

NORTH



120TH AVENUE TO SH 7



Historic Resources Report



RECORD OF DECISION 2

FINAL September 28, 2015

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Appendix

Appendix A. Section 106 Consultation Documentation

1.0 PURPOSE OF DOCUMENT

This report documents the historic properties reevaluation process used for the Record of Decision2 (ROD2) development. This reevaluation was conducted in compliance with the December 2011 North I-25 Section 106 Programmatic Agreement.

2.0 PROCESS FOLLOWED

2.1 Methodology and Survey Results

The project area was evaluated for historic resources that may be located within the Area of Potential Effect (APE). A file search was conducted through the Colorado Office of Archaeology and Historic Preservation's (OAHP) COMPASS database to identify previously recorded historic features occurring within the APE. In addition, a field assessment was undertaken in October 2013 by Gail Keeley of Hermsen Consultants to determine if there were any other historic features within the APE. The file search identified two previously recorded historical resources within the APE: Bull Canal segment 5AM.457.9, and the Euser Farm/International Beef Breeders, designated as 5AM.1430. OAHP re-visitation forms were prepared for these resources. The field assessment identified two additional properties within the APE requiring recordation. The properties that were surveyed and revisited within the APE are listed in Table 1.

Table 1. Surveyed Properties (from North to South)

Site#	Name/Location	OAHP Documentation	Assessment
5BF.255	Denver Ranch Company/ 4185 County Road 2	Architectural Inventory Form	Not Eligible for the NRHP
5AM.457.9	Bull Canal/Near 1-25 and 144th Avenue	Re-visitation Form	Bull Canal is Officially Eligible for NRHP. Segment is non-supporting of the eligibility of the entire canal.
5AM.3128	Fonay Barn/14190 Huron Street	Architectural Inventory Form	Eligible for the NRHP
5AM.1430	Euser Farm/International Beef Breeders/441 E. 136th Avenue	Re-visitation Form	Not Eligible for the NRHP

NRHP = National Register of Historic Places

2.2 Area of Potential Effect

The APE for this project includes all legal parcels of land adjacent to the right-of-way between 120th Avenue and SH 7 on 1-25.

2.3 Project Description

The ROD2 Selected Alternative entails adding one buffer-separated tolled express lane in each direction on 1-25 from just south of 120th Avenue to just north of SH 7. The express lanes would be separated from the existing general purpose lanes by a painted 2-foot strip. The new tolled express lanes would tie into the express lanes that are currently under construction just

south of 120th Avenue. The widening of 1-25 would occur to the outside because the existing cross-section does not include a median. Northbound and southbound lanes would be separated by a concrete barrier. Interchange configurations, water quality features, drainage improvements, retaining walls, and express bus station configurations are all planned to be identical to the design developed for the Preferred Alternative in the 2011 *North 1-25 Final Environmental Impact Statement* (2011 FEIS) (CDOT, 2011a) and *Record of Decision1* (CDOT, 2011b).

3.0 ELIGIBILITY DETERMINATIONS

NRHP eligibility assessments and project effects determinations were made for each of the four historical resources identified within the project APE. These determinations are discussed below:

3.1 5BF.255, Denver Ranch Company

This property was formerly an active farm that now contains three vacant decaying outbuildings—two sheds and a grain bin. Active use of these structures on this site ceased several decades ago. The remaining buildings do not convey significance in terms of architectural design, materials, or workmanship, and do not possess high artistic values or demonstrate a particular method of construction and would therefore not be NRHP-eligible under Criterion C. No evidence was found of the property's association(s) with historically significant people, and therefore it would not be NRHP-eligible under Criterion B. The property has no known associations with important historical events or trends of early agricultural development in northeast Colorado, and would not be NRHP-eligible under Criterion A. For these reasons, the property is Not Eligible for the NRHP.

3.2 5AM.457.9, Bull Canal

This segment of irrigation canal is part of Bull Canal, which is eligible for the NRHP as an important element of the historic Standley Lake Irrigation System. This segment was determined to be Officially Eligible in August 2007. Since that time, a large commercial property was developed (including a Cabela's outdoor equipment store) at the southeast corner of 1-25 and 144th Avenue. The canal alignment extending from the east side of 1-25 northeast to 144th Avenue was covered by a graded parking area for this development and is no longer visible. Because of this grading and development of the parking area, this segment of the canal has lost its integrity of design, materials, workmanship, setting, association, and feeling because of the replacement of its historic open channel by a buried pipe or water conveyance structure. Because of this loss of integrity, the re-visited canal segment is assessed as Non-Supporting of the overall eligibility of the Bull Canal.

3.3 5AM.3128, Fonay Barn

The Fonay Barn is the lone remaining structure on a small farm that is now surrounded by urban development in the city of Westminster. The barn is over 100 years old and is fairly intact. It was built with wooden pegs, rather than nails. It is significant for its demonstration of the wooden peg construction technique. For these reasons, the property is recommended as Eligible for the NRHP under Criterion C. The building is also listed on Westminster's Web site as a "Site of Historical Interest."

3.4 5AM.1430, Euser Farm/International Beef Breeders

This property was determined Officially Not Eligible on November 29, 2010, because of the lack of architectural significance and known historic associations. Very little has changed on the property since that determination, and the Euser Farm/International Beef Breeders property is re-assessed as Not Eligible.

4.0 EFFECTS DETERMINATION

4.1 Impacts to Bull Canal, 5AM.457.9

Segment 5AM.457.9 of the Bull Canal near 144th Avenue has been recorded under a new site number since the 2011 FEIS. In the 2011 FEIS, this segment was recorded under site number 5AM.457.2. Because of the grading and development over this segment of the canal (it is covered by asphalt and graded soil), the canal has lost its integrity in the 5AM.457.9 segment by being no longer in its historic condition with an open channel. Because of this loss of integrity, this re-visitation assesses this segment as non-supporting of the overall eligibility of the Bull Canal. Therefore, there would be no impact under Section 106 to this resource, and the SHPO concurred with the “no historic properties affected” determination on May 28, 2014 (see Appendix B of the *Section 4(f) Technical Memorandum*). FHWA has concurred with the previous Section 4(f) *de minimis* impact finding for the overall Bull Canal resource as noted in the *de minimis* finding dated April 30, 2014 (see Appendix A of the *Section 4(f) Technical Memorandum*). Because the ROD2 incorporates a portion of segment 5AM.457.9 into transportation use and because the overall Bull Canal is a historic 4(f) resource, the *de minimis* finding remains.

4.2 Impacts to Fonay Barn, 5AM.3128

The Fonay Barn was not surveyed in the 2011 FEIS. The Fonay Barn is situated on the far west end of a former farm, approximately 1/2 mile from I-25. It is the lone remaining structure on a small farm that is now surrounded by urban development in the city of Westminster. The proposed transportation improvement on I-25 will result in the taking of 0.353 acre of land in a strip 33 feet wide and 632 feet long from the east edge of this parcel. There will be no direct impact to this barn because the road improvements will occur nearly 1/2 mile to the east of the barn’s location. This property is planned for development and has not been used as a farm for more than a decade. The barn is the only structure remaining from the former farm. The agricultural context of the site has been lost as a result of the demolition of all of the other farm structures, because the land has not been farmed in more than a decade and because the property that surrounds this farm has been urbanized. There will be minor temporary impacts of increased noise and dust during construction that will be almost negligible at the barn.

Because the former agricultural context of this site has been lost, and because there will be no direct or indirect impacts to the barn due to its location 1/2 mile west of the proposed road improvements, CDOT has determined that this project will result in *no adverse effect* and will have a *de minimis* impact. Since the use would occur on the edge of the property, there would be no impacts to the historic structure, and there would be no change in the setting, feel, or existing associations of the property.

5.0 REFERENCES

- CDOT. 2011a.** *North 1-25 Final Environmental Impact Statement.* 2011a.
— **2011b.** *Record of Decision.* December 2011b.