asphalt-paved area extending south of the building. Please see the attached aerial map of the historic district for more information.

We request your concurrence with the determinations of eligibility and the revised boundary for the Golden Fire Brick Plant Company as discussed herein. Your response is necessary for the Federal Highway Administration's compliance with Section 106 of the National Historic Preservation Act, and the Advisory Council on Historic Preservation's regulations. We have forwarded this information to the other Section 106 consulting parties for review and comment.

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

Very truly yours,



for Brad Beckham, Manager
Environmental Programs Branch

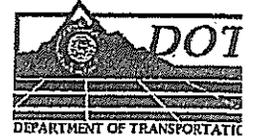
Enclosures: Historic Architectural Survey Report
 Site Forms for historic properties
 Aerial photograph

cc: Monica Pavlik, FHWA Colorado Division
 Steve Sherman, CDOT Region 6
 Jason Marmor, Felsburg Holt & Ljévig
 F/CF/RF

STATE OF COLORADO

DEPARTMENT OF TRANSPORTATION

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



June 14, 2006

Ms. Margaret Hansen
Historic Boulder, Inc.
4735 Walnut St, Suite #120
Boulder, CO 80301

SUBJECT: Section 106 Historic Properties Consultation, Northwest Corridor Environmental Impact Statement

Dear Ms. Hansen:

The Federal Highway Administration (FHWA), in cooperation with the Colorado Department of Transportation (CDOT) and the U.S. Army Corps of Engineers, is coordinating an Environmental Impact Statement (EIS) for the Northwest Corridor transportation alternatives between the Northwest Parkway near Broomfield, and C-470 near Golden, Colorado. The proposed alternatives pass through portions of Boulder, Jefferson and Broomfield Counties. As part of the EIS evaluation process, a review of historic properties is being conducted within 600 ft corridors encompassing each transportation alternative (see attached map). "Historic properties" are defined as historical or archaeological sites or structures that are listed or eligible for listing on the National Register of Historic Places (NRHP).

This project is sponsored by FHWA and therefore constitutes a federal undertaking requiring compliance with Section 106 of the National Historic Preservation Act, as amended (Section 106, 16 U.S.C. 470f) and its implementing regulations (36 CFR 800). We are seeking the assistance of local communities and historic preservation organizations in the identification of historic properties, and to help identify issues that may relate to the undertaking's potential effects on historic properties. Toward that end, FHWA and CDOT would like to formally offer Historic Boulder the opportunity to participate as a consulting party for the Section 106 compliance process, as provided in Section 800.3(f)(1) of the regulation.

Description of the Proposed Action

The agencies noted above have jointly initiated a project to prepare an EIS to explore development of major transportation improvements between C-470/Golden and the Northwest Parkway/Broomfield. Transportation improvements under consideration include freeway, tollway and transit options. Six alternatives are under review and are depicted on the attached maps. These include the No Action, Tollway, Freeway, Regional Arterial, Combined, and Modified Combined Alternatives. The Tollway and Freeway Alternatives follow the same alignment, extending from C-470 southeast of Golden following US Highway 6 and State Highway 93, then heading in a generally northeasterly trajectory across Leyden Gulch. They then follow Indiana Street along the east side of Rocky Flats, and head northeast on the west side of Great Western Reservoir, crossing Highways 128 and 36 before connecting with the Northwest Parkway in the vicinity of Broomfield. The Regional Arterial Alignment is similar to the Tollway/Freeway Alternatives but follows existing Highway 72 from SH 93 to Indiana Street rather than crossing Leyden Gulch. The Combined Alternative follows the same alignment as the Tollway/Freeway Alternatives but also includes improvements to Indiana and McIntyre Streets extending southward to SH 58. The Modified Combined Alternative is similar to the Combined Alternative with the exception of the

Flatirons/Interlocken area, where there will be at-grade lights and accesses to eliminate the large viaduct pass-throughs. Graphics depicting these alternatives are attached.

Historic Properties Identification

As part of our investigation for the EIS, we have conducted the following: 1) a file search through the Colorado Historical Society/Office of Archaeology and Historic Preservation to identify previously recorded historical and archaeological sites; 2) a reconnaissance ("windshield") survey of the transportation alternative corridors ("survey corridors") to identify buildings, structures and features (e.g., ditches) that appear to be at least 45 years old, followed by a review of county assessor's property records; 3) an intensive-level pedestrian archaeological resources survey; and 4) an intensive-level architectural resources survey of standing structures identified by the reconnaissance survey. To ensure that all historic properties are inventoried and considered in the EIS, we welcome your assistance by identifying any additional historic properties that exist within or near the survey corridors. The survey corridors are 600-ft wide, extending 300 ft on either side of the proposed roadway centerlines.

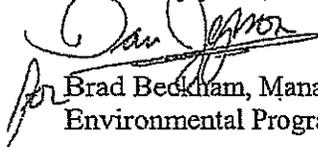
Section 106 Consultation

We are contacting local historical organizations to help identify any historic buildings, districts, sites, objects, or archaeological sites of significance within or near the survey corridors. We have conducted research on properties not previously evaluated for the NRHP within the project area to determine their architectural and historical significance. Our assessment of significance was based on established NRHP eligibility criteria. Any information you can provide will help ensure that important historical resources are considered.

We have consulted with the State Historic Preservation Officer (SHPO) regarding the Area of Potential Effects (APE) for this project. As defined in the Section 106 regulations, the APE is the "geographic area within which an undertaking may directly or indirectly cause alterations in the character or use of historic properties" (36CFR 800.16(d)). The attached map reflects the APE that was developed in consultation with SHPO. If you have any comments or questions about the APE, please inform us in writing.

If you are interested in participating as a consulting party for this project under the Section 106 guidelines, please respond in writing within 30 days of receipt of this letter to Lisa Schoch, CDOT Senior Staff Historian, at the address on the letterhead. We request that your response include a statement of demonstrated interest in historic properties associated with this project, as stipulated in the Section 106 regulation. If you require additional information or have any questions about the Section 106 process, please contact Ms. Schoch at (303) 512-4258.

Very truly yours,



Brad Beckham, Manager
Environmental Programs Branch

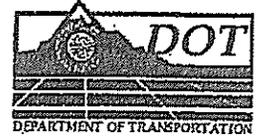
Enclosures: Maps of NW Corridor Alternatives
 Maps of Area of Potential Effects

cc: Monica Pavlik, FHWA Colorado Division
 Steve Sherman, CDOT Region 6
 Jason Marmor, Cultural Resources Task Manager, Feisburg Holt & Ullevig
 Carol Legard, FHWA Liaison, Advisory Council on Historic Preservation
 Georgianna Contiguglia, Colorado SHPO

STATE OF COLORADO

DEPARTMENT OF TRANSPORTATION

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



June 14, 2006

Ms. Denise Grimm
Historic Preservation Advisory Board
Boulder County Land Use Department
P.O. Box 471
Boulder, CO 80306

SUBJECT: Section 106 Historic Properties Consultation, Northwest Corridor Environmental Impact Statement

Dear Ms. Grimm:

The Federal Highway Administration (FHWA), in cooperation with the Colorado Department of Transportation (CDOT) and the U.S. Army Corps of Engineers, is coordinating an Environmental Impact Statement (EIS) for the Northwest Corridor transportation alternatives between the Northwest Parkway near Broomfield, and C-470 near Golden, Colorado. The proposed alternatives pass through portions of Boulder, Jefferson and Broomfield Counties. As part of the EIS evaluation process, a review of historic properties is being conducted within 600 ft corridors encompassing each transportation alternative (see attached map). "Historic properties" are defined as historical or archaeological sites or structures that are listed or eligible for listing on the National Register of Historic Places (NRHP).

This project is sponsored by FHWA and therefore constitutes a federal undertaking requiring compliance with Section 106 of the National Historic Preservation Act, as amended (Section 106, 16 U.S.C. 470f) and its implementing regulations (36 CFR 800). We are seeking the assistance of local communities and historic preservation organizations in the identification of historic properties, and to help identify issues that may relate to the undertaking's potential effects on historic properties. Toward that end, FHWA and CDOT would like to formally offer the Boulder County Historic Preservation Advisory Board the opportunity to participate as a consulting party for the Section 106 compliance process, as provided in Section 800.3(f)(1) of the regulation.

Description of the Proposed Action

The agencies noted above have jointly initiated a project to prepare an EIS to explore development of major transportation improvements between C-470/Golden and the Northwest Parkway/Broomfield. Transportation improvements under consideration include freeway, tollway and transit options. Six alternatives are under review and are depicted on the attached maps. These include the No Action, Tollway, Freeway, Regional Arterial, Combined, and Modified Combined Alternatives. The Tollway and Freeway Alternatives follow the same alignment, extending from C-470 southeast of Golden following US Highway 6 and State Highway 93, then heading in a generally northeasterly trajectory across Leyden Gulch. They then follow Indiana Street along the east side of Rocky Flats, and head northeast on the west side of Great Western Reservoir, crossing Highways 128 and 36 before connecting with the Northwest Parkway in the vicinity of Broomfield. The Regional Arterial Alignment is similar to the Tollway/Freeway Alternatives but follows existing Highway 72 from SH 93 to Indiana Street rather than crossing Leyden Gulch. The Combined Alternative follows the same alignment as the Tollway/Freeway

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Section 106 Consultation

We are contacting local historical organizations to help identify any historic buildings, districts, sites, objects, or archaeological sites of significance within or near the survey corridors. We have conducted research on properties not previously evaluated for the NRHP within the project area to determine their architectural and historical significance. Our assessment of significance was based on established NRHP eligibility criteria. Any information you can provide will help ensure that important historical resources are considered.

We have consulted with the State Historic Preservation Officer (SHPO) regarding the Area of Potential Effects (APE) for this project. As defined in the Section 106 regulations, the APE is the "geographic area within which an undertaking may directly or indirectly cause alterations in the character or use of historic properties" (36CFR 800.16(d)). The attached map reflects the APE that was developed in consultation with SHPO. If you have any comments or questions about the APE, please inform us in writing.

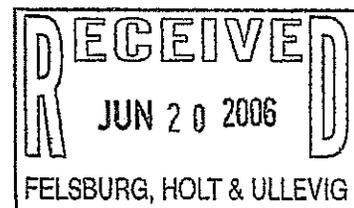
If you are interested in participating as a consulting party for this project under the Section 106 guidelines, please respond in writing within 30 days of receipt of this letter to Lisa Schoch, CDOT Senior Staff Historian, at the address on the letterhead. We request that your response include a statement of demonstrated interest in historic properties associated with this project, as stipulated in the Section 106 regulation. If you require additional information or have any questions about the Section 106 process, please contact Ms. Schoch at (303) 512-4258.

Very truly yours,


for Brad Beckham, Manager
Environmental Programs Branch

Enclosures: Maps of NW Corridor Alternatives/Survey Corridors
 Maps of Area of Potential Effects

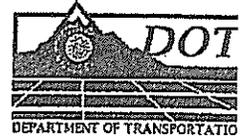
cc: Monica Pavlik, FHWA Colorado Division
 Steve Sherman, CDOT Region 6
 Jason Marmor, Cultural Resources Task Manager, Felsburg Holt & Ullevig
 Carol Legard, FHWA Liaison, Advisory Council on Historic Preservation
 Georgianna Contiguglia, Colorado SHPO



STATE OF COLORADO

DEPARTMENT OF TRANSPORTATION

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



June 14, 2006

Mr. Kim Grant
City of Arvada Finance Dept.
P.O. Box 8101
8101 Ralston Road
Arvada, CO 80001-8101

SUBJECT: Determinations of Eligibility and Additional Information for the Golden Fire Brick Plant (5JF3854), Northwest Corridor Environmental Impact Statement, Boulder, Broomfield and Jefferson Counties

Dear Mr. Grant:

Per your request to participate as a Section 106 consulting party, we request your comments on Determinations of Eligibility for the CDOT project referenced above. This submittal includes separate reports for archaeological and historic properties, summaries of which are provided below. Also included is additional information regarding the Golden Fire Brick Company Plant.

The Federal Highway Administration (FHWA), in cooperation with the Colorado Department of Transportation (CDOT) and the U.S. Army Corps of Engineers, is completing an EIS for the Northwest Corridor transportation alternatives between the Northwest Parkway near Broomfield, and C-470 near Golden. The proposed alternatives pass through portions of Boulder, Broomfield and Jefferson Counties.

Previous Section 106 Consultation

We consulted with you regarding the Area of Potential Effects (APE) for this project in September 2005 and requested your review of the National Register eligibility of the Golden Fire Brick Company Plant (5JF3854) in March 2006. We have also conferred with four additional consulting parties—the State Historic Preservation Officer (SHPO), the City of Westminster, the City of Golden, and the Town of Superior—regarding the APE and the Golden Fire Brick Company Plant (5JF3854). The SHPO requested additional information about 5JF3854, which is included herein.

Archaeology Survey Report

Centennial Archaeology, Inc., under contract to environmental and engineering consultant Felsburg, Holt, and Ullevig, conducted an intensive inventory of the alternative alignments in 2005. Thirty-nine archaeological sites and two isolated finds were reevaluated or newly-recorded during survey of the Area of Potential Effect, which corresponds to the proposed area of direct impacts. Four sites and one isolate are common to both alternatives. Twenty-nine sites and both isolated finds are assessed as not eligible for listing on the National Register of Historic Places (NRHP), whereas the remaining ten sites are evaluated as NRHP eligible (fives sites per alternative). The NRHP-eligible localities, all of which are in Jefferson County, include three segments of railroad (5JF53.3, 5JF53.4, 5JF519.8), six segments of three different historic irrigation ditches (5JF250.6, 5JF250.7, 5JF267.1, 5JF267.8, 5JF848.5, 5JF848.6) and one prehistoric stone circle site (5JF3195). Pages 7-2 and 7-3 in the report contain tables showing the breakdown of all documented resources by alternative. Detailed information concerning the

archaeological survey and all the sites summarized above is present in the report. We will coordinate with your office regarding effects to the NRHP-eligible archaeological resources once that information is available.

Historic Architectural Survey Report

The historic architectural survey report, completed by historical consultant Jason Marmor of Felsburg, Holt, and Ullevig in May 2006, resulted in the identification of 52 historic architectural resources (Table 5-1 in the report contains a comprehensive site list for both alignment alternatives). Six of these sites were previously recorded and forty-three were newly recorded. Three sites could not be fully recorded due to lack of access, and those resources were therefore not assigned site numbers and site forms are not included herewith; they will be documented and forms submitted to you once access issues have been resolved. Of the reevaluated properties, five (5JF2779, 5JF3854, 5JF994, 5JF1712, 5JF484) were documented on reevaluation forms and one (5JF2585) was recorded on a new architectural inventory form. Please note that two sites (5JF484 and 5JF2779) as well as one of the unnumbered localities (9175 Indiana St.) are common to both alignment alternatives. We have assessed nine properties as eligible for listing on the National Register of Historic Places (NRHP): 5JF2779, 5JF2585, 5JF994, 5JF1712, 5JF3873, 5JF3877, 5JF3880, 5JF3890 and 5JF3854 (the latter property is the Fire Brick Company, for which additional information is presented below). Please see the survey report for more information about the NRHP eligibility of these and the remaining non-eligible properties. We will coordinate with your office regarding effects to historic properties once that information is available.

Revised Boundary, Golden Fire Brick Company Plant

In correspondence dated March 13 and March 16, 2006, the SHPO disagreed with FHWA and CDOT's determination that the Golden Fire Brick Company Plant (5JF3854) is *not eligible* and requested a site visit and additional information regarding that property. Historical consultant Jason Marmor, CDOT Historian Lisa Schoch, and Amy Pallante of the SHPO staff visited the property on March 15, 2006. Based on some additional research, we have provided a revised site form and a revised boundary for this property. Following are responses to the SHPO requests for additional information:

1) SHPO requested additional information regarding the integrity of the brick yard south of the modern batch plant and wanted to know if the brick yard contributes to the overall Golden Fire Brick Company property.

Additional research using a historic (1951) high resolution aerial photo of the property (enclosed) revealed that the brick pallets currently located south of the modern batch plant were not in that location in 1951. The aerial photo shows the location of the railroad spur that extended from the batch plant toward what is now Golden Gate Road. As of 1951, the railroad spur was no longer in use, as evidenced by the truncation of the spur by a graded road. There is currently no evidence of the spur in this area. Based on the photo, we have determined that the bricks currently stored south of the batch plant were moved to this area sometime after 1951 but were not part of a designated brick yard or a loading area associated with the railroad. For these reasons, we have determined that the stockpiled bricks and the area surrounding them south of the batch plant do not contribute to the overall Golden Fire Brick Company Historic District.

2) The SHPO stated that the Manager's House and the Office/Garage are significant under NRHP Criteria A and C. The Manager's House is significant under Criterion A in the area of industry for its association with the Golden Fire Brick Plant Company, and under Criterion C as a good representative example of the Italian Renaissance style and for use of molded bricks made at the plant. The Office/Garage is eligible under Criterion A in the area of industry for its association with the Golden Fire Brick Company and

under Criterion C as a good example of workmanship with regard to the use of decorative bricks made at the brick plant. We concur with the SHPO findings and have reflected these changes in the revised site form for the property.

3) The SHPO response also requested a justification for the National Register boundary for the property. Based on additional research regarding the brick pallets to the south of the batch plant, we have revised the boundary such that it reflects a discontinuous historic district containing two spatially separate contributing features. A curvilinear boundary line was drawn to encompass the Manager's House and the surrounding mature trees, some of which appear to have been in that location at the time of the 1951 aerial photo. The boundary of the Office/Garage is an amorphous line drawn to encompass the main building, the rear boiler room, the truck scale, a swath of mature trees between the building and the modern batch plant, and the asphalt-paved area extending south of the building. Please see the attached aerial map of the historic district for more information.

As a local preservation group with a potential interest in these historic properties, we welcome your comments regarding our determinations of eligibility. Should you elect to respond, we request that you do so within 30 days of receipt of this letter. If you require additional information or have any questions, please contact Ms. Schoch at (303)512-4258.

Very truly yours,



Brad Beckham, Manager
Environmental Programs Branch

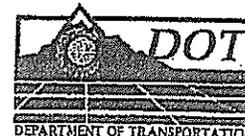
Enclosures: Historic Architectural Survey Report
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 Site Forms for historic properties

cc: Monica Pavlik, FHWA Colorado Division
 Steve Sherman, CDOT Region 6
 Jason Malmör, Felsburg Holt & Ullévig
 P/CF/RF

STATE OF COLORADO

DEPARTMENT OF TRANSPORTATION

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



June 14, 2006

Ms. Jennifer Dunn
Town of Superior
124 E. Coal Creek Drive
Superior, CO 80027

SUBJECT: Determinations of Eligibility and Additional Information for the Golden Fire Brick Plant (5JF3854), Northwest Corridor Environmental Impact Statement, Boulder, Broomfield and Jefferson Counties

Dear Ms. Dunn:

Per your request to participate as a Section 106 consulting party, we request your comments on Determinations of Eligibility for the CDOT project referenced above. This submittal includes separate reports for archaeological and historic properties, summaries of which are provided below. Also included is additional information regarding the Golden Fire Brick Company Plant.

The Federal Highway Administration (FHWA), in cooperation with the Colorado Department of Transportation (CDOT) and the U.S. Army Corps of Engineers, is completing an EIS for the Northwest Corridor transportation alternatives between the Northwest Parkway near Broomfield, and C-470 near Golden. The proposed alternatives pass through portions of Boulder, Broomfield and Jefferson Counties.

Previous Section 106 Consultation

We consulted with you regarding the Area of Potential Effects (APE) for this project in September 2005 and requested your review of the National Register eligibility of the Golden Fire Brick Company Plant (5JF3854) in March 2006. We have also conferred with four additional consulting parties—the State Historic Preservation Officer (SHPO), the City of Westminster, the City of Golden, and the City of Arvada—regarding the APE and the Golden Fire Brick Company Plant (5JF3854). The SHPO requested additional information about 5JF3854, which is included herein.

Archaeology Survey Report

Centennial Archaeology, Inc., under contract to environmental and engineering consultant Felsburg, Holt, and Ullevig, conducted an intensive inventory of the alternative alignments in 2005. Thirty-nine archaeological sites and two isolated finds were reevaluated or newly-recorded during survey of the Area of Potential Effect, which corresponds to the proposed area of direct impacts. Four sites and one isolate are common to both alternatives. Twenty-nine sites and both isolated finds are assessed as not eligible for listing on the National Register of Historic Places (NRHP), whereas the remaining ten sites are evaluated as NRHP eligible (fives sites per alternative). The NRHP-eligible localities, all of which are in Jefferson County, include three segments of railroad (5JF53.3, 5JF53.4, 5JF519.8), six segments of three different historic irrigation ditches (5JF250.6, 5JF250.7, 5JF267.1, 5JF267.8, 5JF848.5, 5JF848.6) and one prehistoric stone circle site (5JF3195). Pages 7-2 and 7-3 in the report contain tables showing the breakdown of all documented resources by alternative. Detailed information concerning the archaeological survey and all the sites summarized above is present in the report. We will coordinate

with your office regarding effects to the NRHP-eligible archaeological resources once that information is available.

Historic Architectural Survey Report

The historic architectural survey report, completed by historical consultant Jason Marmor of Felsburg, Holt, and Ullevig in May 2006, resulted in the identification of 52 historic architectural resources (Table 5-1 in the report contains a comprehensive site list for both alignment alternatives). Six of these sites were previously recorded and forty-three were newly recorded. Three sites could not be fully recorded due to lack of access, and those resources were therefore not assigned site numbers and site forms are not included herewith; they will be documented and forms submitted to you once access issues have been resolved. Of the reevaluated properties, five (5JF2779, 5JF3854, 5JF994, 5JF1712, 5JF484) were documented on reevaluation forms and one (5JF2585) was recorded on a new architectural inventory form. Please note that two sites (5JF484 and 5JF2779) as well as one of the unnumbered localities (9175 Indiana St.) are common to both alignment alternatives. We have assessed nine properties as eligible for listing on the National Register of Historic Places (NRHP): 5JF2779, 5JF2585, 5JF994, 5JF1712, 5JF3873, 5JF3877, 5JF3880, 5JF3890 and 5JF3854 (the latter property is the Fire Brick Company, for which additional information is presented below). Please see the survey report for more information about the NRHP eligibility of these and the remaining non-eligible properties. We will coordinate with your office regarding effects to historic properties once that information is available.

Revised Boundary, Golden Fire Brick Company Plant

In correspondence dated March 13 and March 16, 2006, the SHPO disagreed with FHWA and CDOT's determination that the Golden Fire Brick Company Plant (5JF3854) is *not eligible* and requested a site visit and additional information regarding that property. Historical consultant Jason Marmor, CDOT Historian Lisa Schoch, and Amy Pallante of the SHPO staff visited the property on March 15, 2006. Based on some additional research, we have provided a revised site form and a revised boundary for this property. Following are responses to the SHPO requests for additional information:

1) SHPO requested additional information regarding the integrity of the brick yard south of the modern batch plant and wanted to know if the brick yard contributes to the overall Golden Fire Brick Company property.

Additional research using a historic (1951) high resolution aerial photo of the property (enclosed) revealed that the brick pallets currently located south of the modern batch plant were not in that location in 1951. The aerial photo shows the location of the railroad spur that extended from the batch plant toward what is now Golden Gate Road. As of 1951, the railroad spur was no longer in use, as evidenced by the truncation of the spur by a graded road. There is currently no evidence of the spur in this area. Based on the photo, we have determined that the bricks currently stored south of the batch plant were moved to this area sometime after 1951 but were not part of a designated brick yard or a loading area associated with the railroad. For these reasons, we have determined that the stockpiled bricks and the area surrounding them south of the batch plant do not contribute to the overall Golden Fire Brick Company Historic District.

2) The SHPO stated that the Manager's House and the Office/Garage are significant under NRHP Criteria A and C. The Manager's House is significant under Criterion A in the area of industry for its association with the Golden Fire Brick Plant Company, and under Criterion C as a good representative example of the Italian Renaissance style and for use of molded bricks made at the plant. The Office/Garage is eligible under Criterion A in the area of industry for its association with the Golden Fire Brick Company and under Criterion C as a good example of workmanship with regard to the use of decorative bricks made at

the brick plant. We concur with the SHPO findings and have reflected these changes in the revised site form for the property.

3) The SHPO response also requested a justification for the National Register boundary for the property. Based on additional research regarding the brick pallets to the south of the batch plant, we have revised the boundary such that it reflects a discontinuous historic district containing two spatially separate contributing features. A curvilinear boundary line was drawn to encompass the Manager's House and the surrounding mature trees, some of which appear to have been in that location at the time of the 1951 aerial photo. The boundary of the Office/Garage is an amorphous line drawn to encompass the main building, the rear boiler room, the truck scale, a swath of mature trees between the building and the modern batch plant, and the asphalt-paved area extending south of the building. Please see the attached aerial map of the historic district for more information.

As a local preservation group with a potential interest in these historic properties, we welcome your comments regarding our determinations of eligibility. Should you elect to respond, we request that you do so within 30 days of receipt of this letter. If you require additional information or have any questions, please contact Ms. Schoch at (303)512-4258.

Very truly yours,



for Brad Beckham, Manager
Environmental Programs Branch

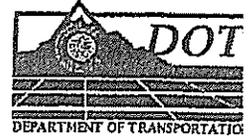
Enclosures: Historic Architectural Survey Report
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 Site Forms for historic properties

cc: Monica Pavlik, FHWA Colorado Division
 Steve Sherman, CDOT Region 6
 Jason Marmor, Felsbürg Hölz & Üllevig
 F/CF/RF

STATE OF COLORADO

DEPARTMENT OF TRANSPORTATION

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



June 14, 2006

Ms. Vicky Bunsen
City of Westminster
Department of Community Development
4800 S. 92nd Avenue
Westminster, CO 80031

SUBJECT: Determinations of Eligibility and Additional Information for the Golden Fire Brick Plant (5JF3854), Northwest Corridor Environmental Impact Statement, Boulder, Broomfield and Jefferson Counties

Dear Ms. Bunsen:

Per your request to participate as a Section 106 consulting party, we request your comments on Determinations of Eligibility for the CDOT project referenced above. This submittal includes separate reports for archaeological and historic properties, summaries of which are provided below. Also included is additional information regarding the Golden Fire Brick Company Plant.

The Federal Highway Administration (FHWA), in cooperation with the Colorado Department of Transportation (CDOT) and the U.S. Army Corps of Engineers, is completing an EIS for the Northwest Corridor transportation alternatives between the Northwest Parkway near Broomfield, and C-470 near Golden. The proposed alternatives pass through portions of Boulder, Broomfield and Jefferson Counties.

Previous Section 106 Consultation

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Revised Boundary, Golden Fire Brick Company Plant

In correspondence dated March 13 and March 16, 2006, the SHPO disagreed with FHWA and CDOT's determination that the Golden Fire Brick Company Plant (5JF3854) is *not eligible* and requested a site visit and additional information regarding that property. Historical consultant Jason Marmor, CDOT Historian Lisa Schoch, and Amy Pallante of the SHPO staff visited the property on March 15, 2006. Based on some additional research, we have provided a revised site form and a revised boundary for this property. Following are responses to the SHPO requests for additional information:

1) SHPO requested additional information regarding the integrity of the brick yard south of the modern batch plant and wanted to know if the brick yard contributes to the overall Golden Fire Brick Company property.

Additional research using a historic (1951) high resolution aerial photo of the property (enclosed) revealed that the brick pallets currently located south of the modern batch plant were not in that location in 1951. The aerial photo shows the location of the railroad spur that extended from the batch plant toward what is now Golden Gate Road. As of 1951, the railroad spur was no longer in use, as evidenced by the truncation of the spur by a graded road. There is currently no evidence of the spur in this area. Based on the photo, we have determined that the bricks currently stored south of the batch plant were moved to this area sometime after 1951 but were not part of a designated brick yard or a loading area associated with the railroad. For these reasons, we have determined that the stockpiled bricks and the area surrounding them south of the batch plant do not contribute to the overall Golden Fire Brick Company Historic District.

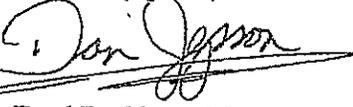
2) The SHPO stated that the Manager's House and the Office/Garage are significant under NRHP Criteria A and C. The Manager's House is significant under Criterion A in the area of industry for its association with the Golden Fire Brick Plant Company, and under Criterion C as a good representative example of the Italian Renaissance style and for use of molded bricks made at the plant. The Office/Garage is eligible under Criterion A in the area of industry for its association with the Golden Fire Brick Company and

under Criterion C as a good example of workmanship with regard to the use of decorative bricks made at the brick plant. We concur with the SHPO findings and have reflected these changes in the revised site form for the property.

3) The SHPO response also requested a justification for the National Register boundary for the property. Based on additional research regarding the brick pallets to the south of the batch plant, we have revised the boundary such that it reflects a discontinuous historic district containing two spatially separate contributing features. A curvilinear boundary line was drawn to encompass the Manager's House and the surrounding mature trees, some of which appear to have been in that location at the time of the 1951 aerial photo. The boundary of the Office/Garage is an amorphous line drawn to encompass the main building, the rear boiler room, the truck scale, a swath of mature trees between the building and the modern batch plant, and the asphalt-paved area extending south of the building. Please see the attached aerial map of the historic district for more information.

As a local preservation group with a potential interest in these historic properties, we welcome your comments regarding our determinations of eligibility. Should you elect to respond, we request that you do so within 30 days of receipt of this letter. If you require additional information or have any questions, please contact Ms. Schoch at (303)512-4258.

Very truly yours,


Brad Beckham, Manager
Environmental Programs Branch

Enclosures: Historic Architectural Survey Report
 Archaeological Survey Report
 Site Forms for historic properties

cc: Monica Pavlik, FHWA Colorado Division
 Steve Sherman, CDOT Region 6
 Jason Marmor, Felsburg Holt & Ullévig
 F/CF/RF



**COLORADO
HISTORICAL
SOCIETY**

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

June 27, 2006

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

Re: CDOT Project STU R600-214, Northwest Corridor Environmental Impact Statement
(CHS #42356)

Dear Mr. Beckham,

Thank you for your correspondence dated June 12, 2006 and received by our office on June 13, 2006 regarding the above-mentioned project. Due to the large size of the submission, we are requesting an additional two weeks to review the project.

Thank you for consideration regarding this project. If we may be of further assistance, please contact Amy Pallante, our Section 106 Compliance Coordinator, at (303) 866-4678.

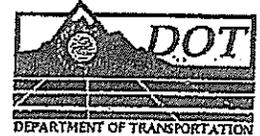
Sincerely,

Amy Pallante
Compliance Coordinator

STATE OF COLORADO

DEPARTMENT OF TRANSPORTATION

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



July 13, 2006

Mr. Steve Glueck
City of Golden
1445 10th Street
Golden, CO 80401

SUBJECT: Section 106 Consultation Issues, Additional Information for the Golden Fire Brick Plant (5JF3854), and Determinations of Eligibility, Northwest Corridor Environmental Impact Statement, Boulder, Broomfield and Jefferson Counties

Dear Mr. Glueck:

Thank you for your letters dated September 26, 2005 regarding the project Area of Potential Effects (APE) and April 7, 2006 regarding the determination of eligibility for the Golden Fire Brick Company Plant (5JF3854). We apologize for the delay in our response to your concerns regarding historic properties issues associated with this project. This letter includes responses to your specific concerns as well as eligibility determinations for archaeological and historic properties. Enclosed are separate reports for archaeological and historic properties, summaries of which are provided below. Also included is additional information regarding the Golden Fire Brick Company Plant.

As you know, the Federal Highway Administration (FHWA), in cooperation with the Colorado Department of Transportation (CDOT) and the U.S. Army Corps of Engineers, is completing an EIS for the Northwest Corridor transportation alternatives between the Northwest Parkway near Broomfield, and C-470 near Golden. The proposed alternatives pass through portions of Boulder, Broomfield and Jefferson Counties.

PREVIOUS SECTION 106 CONSULTATION

We consulted with you regarding the project APE in September 2005 and requested your review of the National Register eligibility of the Golden Fire Brick Company Plant (5JF3854) in March 2006. We have also conferred with four additional consulting parties—the State Historic Preservation Officer (SHPO), the City of Westminster, the City of Golden, and the City of Arvada—regarding the APE and the Golden Fire Brick Company Plant (5JF3854).

AREA OF POTENTIAL EFFECTS

In your September 2005 and April 2006 responses, you disagreed with the proposed APE boundary for historic properties and requested that the boundary be expanded to include “the entire area between North and South Table Mountains on the East and the tops of the foothills on the West.” You stated that the existing APE addresses direct effects and some indirect effects but does not address all indirect effects, including visual, noise, and air pollution. You also indicated that the “proposed project has the potential to have significant detrimental impacts to the City’s extensive historic resources well beyond the narrow APE identified by CDOT.” Based on the completed land use, traffic, visual, and noise analyses that will ultimately be discussed in the DEIS, we do not believe that there will be any significant direct or indirect effects on the City of Golden’s historic properties beyond the immediate project area and the APE

boundary. However, in order to better assist us in our analysis of the APE, we ask that you provide us with any additional information regarding the historic resources of concern to you so we can more specifically assess the potential for effects to those properties.

SECTION 106 CONSULTATION

We would also like to address comments in your April 7, 2006 letter in which you object to the idea that an exchange of letters constitutes "consultation" as outlined in the Section 106 regulations. Under 36 CFR 800.16(f), consultation is defined as "the process of seeking, discussing, and considering the views of other participants, and, where feasible, seeking agreement with them regarding matters arising in the Section 106 process." At this time, we feel we have appropriately launched the Section 106 consultation process, that we are providing the City of Golden with opportunities to review and comment on historic properties issues associated with the project, and that we have also considered your views regarding specific elements of the Section 106 process. The Section 106 process is still in progress and there will be additional opportunities to review and exchange information in the future.

GOLDEN FIRE BRICK COMPANY PLANT

Your April 7, 2006 letter included specific questions regarding the Golden Fire Brick Company Plant, so the following responses correspond with specific bullets listed in your letter.

Bullet 3) You indicated that the City of Golden required a list of all properties and the survey report in order to assess the Golden Fire Brick Company Plant property. The survey report and associated site forms are enclosed with this submittal for your review. These materials address properties that were intensively surveyed within the proposed APE for the project.

Bullet 4) You inquired why a new site number was designated for the Golden Fire Brick property. The original site number was assigned to the brickyard manager's house, and for the current survey, a new number was assigned to address the larger property that includes this house. This change was made in consultation with staff from the Colorado Historical Society/Office of Archaeology and Historic Preservation and we do not believe it has any bearing on how the property was evaluated for eligibility. We also believe that our original site form adequately addressed the reasons for changing the site number.

Bullets 5-9) You expressed specific concerns regarding the evaluation of the Golden Fire Brick Company Plant property. We have made revisions to the property boundary and eligibility determination, which are outlined below and reflected in a revised site form for the property.

Revised Boundary and Eligibility, Golden Fire Brick Company Plant

Based on comments from the State Historic Preservation Officer (SHPO) regarding the Golden Fire Brick Company Plant, FHWA and CDOT revised the boundary and eligibility determination for this property, follows:

1) The SHPO requested additional information regarding the brick pallets in the field south of the modern batch plant, so additional research was conducted to determine if this area should be included in the property boundary. Research using a historic (1951) high resolution aerial photo of the property (enclosed) revealed that the brick pallets currently located south of the modern batch plant were not in that location in 1951. The aerial photo shows the location of the railroad spur that extended from the batch plant toward what is now Golden Gate Road. As of 1951, the railroad spur was no longer in use, as evidenced by the truncation of the spur by a graded road. There is currently no evidence of the spur in this area. Based on the photo, we have determined that the bricks currently stored south of the batch plant were moved to this area sometime after 1951 but were not part of a designated brick yard or loading area

associated with the railroad. For these reasons, we have determined that the stockpiled bricks and the area surrounding them south of the batch plant do not contribute to the overall Golden Fire Brick Company Historic District.

2) FHWA and CDOT have determined that the Manager's House is significant under National Register of Historic Places (NRHP) Criterion A in the area of industry for its association with the Golden Fire Brick Plant Company, and under Criterion C as a good representative example of the Italian Renaissance style and for use of molded bricks made at the plant. The Office/Garage is eligible under Criterion A in the area of industry for its association with the Fire Brick Company and under Criterion C as a good example of workmanship with regard to the use of decorative bricks made at the brick plant. This change in eligibility is reflected in the revised site form for the property.

3) Based on additional research regarding the brick pallets to the south of the batch plant, and in consultation with SHPO, we have revised the boundary such that it reflects a discontinuous historic district containing two spatially separate contributing features. This boundary was also revised based on the fact that the integrity of the overall brick manufacturing plant outside of the two standing structures has been greatly diminished by the removal of all the kilns, brick drying sheds, and brick storage sheds that were once located where the concrete batch plant now stands. A curvilinear boundary line was drawn to encompass the Manager's House and the surrounding mature trees, some of which appear to have been in that location at the time of the 1951 aerial photo. The boundary of the Office/Garage is an amorphous line drawn to encompass the main building, the rear boiler room, the truck scale, a swath of mature trees between the building and the modern batch plant, and the asphalt-paved area extending south of the building. Please see the attached aerial map of the historic district for more information.

ELIGIBILITY DETERMINATIONS

Archaeology Survey Report

Centennial Archaeology, Inc., under contract to environmental and engineering consultant Felsburg, Holt, and Ullevig, conducted an intensive inventory of the alternative alignments in 2005. Thirty-nine archaeological sites and two isolated finds were reevaluated or newly-recorded during survey of the APE, which corresponds to the proposed area of direct impacts (a slightly different APE than the one established for the history inventory). Four sites and one isolate are common to both alternatives. Twenty-nine sites and both isolated finds are assessed as not eligible for listing on the NRHP, whereas the remaining ten sites are evaluated as NRHP eligible (fives sites per alternative). The NRHP-eligible localities, all of which are in Jefferson County, include three segments of railroad (5JF53.3, 5JF53.4, 5JF519.8), six segments of three different historic irrigation ditches (5JF250.6, 5JF250.7, 5JF267.1, 5JF267.8, 5JF848.5, 5JF848.6) and one prehistoric stone circle site (5JF3195). Pages 7-2 and 7-3 in the report contain tables showing the breakdown of all documented resources by alternative. Detailed information concerning the archaeological survey and all the sites summarized above is present in the report. We will coordinate with you regarding effects to the NRHP-eligible archaeological resources once that information is available.

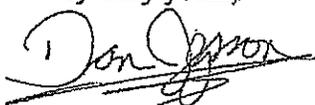
Historic Architectural Survey Report

The historic architectural survey report, completed by historical consultant Jason Marmor of Felsburg, Holt, and Ullevig in May 2006, resulted in the identification of 52 historic architectural resources (Table 5-1 in the report contains a comprehensive site list for both alignment alternatives). Six of these sites were previously recorded and forty-three were newly recorded. Three sites could not be fully recorded due to lack of access, and those resources were therefore not assigned site numbers and site forms are not included herewith; they will be documented and forms submitted to you once access issues have been

resolved. Of the reevaluated properties, five (5JF2779, 5JF3854, 5JF994, 5JF1712, 5JF484) were documented on reevaluation forms and one (5JF2585) was recorded on a new architectural inventory form. Please note that two sites (5JF484 and 5JF2779) as well as one of the unnumbered localities (9175 Indiana St.) are common to both alignment alternatives. We have assessed nine properties as eligible for listing on the National Register of Historic Places (NRHP): 5JF2779, 5JF2585, 5JF994, 5JF1712, 5JF3873, 5JF3877, 5JF3880, 5JF3890 and 5JF3854 (the latter property is the Golden Fire Brick Company, for which additional information is presented above). Please see the survey report for more information about the NRHP eligibility of these and the remaining non-eligible properties. We will coordinate with you regarding effects to historic resources once that information is available.

As a local preservation group with a potential interest in these historic properties, we welcome your comments regarding our determinations of eligibility. Should you elect to respond, we request that you do so within 30 days of receipt of this letter. If you require additional information or have any questions, please contact Ms. Schoch at (303)512-4258.

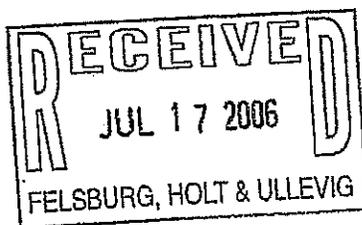
Very truly yours,

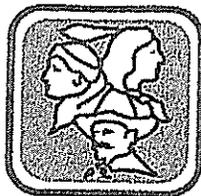


Brad Beckham, Manager
Environmental Programs Branch

Enclosures: Historic Architectural Survey Report
 Archaeological Survey Report
 Site Forms for historic properties

cc: Monica Pavlik, FHWA Colorado Division
 Steve Sherman, CDOT Region 6
 Jason Marmor, Felsburg Holt & Ullevig
 F/CF





COLORADO HISTORICAL SOCIETY

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

July 20, 2006

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

Re: Northwest Corridor Environmental Impact Statement; Determinations of Eligibility and Additional Information. (CHS #42356)

Dear Mr. Beckham,

Thank you for your correspondence dated June 13, 2006 and received by our office on that same date regarding the above mentioned project.

After review of the submitted information, we concur that the resources listed below are *eligible* for listing in the National Register of Historic Places (NRHP).

- 5JF.2585/Bonvue or Ramstetter Ranch
- 5JF.2779/Church/McKay Ranch
- 5JF.3854/Brick Plant Manager's House
- 5JF.994/Pearce's Grocery Store
- 5JF.1712/Ralston Presbyterian Church. Please note that page 2 of the Cultural Resource Re-evaluation Form was not included in the submission.
- 5JF.3873/14801-14803 Indiana Street. Please note that page 2 of the Architectural Inventory Form is not included in the submission. Item 44 was checked "not eligible," but after referring to your cover letter and survey report, staff has changed the mark to "eligible" on the Architectural Inventory Form.
- 5JF.3877/5675 McIntyre Street
- 5JF.3880/5440 McIntyre Street
- 5JF.3890/5035 McIntyre Street

After review of the information provided by your office, we concur that the resources listed below are *not eligible* for listing in the NRHP.

- 5JF.3849/8018 SH 93
- 5JF.3850/6809 SH 93
- 5JF.3851/5898 SH 93
- 5JF.3855/8701 Indiana Street
- 5JF.3856/8473 Indiana Street
- 5JF.3857/8010 Indiana Street
- 5JF.3859/7950 Indiana Street
- 5JF.3863/7777 Indiana Street
- 5JF.3864/7780 Indiana Street
- 5JF.3865/7760 Indiana Street

- 5JF.3866/7750 Indiana Street
- 5JF.3868/7650 Indiana Street
- 5JF.3869/7601 Indiana Street
- 5JF.3870/7550 Indiana Street
- 5JF.3871/7531 Indiana Street
- 5JF.3872/7521 Indiana Street
- 5JF.484/Stone House. Please note that page 3 of the Cultural Resource Re-evaluation Form was not included in the submission.
- 5JF.3874/14900 W. 72nd Avenue
- 5JF.3875/14910 W. 72nd Avenue
- 5JF.3876/14950 W. 72nd Avenue
- 5JF.3878/5565 McIntyre Street
- 5JF.3879/5555 McIntyre Street
- 5JF.3883/5221 McIntyre Street
- 5JF.3884/5213 McIntyre Street
- 5JF.3885/5211 McIntyre Street
- 5JF.3889/5080 McIntyre Street
- 5JF.3891/5000 McIntyre Street
- 5JF.3893/4900 McIntyre Street
- 5JF.3894/4395 McIntyre Street

After review of the submitted information, we need additional information for the resources listed below.

- 5JF.3858/7995 Indiana Street. According to Item 42 of the inventory form, the resource is representative of a "common form of vernacular domestic architecture in Colorado," and lacks the distinctive design attributes of that architecture. However, the form does not include the name of the type of architecture or its character-defining features. Also, it is not clear how the integrity of the architecture was evaluated when Item 43 states that access was not available to the resource and that the integrity evaluation is uncertain.
- 5JF.3860/7890 Indiana Street. The submission of the Architectural Inventory Form does not appear to be complete. Page 1 and 2 of the form are submitted, but the remaining part of the form is not with the submission. The submitted part of the form ends at Item 38.
- 5JF.3861 and 5JF.3862. These two-post WWII residences are located next to each other, but are described as not being within "an assemblage of properties associated with a common significant historical trend..." Post-WWII housing is recognized as a significant theme in history and according to the inventory forms these resources are associated with this theme and maintain good integrity. Please clarify if these two resources are located within a larger post-WWII residential historic district and whether or not that historic district is a good representative example of post-WWI housing in Colorado.
- 5JF.3867/7700 Indiana Street. Item 42 of the Architectural Inventory Form states that the resource has good integrity but is not significant because the resource is a "simplified and relatively late example of Colonial Revival-style domestic architecture." We request clarification in the statement of significance. What was the period of significance for the Colonial Revival Style in this area and is this a good example of that style, even if it is simple in design?
- 5JF.3881/5400 McIntyre Street. Items 35 through 47 are not included in the Architectural Inventory Form submission.
- 5JF.3882/5265 McIntyre Street. According to the Architectural Inventory Form, the residence was remodeled during the 1920s and auxiliary buildings constructed during that period to function as a dairy farm, "and the property has been associated with early Jefferson County's agricultural era." Many of the additions and alterations to the main house occurred during the historic period and the additions or alterations of the outbuildings were not specified, but appear to have taken place during the 1920s, all within the historic period. It is not clear from Item 42 why this resource is not a good example of a dairy farm in Jefferson County. The question of whether or not it is representative of a dairy farm seems to be based only on architectural

integrity. Does this farm have the significant character-defining features for a dairy farm in Jefferson County? Was it compared to other dairy farms within the same period of significance in Jefferson County?

- 5JF.3886/5101 McIntyre Street. Please note that Items 21 through 31 and 43 through 53 are missing from the submission. It is not clear from the inventory form when the additions to the farmhouse were added, although the additions look to be during the historic period from the provided photographs. We request additional justification on the Statement of Significant (Item 42). How was the significance of the resource evaluated when Item 34 states that "no readily available historic for the property or its past and present owners was used." It is not clear if the property was evaluated under National Register Criterion A?
- 5JF.3892/4990-4998 McIntyre Street. According to the Architectural Inventory Form, the main farmhouse is described as "Vernacular Wood Frame." It is difficult to determine if the property is a significant property type from the photographs and the survey form does not specify what type. In order to better evaluate the significance, please determine the architectural type, such as pyramidal cottage. It is important to determine significance of the architectural type more than the "importance" of the type. The resource could be very common, but still be significant under architecture. We need more information regarding the date of the additions. The form presumes them as not historic which then lessens the integrity of the house. This is an important point, and we would like additional information regarding the construction date of the additions and if they were constructed during the historic period of the house. We understand that written history for the additions may not exist, but as was done in 5JF.3850, we recommend that observations be made on the date of the additions. The survey form mentions historic cast concrete gate posts (Item 23), but does not evaluate these features for eligibility.

After review of submitted information, we do not concur with the proposed finding of eligibility for the resources listed below.

- 5JF.3887/5100 McIntyre Street. We do not concur with the proposed finding of not eligible for the NRHP for this resource. In our opinion, this resource is a good representative example of a pyramidal cottage featuring a hipped roof, center chimney, wood cladding, one-over-one double-hung wood windows, and off-center door which indicates no central hallway on the interior. The pyramidal cottage was a common house type built during the early 20th Century. In our opinion, a "common" or "simple house form" can be significant under architecture because of its simple nature, such as vernacular resources. In our opinion, this resource retains a high degree of integrity and is eligible under National Register Criterion C for architecture.
- 5JF.3888/5075 McIntyre Street. We do not concur with the proposed finding of not eligible for the NRHP for this resource. In our opinion, the main residence is a good representative example of the hall-parlor type featuring Folk-Victorian style elements. The resource appears to have rear and side additions constructed during the historic period and also illustrate the common building campaigns of such a vernacular-type house.

The Architectural Inventory Form states that the converted barn or second dwelling was moved to the property c.1988. Was the property evaluated strictly under National Register Criterion A for architecture as a good example of the Dutch Colonial style?

After review of the additional information submitted regarding resources 5JF.3928.1/Haines-Piquette Ditch and 5JF.39329.1, we concur that the segments lack integrity and do not support the overall eligibility of the entire linear resources.

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

We request being involved in the consultation process with the local government, which as stipulated in 36 CFR 800.3 is required to be notified of the undertaking, and with other consulting parties. Additional information provided by the local government or consulting parties might cause our office to re-evaluate our eligibility and potential effect findings.

Please note that our compliance letter does not end the 30-day review period provided to other consulting parties.

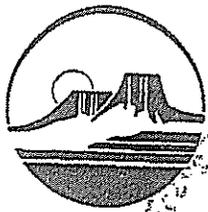
If we may be of further assistance, please contact Amy Pallante, our Section 106 Compliance Coordinator, at (303) 866-4678.

Sincerely,



for

Georgianna Contiguglia
State Historic Preservation Officer



City of Golden

911 10TH ST. GOLDEN, CO 80
TEL: 303-384-8000
FAX: 303-384-8001
WWW.CITYOFGOLDEN.NET

July 24, 2006

Brad Beckham, Manager
Environmental Programs Branch
Department of Transportation
4201 E. Arkansas Avenue
Denver, CO 80401

Re: Section 106 Issues

Dear Mr. Beckham:

The City of Golden is in receipt of your July 13, 2006 letter on the above referenced matters. The City will be reviewing both the July 13th letter as well as the 400-500 pages of included documents in detail and will be preparing specific responses. The City will also obtain the input of its Historical Preservation Board. Due to the complexity of the issues associated with the determination of the Area of Potential Effects, the volume of previously unseen material subject to review, the need to consult with the Board and the critical nature of the issues at stake to the present and future integrity of Golden's historic and archeologic resources, it will be impossible to complete the review and return comments in the 30 day time period specified in your letter. Rather, the City requests at least 60 days, or until September 15, 2006 to deliver such comments.

We know that you recognize the need to afford participants in this process a reasonable opportunity to participate to ensure the integrity of the process. We will forward such comments to you at our earliest convenience based upon the requested schedule.

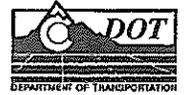
Sincerely,

Michael C. Bestor
City Manager

MEMORANDUM

DEPARTMENT OF TRANSPORTATION

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



DATE: July 31, 2006

TO: Jim Paulmeno **Attn:** Steve Sherman

FROM: Dan Jepsen 

SUBJECT: Determinations of Eligibility for Archaeological Resources, Project STU R600-214, Northwest Corridor EIS

Attached for your files are copies of Section 106 correspondence from the Environmental Programs Branch and State Historic Preservation Officer (SHPO) regarding the National Register of Historic Places (NRHP) eligibility of archaeological resources for the project referenced above. Of the 39 archaeological sites and two isolated finds located within the Area of Potential Effect, 10 sites have been determined eligible for listing on the NRHP, all of which are in Jefferson County. The eligible resources include three segments of historic railroad grade (5JF53.3, 5JF53.4, 5JF519.8), six segments of historic irrigation ditches (5JF250.6, 5JF250.7, 5JF267.1, 5JF267.8, 5JF848.5, 5JF848.6), and one prehistoric stone circle site (5JF3195). The remaining sites and isolates are not NRHP eligible. The SHPO has concurred with all of these evaluations.

Please ensure that the project consultant includes this memo and the attached correspondence in the Agency Correspondence appendix of the EIS. (Also, note that the July 20, 2006, letter from SHPO contains information about the NRHP eligibility of both archaeological and historic resources, as there was some overlap in the SHPO review process for separate CDOT submittals. Information specific to archaeological resources in that letter is highlighted in yellow.)

If you have questions or concerns regarding the eligibility determinations outlined herein, please contact me at (303)757-9631.

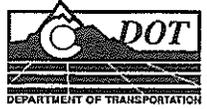
Attachments

cc: CF

STATE OF COLORADO

DEPARTMENT OF TRANSPORTATION

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



June 12, 2006

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

SUBJECT: Additional Information, CDOT Project STU R600-214, Northwest Corridor
Environmental Impact Statement, Boulder, Broomfield and Jefferson Counties

Dear Ms. Contiguglia:

In your letter dated May 25, 2006, related to the eligibility of archaeological sites associated with the project referenced above, you requested additional information for three sites (5JF3914.1, 5JF3928.1 and 5JF3929.1), all of which are segments of irrigation ditches.

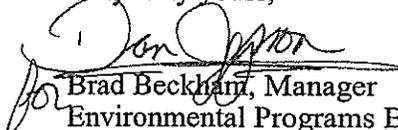
5JF3914.1 (Unnamed ditch): You requested clarification of the exact location of the recorded segment. A revised copy of the pertinent 7.5' USGS topographic quadrangle is enclosed that shows the beginning and ending points of the segment.

5JF3928.1 (Haines-Piquette Ditch) and 5JF3929.1 (Denver View Ditch): You requested additional history for each of these ditches, including who or what they served. However, we are confident that all available sources have been adequately investigated for these features, and that this information is present on the site forms previously submitted. By searching the database of the Colorado Division of Water Resources and contacting the appropriate water commissioner (and other local officials) for any additional information, we have made a reasonable and good faith effort to recover the historical background of these minor ditches, and consequently have exhausted the available data sources. In fact, the Division of Water Resources does not contain any written information whatsoever related to the Denver View Ditch; the minimal data we obtained was derived entirely from personal communication with the water commissioner, as noted under Item 15 of the Linear Component Form. We are therefore unable, as you requested in your letter, to "provide the history of the ditch[es] and who (farmers or area) [they] served," as this data is simply not available.

We continue to maintain that neither 5JF3928.1 nor 5JF3929.1 retain sufficient integrity to support the eligibility of the entire length of each ditch.

We again request your concurrence with the eligibility determinations for 5JF3928.1 and 5JF3929.1 outlined above, and also want to ensure that the site map provided for 5JF3914.1 is sufficient. Please notify us at your earliest opportunity regarding these issues. If you have questions, please contact Cultural Resource Section Manager Dan Jepson at (303)757-9631.

Very truly yours,

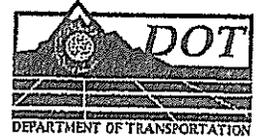

Brad Beckham, Manager
Environmental Programs Branch

Enclosure

MEMORANDUM

DEPARTMENT OF TRANSPORTATION

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



DATE: August 3, 2006
TO: Steve Sherman, Region 6
FROM: Lisa Schoch, Environmental Programs Branch
SUBJECT: SHPO and City of Golden Response, Northwest Corridor EIS, Determinations of Eligibility and Additional Information

SHPO Response

The SHPO has reviewed the eligibility determinations and additional information submitted for the project referenced above. I've attached the response letter for your review. As you can see, starting on page 2 there are a number of requests for additional information and a list of properties (5100 McIntyre Street (5JF3887), and 5075 McIntyre (5JF3888)) for which the SHPO disagreed with our determinations of eligibility. The letter also includes a response regarding the eligibility of two properties (5JF3928.1 and 5JF3939.1) identified in the archaeological survey.

You'll note that the letter does not address the revised boundary of the Golden Fire Brick Plant property (5JF3854). I have emailed Amy Pallante at SHPO requesting their comments on that property since we will need to resolve the boundary issue in order to complete both the Section 106 effects analysis and to know whether there will be Section 4(f) issues with this property.

I've sent a copy of this letter to Jason Marmor at FHU so that he can begin to collect the additional information requested by SHPO and prepare a draft response regarding these properties.

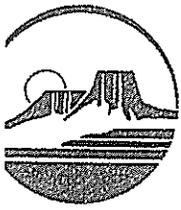
City of Golden Response

I've also received a response from the City of Golden in which they request additional time to complete their review of the submitted eligibility materials—extending their review period to September 15, 2006. Given that we extended the deadline for SHPO, I don't have any issues with extending their review time but we should discuss how this fits into the overall schedule for the project.

Consulting Party Responses

Aside from the City of Golden, I have not received any comments on the eligibility determinations from the other consulting parties, including the City of Arvada, the Town of Superior, and the City of Westminster. These parties were given the 30-day review period as outlined in the Section 106 regulations. As of late July, this review period ended and I do not anticipate any comments from these parties.

cc: File/CF/RF



City of
Golden

PLANNING & DEVELOPMENT

TEL: 303-384-8097

PUBLIC WORKS

TEL: 303-384-8151

1445 10TH ST. GOLDEN, CO 80401

FAX: 303-384-8161

www.cityofgolden.net

August 30, 2006

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

Re: Section 106 Consultation Issues, Area of Potential Effects, Determinations of Eligibility, Northwest Corridor Environmental Impact Statement

Dear Mr. Beckham:

The City of Golden has completed an initial review of your July 13, 2006 transmittal regarding the Historic and Archeological Resources associated with the Northwest Corridor EIS. The City's primary response to this information is to note and agree with the statement contained several times in both the historic and archeological survey reports that the information contained therein is not complete, and that the several "areas and properties that remain subject to potential project impacts will require intensive-level survey in the near future to assure the identification and evaluation of all cultural resources potentially subject to project impacts". (Section 1-1 Historic Resources Survey Report). It is clear from the reports that the evaluation and consultation process is far from complete, and that it continues to be timely for Golden to inquire about basic issues of concern as well as report details, as follows:

- Clearly, the consultation process is still on-going, and the City has a significant concerns about the manner in which Golden's comments have not been reflected in the summary document. At the least, Section 106 of the National Historic Preservation Act requires a good faith effort on your part for such consultation, which good faith effort the City will continue to request.
- The definition of the Area of Potential Effects (APE) is but one area of consultation where the results to date have not been satisfactory. As described by the Section 106 Handbook for Participants in the 106 Review, the consultation should have begun in earnest with Step 1 - the Initiation of the Process. The criteria and process of identifying the APE should have been discussed long before there were reconnaissance surveys being completed for DEIS alignments. In this case, the decision to perform a reconnaissance survey for a 600 foot wide corridor along the DEIS alignments as sufficient for archeological resources, and as a "starting point" for historic resources was based only on consultation with the SHPO, with no effort to review this determination with Golden and possibly to lessen the need to perform additional intensive-level surveys.

- The further decision to “refine” the APE to the very narrow corridors shown on Figures 5 through 17 of the Historic Resources Survey Report is again not based upon any local consultation, and does not reflect any discussion of indirect effects on adjacent or nearby resources. As will be discussed again later, the reconnaissance survey review for the APE should have included a great many known historic resources within close proximity to the project area, within the Colorado School of Mines campus and the 8th and 12th Street Historic Districts.
- Section 3 of the Historic Resources Survey Report also raises a number of questions about the appropriateness of the project results. Section 3.1 of this document purports to describe the process for the initial determination and later refinement of the APE. This document does not acknowledge, respond to, or include in any way Golden’s concerns about the APE as detailed in 2005. It is the obligation of the report to document such “consultation”. Golden was further not consulted at all in the archival research for development of a narrative historic context.
- In Section 5 on page 5-1, the location of the Golden Fire Brick Company is incorrectly labeled as the east side of SH 93, when it is located on the west side of SH 93.
- Federal law defines “adverse effects” in terms of how the integrity of a historic resource is affected. Such effects can include not only the specific location and setting of the resource, but also the feeling and association of the resource. The setting, feeling and association of such resources can clearly be affected by construction activity, noise, air pollution, and other factors. The complete lack of discussion of any adverse indirect effects in the definition of the APE, as well as in the reconnaissance or intensive-level surveys reflects a significant problem for the project.

The City of Golden also has a few comments on the Archeological Resources Survey Report, as follows:

- Like the other report, Section 1-1 clearly indicates that the survey and evaluation process is incomplete, and that the consultation and evaluation will continue. The Abstract page of the document has already recommended avoidance for all eligible archeological resources. It is critical that the consultation continue to assure that this recommendation is carried out.
- The maps (Figures 1.6 thru 1.21) have been reduced, are no longer at a scale of 1:24,000, and do not meet the SHPO’s requirements for format. In addition the totally inconsistent legend and shading of every map is extremely confusing and should be totally redone.
- Section 3.1.3 describes the methodology for the initial file search. This section on page 3-19 indicates that for the 5% of the corridor that had been previously surveyed, there were 25 previously recorded sites. Section 6.0 (page 6-1) indicates that the evaluation of the entire balance of the corridor (95% of the corridor area by admission in section 3.1.3) resulted in the identification of 14 additional sites. This result appears to be statistically improbable. The methodology described in section 5.2 of using 30 meter transects may in part

explain the extremely low number of additional sites identified, and is cause for concern regarding the study results.

- The information on page 3-20 pertaining to the former townsite of Golden Gate City is extremely disconcerting. To mention the existence of the archeological resource and note its location literally under the proposed roadway alignment, without even an attempt to investigate the site is indicative of incomplete and suspect methodology and results.

Your July 13, 2006 letter further invites additional information by Golden regarding the APE, but indicates that your belief, that there will not be any "significant direct or indirect effects on the City of Golden's historic properties beyond the immediate project area and the APE", is based upon the completed land use, traffic, visual, and noise analyses that will ultimately be discussed in the DEIS. It was certainly not appropriate for you to make such a determination without even evaluating and acknowledging the extent and location of such historic resources, however, the bigger problem is the implication that we are to accept the determination that no properties outside the initial 600 foot project corridor are adversely impacted based upon unreleased analyses that we may not even see until the release of the DEIS. We also note with concern that the July 13, 2006 letter does not mention air pollution impacts in your determination. The determination of the APE should be based upon a bona fide review of historic integrity and possible impacts, and such determination should be clearly defined by this time in the process, not based upon a determination whose rationale and justification will not be known until release of a DEIS. To that end we are enclosing a map of the appropriately defined APE as well as listings of historic resources that need to be evaluated within the APE.

Needless to say, the City remains concerned with the process and results of this aspect of the EIS process, and recommends that you need to address the many points contained herein, as well as beginning the evaluation process for the National Register 12th Street Historic District, as well as the locally designated 8th and 9th Street Historic District, and the many other known historic resources within the corrected APE. For your benefit, we have attached three spreadsheets listing survey information for properties with these two districts, and the other resources.

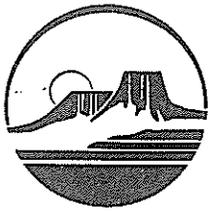
Again, please advise us of your intended actions to correct the many issues identified above, as well as to continue the consultation regarding the necessary additions to the APE and the subsequent survey and analyses.

Sincerely,



Steve Glueck,

Director of Planning and Development



City of
Golden

PLANNING & DEVELOPMENT

TEL: 303-384-8097

PUBLIC WORKS

TEL: 303-384-8151

1445 10TH ST. GOLDEN, CO 80401

FAX: 303-384-8161

www.cityofgolden.net

October 4, 2006

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

Re: Section 106 Follow-up Information

Dear Mr. Beckham:

On September 20, 2006, City of Golden staff met with representatives of CDOT and the Colorado Historical Society regarding questions raised by the City of Golden's August 30, 2006 letter pertaining to on-going Section 106 issues. Several topics were discussed, which are to be documented in meeting minutes that Jason D. Marmor from Felsburg, Holt, and Ulevig is to prepare.

Among the many topics discussed was the status and process for evaluating indirect effects to historic and archeologic resources. CDOT representatives were clear that such evaluation had not been performed, but that such an effort was to occur. This discussion was in the context of a review of Golden's concerns about the Area of Potential Effect (APE). The primary result of the discussion was the commitment by CDOT to evaluate potential indirect effects on a number of historic properties in the area seen by Golden as likely to suffer significant indirect effects. In that discussion, Golden offered to provide a list of candidate parcels for such evaluation.

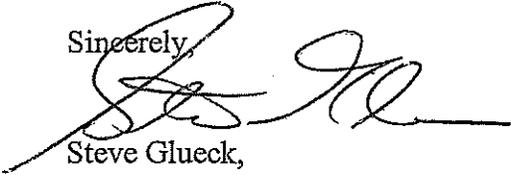
In researching the list of properties to suggest for such evaluation, City staff chose to include primarily sites that have been officially determined by CHS to be eligible for inclusion on the National Register. The sites hereby submitted include the following:

- A group of contributing structures within the National Register 12th Street Historic District. To assist your efforts, copies of survey forms are provided.
- A group of individual properties found to be officially eligible by CHS. The information provided includes print outs from the CHS web site containing survey and other information.
- The third group of properties include Colorado School of Mines structures. Although many of these have not been surveyed, they are significant elements of the community. For these structures, we request that you evaluate CHS site 5JF.471.1, as well as Chauvenet Hall (1904), Guggenheim Hall (1906), Steinhauer Field House (1937), and Stratton Hall (1902).

CDOT's evaluation of these properties for potential effects will significantly improve the comprehensiveness of the Section 106 effort.

Please advise us of your intended actions to regarding the above, as well as the continued consultation regarding the overall Section 106 process.

Sincerely,



Steve Glueck,
Director of Planning and Development



COLORADO
HISTORICAL
SOCIETY

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

April 25, 2007

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

RE: Determination of Effects and Notification of Section 4(f) De Minimis, Northwest Corridor
Environmental Impact Statement. (CHS #42356)

Dear Mr. Beckham,

Thank you for your additional information correspondence dated April 17, 2007 and received
by our office on April 18, 2007 regarding the above mentioned project.

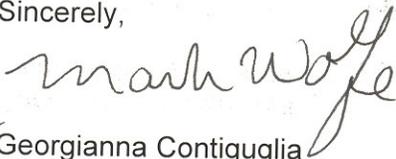
After review of the provided information, we do not object to the proposed historic
boundary for resource 5JF.2585/Ramstetter Ranch. In regards to the Assessment of
Adverse Effect we concur with the finding of *no adverse effect* under Section 106 of the
National Historic Preservation Act for each alternative for resource 5JF.2585/Ramstetter
Ranch.

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

We request additional consultation regarding the resource listed above. We also request
being involved in the consultation process with the local government, which as stipulated
in 36 CFR 800.3 is required to be notified of the undertaking, and with other consulting
parties. Additional information provided by the local government or consulting parties
might cause our office to re-evaluate our eligibility and potential effect findings.

Please note that our compliance letter does not end the 30-day review period provided
to other consulting parties. If we may be of further assistance, please contact Amy
Pallante, our Section 106 Compliance Coordinator, at (303) 866-4678.

Sincerely,



for Georgianna Contiguglia
State Historic Preservation Officer



Northwest Corridor
A TRANSPORTATION ENVIRONMENTAL STUDY

NATIVE AMERICAN CONSULTATION DOCUMENTATION



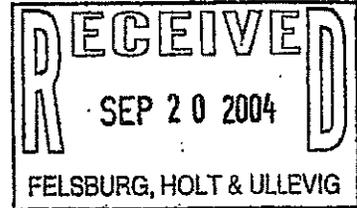
Route Slip

Federal Highway Administration
Colorado Federal Aid Division

Date: 9/15/2004

From: Mike Vanderhoof, Env. Program Manage
(720) 963-3013.

To: Daniel Jepson, CDOT Env. Programs
Steve Sherman, CDOT Region 6 Env.
Jason Marmor, Felsburg, Holt and Ullevig ✓



- | | |
|--|---|
| <input type="checkbox"/> Per Your Request | <input type="checkbox"/> For Your Signature |
| <input checked="" type="checkbox"/> For Your Information | <input type="checkbox"/> Comment |
| <input type="checkbox"/> Per Our Conversation | <input type="checkbox"/> Take Appropriate Action |
| <input type="checkbox"/> Note and Return | <input type="checkbox"/> Prepare Reply for Signature of |
| <input type="checkbox"/> Discuss With Me | |
| <input type="checkbox"/> For your Approval | |

Remarks:

Attached is a copy of a letter dated September 1, 2004, from our office to Mr. Alonzo Chalepah, regarding the Northwest Corridor. Also attached is a list of individuals who received an identical letter and copy notations were made as appropriate from the additional list attached.

cc: Jean Wallace, FHWA

MR WILLIAM L PEDRO
NAGPRA REPRESENTATIVE
CHEYENNE & ARAPAHO TRIBES
OF OKLAHOMA
PO BOX 41
CONCHO OK 73022

MR JOE BIG MEDICINE
NAGPRA REPRESENTATIVE
CHEYENNE & ARAPAHO TRIBES
OF OKLAHOMA
500 S LEACH, APT 36
WATONGA OK 73772

MR ALONZO SANKEY
NAGPRA REPRESENTATIVE
CHEYENNE & ARAPAHO TRIBES/OKLA
P. O. BOX 836
CANTON, OK 73724

MR GORDON YELLOWMAN
NHPA/TRANSPORTATION PLANNER
CHEYENNE & ARAPAHO TRIBES/OKLA
ROADS CONSTRUCTION PROGRAM
PO BOX 137
CONCHO OK 73022

MR GILBERT BRADY
TRIBAL HISTORIC PRESERVATION
OFFICER
NORTHERN CHEYENNE TRIBE
P.O. BOX 128
LAMB DEER MT 59043

REVEREND GEORGE DAINGKAU
NAGPRA REPRESENTATIVE
KIOWA TRIBE OF OKLAHOMA
118 N STEPHENS
HOBART OK 73015

MR JIMMY ARTERBERRY
THPO/NAGPRA - DIRECTOR
COMANCHE NATION OF OK
PO BOX 908
LAWTON OK 73502

MR ROBERT GOGGLES
NAGPRA REPRESENTATIVE
NORTHERN ARAPAHO TRIBE
PO BOX 396
FORT WASHAKIE, WY 82514

MR HOWARD BROWN, CHAIR
ECONOMIC DEVELOPMENT COMMISSION
NORTHERN ARAPAHO TRIBE
PO BOX 9079
ARAPAHOE, WY 82510

MR. ELBERT LE BEAU, THPO
CHEYENNE RIVER SIOUX TRIBE
PO BOX 590
EAGLE BUTTE, SD 57625

MR NEIL CLOUD
NAGPRA REPRESENTATIVE
CULTURE PRESERVATION OFFICE
SOUTHERN UTE INDIAN TRIBE
P.O. BOX 737
IGNACIO, CO 81137

MS BETSY CHAPOOSE, DIRECTOR
CULTURAL RIGHTS & PROTECTION
OFFICE
NORTHERN UTE TRIBE
PO BOX 190
FT DUCHESNE UT 84026

MR TERRY G KNIGHT
NAGPRA REPRESENTATIVE
UTE MOUNTAIN UTE INDIAN TRIBE
PO BOX 102
TOWAOC, CO 81334

TIM MENTZ
STANDING ROCK SIOUX TRIBE
CULTURAL RESOURCE PLANNER
PO BOX D
FT YATES, ND 58538

TERRY GRAY
(ROSEBUD SIOUX)
NAGPRA COORDINATOR
SGU HERITAGE CENTER
BOX 675 - RSTSCRM COMMITTEE
ROSEBUD SD 57555

MR. HOWARD RICHARDS
CHAIRMAN
SOUTHERN UTE INDIAN TRIBE
BOX 737
CANCION, CO 81137

MR HAROLD CUTHAIR
UTE MOUNTAIN UTE TRIBE
PO BOX 348
TOWAOC CO 81334

MS MAXINE NATCHEES
CHAIRWOMAN, UINTAH & OURAY
TRIBAL BUSINESS COMMITTEE
PO BOX 190
FT DUCHESNE UT 84026

MR. BURTON HUTCHINSON
CHAIRMAN, NORTHERN
ARAPAHO TRIBE BUSINESS COUNCIL
P.O. BOX 396
FORT WASHAKIE, WY 82514

MR. BILL BLIND, VICE CHAIRMAN
CHEYENNE AND ARAPAHO BUSINESS
COMMITTEE, CHEYENNE AND ARAPAHO TRIBES
OF OKLAHOMA
P.O. BOX 38
CONCHO, OK 73022

MS. GERI SMALL
CHAIRWOMAN
NORTHERN CHEYENNE TRIBE
P.O. BOX 128
LAME DEER, MT 59043

MR. HAROLD C. FRAZIER, CHAIRMAN
CHEYENNE RIVER SIOUX TRIBAL COUNCIL
P.O. BOX 590
EAGLE BUTTE, SD 57625

MR. ALONZO CHALEPAH, CHAIRMAN
APACHE TRIBE OF OKLAHOMA
PO BOX 1220
ANADARKO, OK 73005

MR. BILLY EVANS HORSE, CHAIRMAN
KIOWA TRIBE OF OKLAHOMA
P.O. BOX 369
CARNEGIE, OK 73015

MR. WALLACE COFFEY
CHAIRMAN, COMANCHE TRIBAL
BUSINESS COMMITTEE
P. O. BOX 908
LAWTON, OK 73502

MR. CHARLES W. MURPHY
CHAIRMAN, STANDING
ROCK SIOUX TRIBAL COUNCIL
P.O. BOX D
FORT YATES, ND 58538

MR. CHARLES COLOMBE, PRESIDENT
ROSEBUD SIOUX TRIBE
P.O. BOX 430
ROSEBUD, SD 57570

MS. ELAINE ATZITTY
COUNCIL REPRESENTATIVE
WHITE MESA UTE TRIBAL COUNCIL
PO BOX 7096
WHITE MESA, UT 84511

CHAIRMAN
CROW CREEK SIOUX TRIBAL COUNCIL
P.O. BOX 658
FORT THOMPSON, SD 57325

MR. JOHN YELLOWBIRD, PRESIDENT
OGLALA SIOUX TRIBAL COUNCIL
P.O. BOX H
PINE RIDGE, SD 57770

Original Letters Mailed
to all of the above

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

PROJECT: Northwest Corridor Environmental Impact Statement

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

Signed: _____

Name and Title

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

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

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

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

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

Yes No If yes, please explain.

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

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

Yes No If yes, please explain.

Please complete and return this form within 60 days via US Mail or fax to:

Dan Jepson, Section 106 Native American Liaison
Colorado Department of Transportation
Environmental Programs Branch
4201 E. Arkansas Ave.
Denver, CO 80222
FAX: (303)757-9445

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

PROJECT: Northwest Corridor Environmental Impact Statement

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

Signed: [Signature]
Name and Title

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

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

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

No known area however our ancestors did travel through out the area.

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

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

Yes No If yes, please explain.

CONFIDENTIALITY OF INFORMATION [36 CFR §800.11(e)]

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

Yes No If yes, please explain.

Please complete and return this form within 60 days via US Mail or fax to:

Dan Jepson, Section 106 Native American Liaison
Colorado Department of Transportation
Environmental Programs Branch
4201 E. Arkansas Ave.
Denver, CO 80222
FAX: (303)757-9445

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

PROJECT: Northwest Corridor Environmental Impact Statement

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

Signed: Neel R. Placed - NAGPRA COOR.
Name and Title

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

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

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

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

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

Yes No If yes, please explain.

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

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

Yes No If yes, please explain.

Please complete and return this form within 60 days via US Mail or fax to:

Dan Jepson, Section 106 Native American Liaison
Colorado Department of Transportation
Environmental Programs Branch
4201 E. Arkansas Ave.
Denver, CO 80222
FAX: (303)757-9445

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

PROJECT: Northwest Corridor Environmental Impact Statement

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

Signed: [Signature] CRST THPO
Name and Title

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

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

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

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

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

Yes No If yes, please explain. *We may have information to assist with development of this project.*

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

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

Yes No If yes, please explain. *We are protected under FOIA all information should and will be considered confidential.*

Please complete and return this form within 60 days via US Mail or fax to:

Dan Jepson, Section 106 Native American Liaison
Colorado Department of Transportation
Environmental Programs Branch
4201 E. Arkansas Ave.
Denver, CO 80222
FAX: (303)757-9445



U.S. Department
Of Transportation
Federal Highway
Administration

Colorado Federal Aid Division
12300 West Dakota Avenue
Suite 180
Lakewood, CO 80228

September 1, 2004

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

Dear Mr. Chalepah:

Subject: Request for Section 106 Consultation, Northwest
Corridor Environmental Impact Statement, Boulder,
Broomfield and Jefferson Counties, Colorado

The Federal Highway Administration (FHWA), in cooperation with the Colorado Department of Transportation (CDOT), is preparing an Environmental Impact Statement (EIS) to address transportation improvements in portions of Boulder, Broomfield and Jefferson Counties, Colorado. The purpose of the Northwest Corridor project is to enhance transportation system connections between the western terminus of the existing Northwest Parkway alignment in Broomfield County and the freeway system of State Highways 58 and 470, and Interstate 70 to the south in Jefferson County (please refer to the enclosed map). Improvements to this fast-growing and congested area in the northwest Denver metropolitan area are needed in order to address existing and foreseeable capacity and accessibility issues. Pursuant to the National Environmental Policy Act (NEPA) of 1969 and the Council on Environmental Quality implementing regulations (40 CFR 1500-1508), FHWA and CDOT are documenting the potential social, economic and environmental consequences of this action in an EIS.

The FHWA will serve as the lead agency for this project, and CDOT staff will facilitate the tribal consultation process. The agencies are seeking the participation of regional tribal governments as described in Section 106 of the National Historic Preservation Act implementing regulations 36 CFR 800 et seq. As a consulting party, you are offered the opportunity to identify traditional cultural and religious properties, evaluate significance of these properties and how the project affects them. If it is found that the project will impact historic properties that are eligible for inclusion on the National Register of Historic Places, your role in the consultation process includes participation in resolving how to avoid, minimize, and mitigate the impacts. With your participation in the proposed undertaking, we can more effectively avoid and minimize our impacts on areas important to tribal governments.



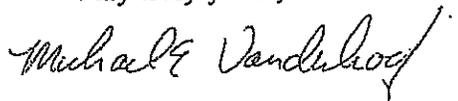
The Area of Potential Effect (APE) for the undertaking, as defined by 36 CFR 800.16(d), has not been defined because of the large size of the study area, which is located in the northwest Denver suburbs. It is important to note that the APE will be defined later in the process and will be much more refined than the area identified on the enclosed map. A comprehensive survey and assessment of historic properties within the APE has therefore not yet been conducted. Once this task has been completed, all interested parties and consulting tribes will be apprised of the results and asked to comment. We would appreciate receiving any information you have that may assist us in locating cultural resources in this area, so that they may be considered with other known resources.

The EIS process will entail an analysis of the cumulative effects of the undertaking, which will include past, present and reasonably foreseeable future projects. If you have any input on issues of concern from the standpoint of cumulative impacts, please let us know. Also, the Northwest Corridor area is home to a number of American Indian people. As such, if you are aware of members of your tribe living in proximity to the study area who would be interested in participating in the NEPA consultation process on some level, please notify us so that we can facilitate that interaction.

We are committed to ensuring that tribal governments are informed of and involved in decisions that may impact places that have significance to one or more tribes. If you are interested in becoming a consulting party for the Northwest Corridor EIS, please complete and return the enclosed Consultation Interest Response Form to CDOT Native American liaison Dan Jepson within 60 days of receipt (the mailing address and facsimile number for Mr. Jepson are listed at the bottom of that sheet). Mr. Jepson can also be reached via E-mail at Daniel.Jepson@dot.state.co.us or by telephone at (303) 757-9631. The 60-day period has been established to encourage your participation at this stage in project development. Failure to respond within this time frame will not prevent your tribe from becoming a consulting party at a later date. However, studies and decision-making will proceed, and it may become difficult to reconsider previous determinations or findings, unless significant new information is introduced.

Thank you for considering this request for consultation.

Very truly yours,


for Douglas Bennett
Acting Division Administrator

Enclosures

cc: Jean Wallace, FHWA
Daniel Jepson, CDOT Env. Programs
Steve Sherman, CDOT Region 6 Env.
Jason Marmor, Felsburg, Holt and Ullevig

STATE OF COLORADO

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



U.S. Department
of Transportation
**Federal Highway
Administration**



Colorado Federal Aid Division
12300 W. Dakota Ave., Suite 180
Lakewood, CO 80228

July 24, 2006

Mr. Albert M. LeBeau III, THPO
Cheyenne River Sioux Tribe
P.O. Box 590
Eagle Butte, SD 57625

SUBJECT: Eligibility and Effects Determinations for Archaeological Resources, Northwest Corridor
Environmental Impact Statement, Broomfield, Boulder and Jefferson Counties, Colorado

Dear Mr. LeBeau:

In December 2004, the Cheyenne River Sioux Tribe elected to become a consulting party for the Colorado Department of Transportation (CDOT) project referenced above, under the terms of Section 106 of the National Historic Preservation Act. As a consulting tribe you are offered the opportunity to review the results obtained from the historic property surveys completed within the project area. Over 90 sites and isolated finds were documented during the field inventories, of which only one (5JF3195, Brookes Stone Circle site) exhibits materials related to Native American occupation. Enclosed for your review is a copy of the archaeological resources inventory report, which contains a description of and management recommendations for 5JF3195, as well as copies of both the original site form and the recent reevaluation form for the site.

The Brookes Stone Circle site (5JF3195), which was originally documented in 2003, contains over 100 complete and partial stone circles in a 62-acre area (see page 6-22 in the report and the separate site form). Of the few artifacts present on the site surface, none were temporally diagnostic and consequently the age of the site is unknown. Nonetheless, this cluster of stone circles is one of the largest and most intact along the foothills of the Rocky Mountains, and it was previously determined eligible for listing on the National Register of Historic Places. CDOT and the Federal Highway Administration (FHWA) concur with this evaluation.

Site 5JF3195 is located in proximity to, but outside of, one of the alignment alternatives presently under consideration for the Northwest Corridor project. As such CDOT and FHWA have made the determination that the site will be completely avoided, regardless of which alternative is eventually selected as preferred. With regard to the Brookes Stone Circle site specifically, no historic properties will be affected.

As a consulting tribe we welcome your comments regarding the eligibility and effects documentation related to 5JF3195 and any of the historic resources (i.e., ditches, railroad grades, residential structures, etc.) identified within the Area of Potential Effects established for the project. If you elect to submit comments in response to this letter, we ask that you do so within 45 days of the date of this letter. Comments should be directed to me at the CDOT mailing address on the letterhead.

Mr. LeBeau
July 24, 2006
Page 2

Should you have questions or require clarification regarding anything contained in this transmittal, please contact me by phone at (303)757-9631 or via Email at daniel.jepson@dot.state.co.us. Thank you for your time in considering this request for comment.

Sincerely,

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

Dan Jepson, Senior Staff Archaeologist
Section 106 Tribal Liaison

Enclosures

cc: M. Vanderhoof (FHWA)
CF

STATE OF COLORADO

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



U.S. Department
of Transportation
**Federal Highway
Administration**



Colorado Federal Aid Division
12300 W. Dakota Ave., Suite 180
Lakewood, CO 80228

July 24, 2006

Mr. Neil B. Cloud, NAGPRA Coordinator
Southern Ute Indian Tribe
P.O. Box 737
Ignacio, CO 81137

SUBJECT: Eligibility and Effects Determinations for Archaeological Resources, Northwest Corridor
Environmental Impact Statement, Broomfield, Boulder and Jefferson Counties, Colorado

Dear Mr. Cloud:

In October 2004, the Southern Ute Indian Tribe elected to become a consulting party for the Colorado Department of Transportation (CDOT) project referenced above, under the terms of Section 106 of the National Historic Preservation Act. As a consulting tribe you are offered the opportunity to review the results obtained from the historic property surveys completed within the project area. Over 90 sites and isolated finds were documented during the field inventories, of which only one (5JF3195, Brookes Stone Circle site) exhibits materials related to Native American occupation. Enclosed for your review is a copy of the archaeological resources inventory report, which contains a description of and management recommendations for 5JF3195, as well as copies of both the original site form and the recent reevaluation form for the site.

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As a consulting tribe we welcome your comments regarding the eligibility and effects documentation related to 5JF3195 and any of the historic resources (i.e., ditches, railroad grades, residential structures, etc.) identified within the Area of Potential Effects established for the project. If you elect to submit comments in response to this letter, we ask that you do so within 45 days of the date of this letter. Comments should be directed to me at the CDOT mailing address on the letterhead.

Mr. Cloud
July 24, 2006
Page 2

Should you have questions or require clarification regarding anything contained in this transmittal, please contact me by phone at (303)757-9631 or via Email at daniel.jepson@dot.state.co.us. Thank you for your time in considering this request for comment.

Sincerely,

A handwritten signature in black ink that reads "Dan Jepson". The signature is written in a cursive style and is underlined with two horizontal lines.

Dan Jepson, Senior Staff Archaeologist
Section 106 Tribal Liaison

Enclosures

cc: M. Vanderhoof (FHWA)
CF

STATE OF COLORADO

DEPARTMENT OF TRANSPORTATION

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



U.S. Department
of Transportation
**Federal Highway
Administration**



Colorado Federal Aid Division
12300 W. Dakota Ave., Suite 180
Lakewood, CO 80228

July 24, 2006

Ms. Ruth Toahty, Interim NAGPRA Coordinator
Comanche Nation of Oklahoma
P.O. Box 908
Lawton, OK 73502

SUBJECT: Eligibility and Effects Determinations for Archaeological Resources, Northwest Corridor
Environmental Impact Statement, Broomfield, Boulder and Jefferson Counties, Colorado

Dear Ms. Toahty:

In September 2004, the Comanche Nation elected to become a consulting party for the Colorado Department of Transportation (CDOT) project referenced above, under the terms of Section 106 of the National Historic Preservation Act. As a consulting tribe you are offered the opportunity to review the results obtained from the historic property surveys completed within the project area. Over 90 sites and isolated finds were documented during the field inventories, of which only one (5JF3195, Brookes Stone Circle site) exhibits materials related to Native American occupation. Enclosed for your review is a copy of the archaeological resources inventory report, which contains a description of and management recommendations for 5JF3195, as well as copies of both the original site form and the recent reevaluation form for the site.

The Brookes Stone Circle site (5JF3195), which was originally documented in 2003, contains over 100 complete and partial stone circles in a 62-acre area (see page 6-22 in the report and the separate site form). Of the few artifacts present on the site surface, none were temporally diagnostic and consequently the age of the site is unknown. Nonetheless, this cluster of stone circles is one of the largest and most intact along the foothills of the Rocky Mountains, and it was previously determined eligible for listing on the National Register of Historic Places. CDOT and the Federal Highway Administration (FHWA) concur with this evaluation.

Site 5JF3195 is located in proximity to, but outside of, one of the alignment alternatives presently under consideration for the Northwest Corridor project. As such CDOT and FHWA have made the determination that the site will be completely avoided, regardless of which alternative is eventually selected as preferred. With regard to the Brookes Stone Circle site specifically, no historic properties will be affected.

As a consulting tribe we welcome your comments regarding the eligibility and effects documentation related to 5JF3195 and any of the historic resources (i.e., ditches, railroad grades, residential structures, etc.) identified within the Area of Potential Effects established for the project. If you elect to submit comments in response to this letter, we ask that you do so within 45 days of the date of this letter. Comments should be directed to me at the CDOT mailing address on the letterhead.

Ms. Toahy
July 24, 2006
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Should you have questions or require clarification regarding anything contained in this transmittal, please contact me by phone at (303)757-9631 or via Email at daniel.jepson@dot.state.co.us. Thank you for your time in considering this request for comment.

Sincerely,

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Dan Jepson, Senior Staff Archaeologist
Section 106 Tribal Liaison

Enclosures

cc: M. Vanderhoof (FHWA)
CF



Northwest Corridor
A TRANSPORTATION ENVIRONMENTAL STUDY

Local Agency
Section 4(f)
De Minimis

CONSULTATION
DOCUMENTATION



January 3, 2007

Dave Kuehn, District Manager
Prospect Recreation and Park District
4198 Xenon Street
Wheat Ridge, CO 80033

RE: Determination of Impacts to Section 4(f) Protected Resources

The Northwest Corridor Environmental Impact Study is currently evaluating four alternatives to provide transportation improvements to the western metropolitan area to relieve congestion, improve traffic circulation, capacity, and safety. Part of this project involves the Prospect Trail located west of McIntyre Street between 50th Avenue and Table Mountain Parkway. This trail is considered a protected recreational resource under federal regulations referred to as Section 4(f) which prohibits use of parks, recreational properties, wildlife refuges and historic properties. To facilitate selection of the Northwest Corridor project alternatives under this regulation, a de minimis impact finding can be requested of the Federal Highway Administration, which states that the impact to the recreational resource is minor after consideration of mitigation measures to either minimize impacts or to enhance the resource. To meet this request, CDOT must have the agreement of Prospect Recreation and Parks District that the impacts to the property (after mitigation) would not adversely affect the activities, features and attributes that qualify the trail for protection under Section 4(f).

This letter requests your concurrence that the impacts resulting from the proposed build alternatives for the Northwest Corridor transportation project, after agreed upon mitigation measures, as described below, will not adversely affect the activities, features and attributes that qualify this property for protection under Section 4(f).

Impact: Approximately 200 feet or an estimated 0.09 acre of the trail would be impacted by the proposed roadway widening at McIntyre Parkway. Toe of fill slopes are expected to extend into the property far enough to partially obliterate the current trail alignment.

Mitigation: CDOT, upon completion of the NEPA process and Record of Decision, will acquire a new trail easement suitable for comparable trail use from the current landowners and re-build the trail to standards as agreed to by CDOT and Prospect Recreation and Park District.



December 6, 2006

Dave Kuehn, District Manager

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CDOT respectfully requests your concurrence with these findings.

Sincerely,

A handwritten signature in blue ink, appearing to read "William McDonnell".

William McDonnell
NWC Project Manager

Prospect Recreation and Park District agrees that the use of the above mentioned Section 4(f) resource, in consideration of the mitigation measures, does not adversely affect the activities, features and attributes that qualify these resources for protection under Section 4(f).

Signatory, Title

Date

cc: