

Going Beyond the Good Faith Effort: Collaboration and Creative Mitigation

Amy Pallante
Section 106 Compliance Manager
Colorado State Historic Preservation Office

Developing creative mitigation measures to resolve adverse effects in a collaborative environment with the involvement of various consulting parties develops more useful and meaningful products and relationships.



Ending the default process of Document and Destroy.

Colorado State Historic Preservation Office

I-70 West Mountain Corridor EIS

Widening of Twin Tunnels

Determined NRHP eligible under NR Criterion A and
Criteria Consideration G



Both tunnels and portals being widened and redesigned. Consensus Adverse Effect under Section 106 among FHWA, CDOT, SHPO, and consulting parties.

I-70 West Mountain Corridor Widening of Twin Tunnels

After several consulting party meetings among FHWA, CDOT, SHPO, and local communities, a video was created to best resolve the adverse effect to the Twin Tunnels.

[Click Here to Watch Movie](http://www.youtube.com/watch?v=MA9AvwRGQMk)

<http://www.youtube.com/watch?v=MA9AvwRGQMk>



I-70 Mountain Corridor Rockfall Mitigation

The work included multiple projects featuring rock scaling; installation of rockfall fencing, netting and mesh; and new guardrail within the Georgetown –Silver Plume National Historic Landmark District Boundary.



I-70 and Georgetown - Setting



I-70 West Mountain Corridor Rockfall Mitigation

FHWA and CDOT met with the consulting parties and developed a solution to color the fencing and mesh to blend in with the rock hillside to lessen the visual adverse effect of stainless steel fencing and mesh on Georgetown – Silver Plume NHL.



I-70 West Mountain Corridor Rockfall Mitigation

In addition to coloring the rockfall fencing and mesh, FHWA and CDOT committed to the consulting parties to produce a short video illustrating the history of the Georgetown – Silver Plume NHL and surrounds. The video is shown in the Georgetown Visitor Center and featured on CDOT's website.

[Click Here to Watch Video](http://www.coloradodot.info/programs/environmental/archaeology-and-history/new-video-force-of-nature)

<http://www.coloradodot.info/programs/environmental/archaeology-and-history/new-video-force-of-nature>



I-70 West Mountain Corridor Rockfall Mitigation

The Advisory Council on Historic Preservation features the collaborative solution to resolve the adverse effect of the rockfall mitigation on their website.

[Click Here to Read Case Study](http://www.achp.gov/case_study_CO_rockfallGeorgetown.html)

http://www.achp.gov/case_study_CO_rockfallGeorgetown.html



Case Study - Colorado

Programmatic Agreement Addresses the Cumulative Effects of Rockfall Mitigation Projects on the Georgetown-Silver Plume National Historic Landmark District.

US 36 Widening

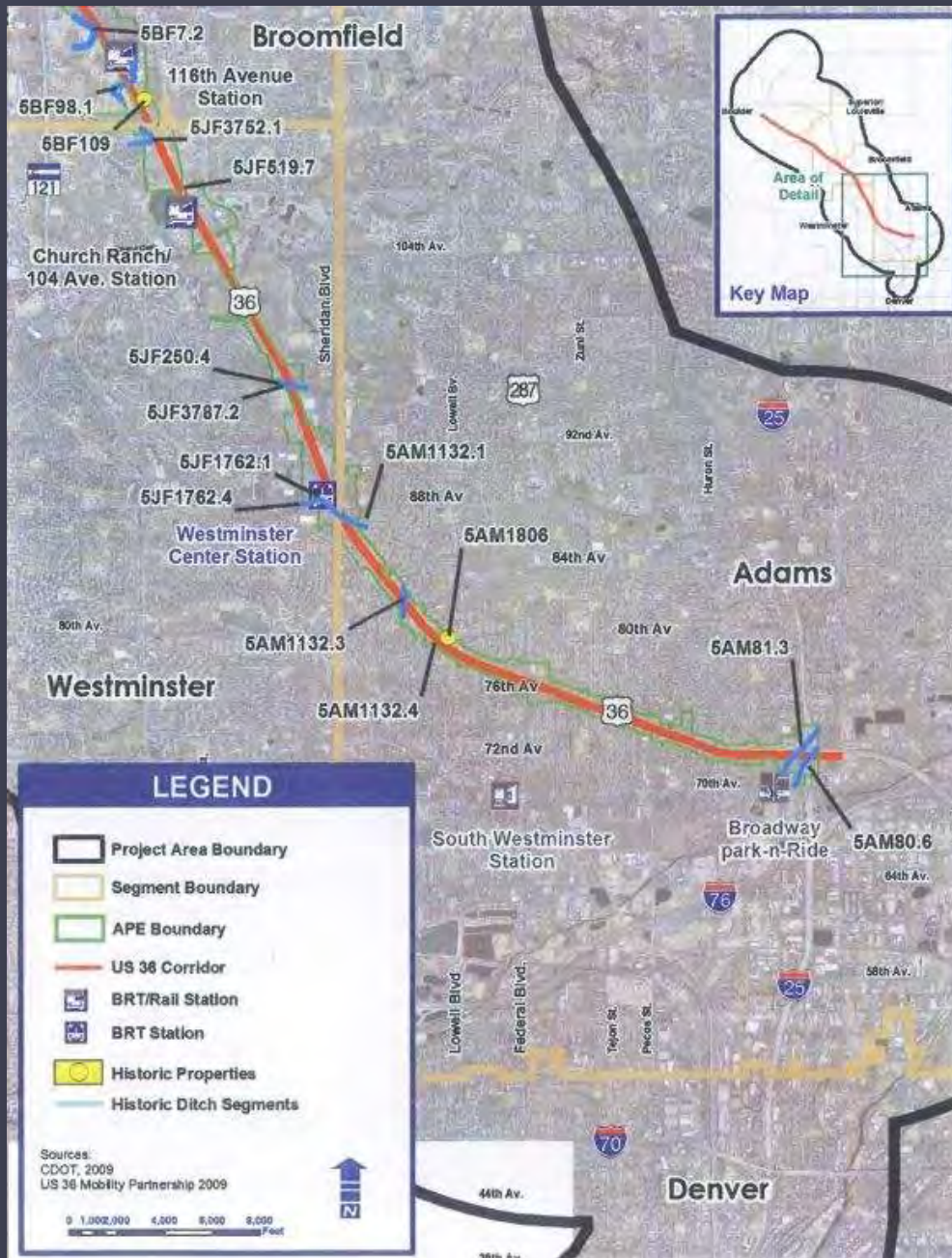


Widening of US 36 from Denver to Boulder. The main elements in the Preferred Alternative include one buffer-separated managed lane in each direction, Bus Rapid Transit (BRT) ramp stations, auxiliary lanes between most interchanges, and a bikeway.

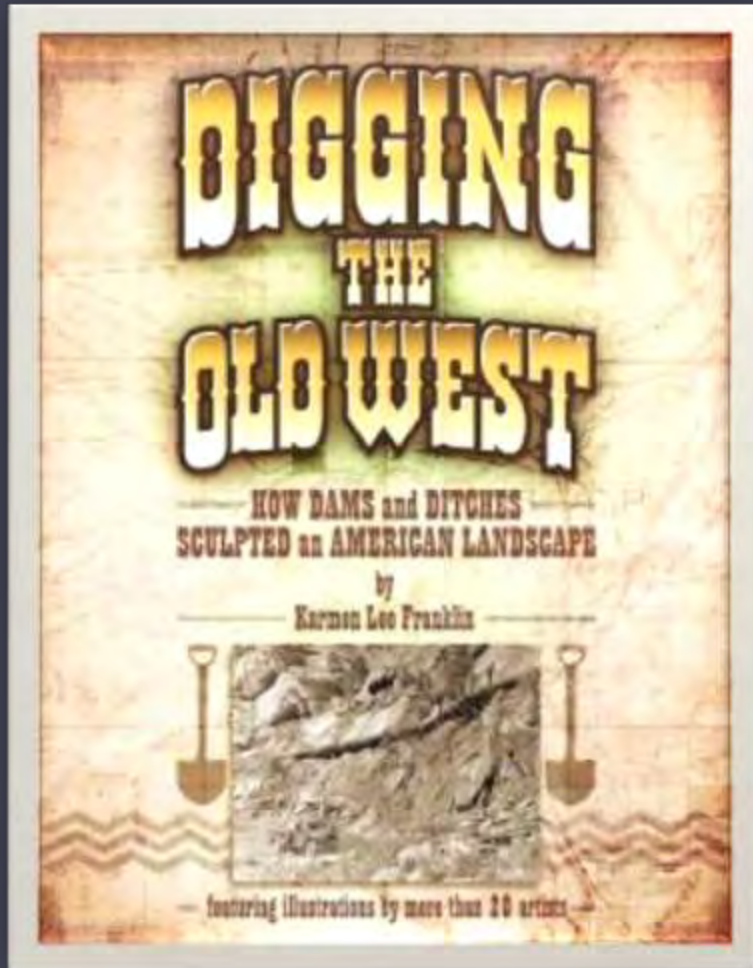
US 36 Widening

Historic irrigation canals and ditches were determined to be adversely affected by the US 36 widening.

Irrigation is one of the most significant historic themes in this area of the state and the canals and ditches along US 36 strongly represent this theme.

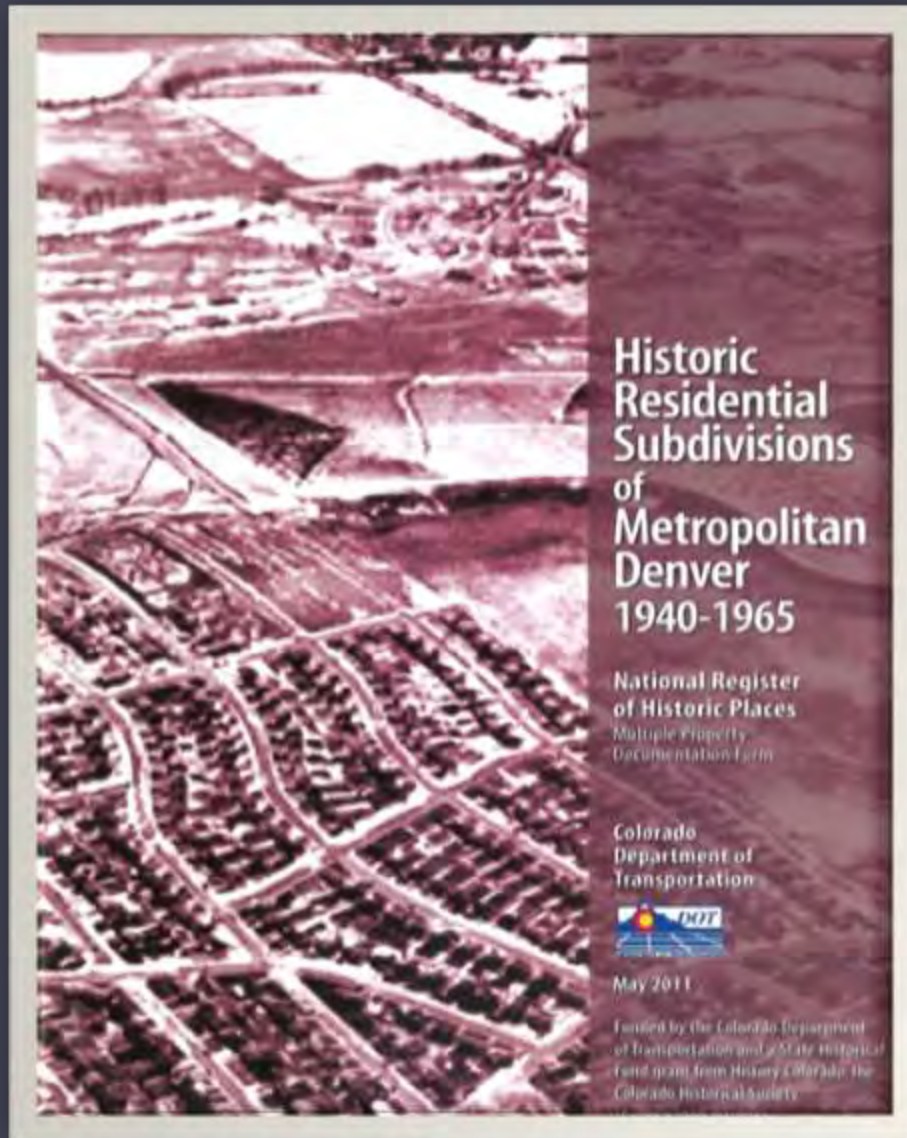


US 36 Widening



Following consultation with the SHPO and consulting parties, FHWA and CDOT contracted to have completed the first history of the irrigation system along US 36.

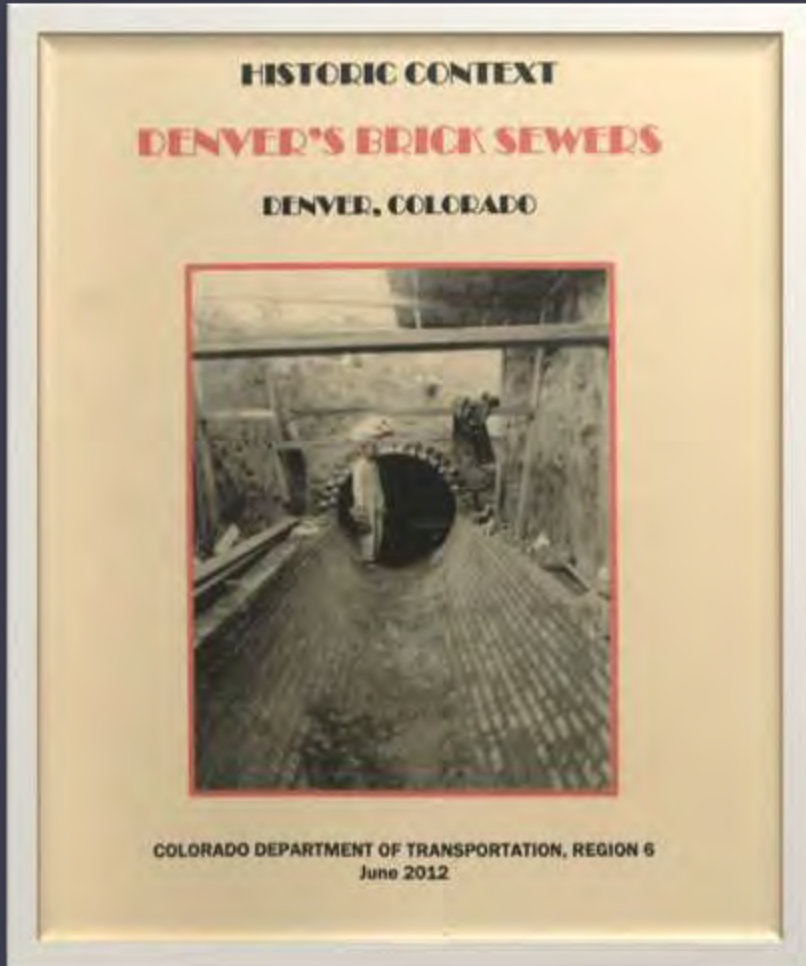
CDOT Projects in the Denver Metropolitan Area



Due to the great number of projects in the Denver area, CDOT completed a historic context for the evaluation of historic residential subdivisions in metropolitan Denver.

CDOT has made the publication available to the public and university historic preservation programs.

Historic Context



CDOT consulted with the SHPO, City of Denver, and other consulting parties to develop a historic context of brick-lined sewers in Denver. The brick-lined sewers were determined National Register eligible as a system and was being adversely affected by intersection improvement projects cutting through and replacing the historic sewers. All parties agreed that a programmatic approach to resolving the many adverse effects was needed. CDOT agreed to produce a historic context of the entire brick-lined sewer system. Currently, this is one of the most requested documents from our office by the public.

Collaborative and Creative Mitigation

Takeaway

1. Mitigation doesn't have a specific price tag.
2. Mitigation doesn't have to sit on a shelf.
3. Mitigation should have a preservation benefit.
4. It doesn't hurt to ask others.
5. More than just mitigation documents and products are being produced – important relationships with consulting parties are fostered which aid in future Section 106 consultations.