



COLORADO  
HISTORICAL  
SOCIETY

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

June 18, 1992

Kenneth M. Gambrill  
Manager  
Office of Environmental Review and Analysis  
Colorado Department of Transportation  
4201 East Arkansas Avenue  
Denver, CO 80222

Re: Berger Cabin, 835 West Main Street, Aspen

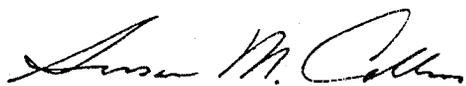
Thank you for your correspondence dated May 29, 1992, requesting our comments on the eligibility of the above property for inclusion in the National Register of Historic Places. We understand that this property may be within the area of potential effects of Project FC 082-1(14), East of Basalt to Aspen.

It is our opinion that this property does not meet the National Register criterion exception B for buildings less than 50 years old. The National Register guidelines in Bulletin 22, "Guidelines for Evaluating and Nominating Properties That Have Achieved Significance Within the Last Fifty Years", states that it is only on rare occasions that properties associated with individuals still living have been listed in the National Register. For your information, we have enclosed that section of the guidelines and also the section from Bulletin 15, "How to Apply the National Register Criteria for Evaluation," that pertains to properties less than 50 years old.

While the architect for the Berger Cabin, Fritz Benedict, has designed a number of prominent Aspen residences, we feel that this cabin is not the best example of his work. Therefore we find that the Berger Cabin is not eligible for inclusion in either the National Register or the State Register of Historic Properties.

If we may be of further assistance, please contact Barbara Norgren, our National Register Coordinator, at 866-3392.

Sincerely,

  
James E. Hartmann  
State Historic Preservation Officer

# STATE OF COLORADO

DEPARTMENT OF TRANSPORTATION

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



RECEIVED

JUN 16 1995

CHS/OAHP

June 15, 1995

Mr. James Hartmann  
State Historic Preservation Officer  
Colorado Historical Society  
1300 Broadway  
Denver, CO 80203

Re: State Highway 82/Entrance to Aspen

Dear Mr. Hartmann:

This letter and attached pages constitute the request for concurrence of the potential effects and mitigation measures to historic resources within the Area of Potential Effect (APE) per Section 106 of the National Historic Preservation Act, as amended. Additionally, we are requesting your concurrence of ineligibility for the Marolt Ditch (5PT603.1), an older resource found within the APE. We have met with members of your staff to obtain their initial comments on effects and mitigation measures. Their comments have been incorporated both within this letter and the draft Section 4(f) statement.

The Colorado Department of Transportation (CDOT) in conjunction with the Federal Highway Administration (FHWA) is proposing to improve an approximately 3.2 kilometer (2 mile) segment of Colorado State Highway 82. The study corridor, which lies entirely in Pitkin County, extends from the Buttermilk Ski Area (milepost 38.5) to the intersection of 7th and Main Streets on the west side of Aspen (milepost 40.5). Eight highway improvement alternatives are under consideration. The first, Alternative A or 1, is considered to be the "No Action" alternative. Alternatives 2 and 3 are assigned to the project alternatives located west of Maroon Creek Road. Alternatives A-F are assigned to the project alternatives east of Maroon Creek Road. Alternative B utilizes the existing alignment corridor, though requiring a wider right-of-way necessary for the improvement construction. Alternatives C, D, E, and F are variations on one proposed alignment which will be constructed across the Marolt-Thomas Open Space parcel. Please refer to the attached map.

Within this project area are five National Register or National Register eligible properties, as follows:

- 1) Maroon Creek Bridge (5PT136)
- 2) The Holden Smelting and Milling Complex NHD (5PT539)
- 3) The Colorado Midland Railroad (5PT542)
- 4) The Castle Creek Power Plant (eligible, not listed) (5PT498)
- 5) 920 W. Hallam St. (eligible, not listed) (5PT537)

We have met with members of your staff to obtain their initial comments on effects and mitigation measures. Their comments have been incorporated both within this letter and the draft Section 4(f) statement.

### **1) Maroon Creek Bridge:**

Alternatives 2 and 3 require the construction of a new bridge to the north of the historic bridge, thereby routing all auto traffic to the new bridge. The new bridge would be 220 meters (720 feet) long and would curve toward the historic bridge on the east side, at which point it would be approximately 30' away. At its closest point on the west side, the new bridge would be located approximately 60' from the historic bridge.

One option associated with Alternative 3 places a transit corridor on the historic bridge. Adaptive reuse of the bridge as a pedestrian or transit crossing of Maroon Creek does not constitute a 4(f) taking. Should additional structural supports be necessary to strengthen the historic bridge for transit purposes, the SHPO reserves the right to review and approve the alterations prior to making a final determination of no adverse effect.

Efforts to minimize harm to this historic resource include:

- a) The SHPO will be provided the opportunity to comment on the architectural compatibility of the new bridge structure included in Alternatives 2 and 3.
- b) If the Maroon Creek Bridge is used for transit purposes and requires structural modification, a photographic record, plans and drawings of the bridge before and after modification will be provided to the SHPO.

**The SHPO has determined that there would be no adverse effect to the historic bridge under Alternatives 2 and 3, conditional upon review and approval for compatibility of the design of the new bridge.**

### **2) Holden Smelting and Milling Complex (National Historic District):**

Alternatives A and B will have no direct impacts to this National Historic District. Under Alternatives C, D, E, and F, the new alignment would traverse the property and have a direct impact on the historic resource, constituting a total take of approximately .73 acres. Although no buildings would be removed, areas of the site where industrial debris of archaeological interest may be located could be disturbed by the new paved roadway and the separate transit envelope. The proposed edge of highway pavement passes within 260 feet of the Holden Office Building (Marolt House), within 115 feet of the Sampling Works Building, and within 260 feet of the Salt

Warehouse.

Efforts to minimize harm to this historic resource include:

a) The SHPO has determined that shifting the pavement edge to the north a sufficient distance to miss the National Historic District would result in a no adverse effect determination. However, if the pavement edge cannot be shifted to the north, a Memorandum of Agreement between the SHPO, CDOT, FHWA, and the Advisory Council on Historic Preservation (ACHP) will be executed prior to construction to mitigate the adverse effects of Alternatives C, D, E, and F.

b) Possible mitigation measures might include the following:

- 1) conducting a historic archaeological survey and monitoring during construction
- 2) slight reductions in right-of-way width requirements for the new State Highway 82 right-of-way
- 3) extension of the cut and cover to the bridge abutment (structural delineation) under Alternatives E and F, and
- 4) SHPO review and approval of berm design and landscaping plans that partially screen buildings on the property from the highway under Alternatives C and D.

**The SHPO has determined that there would be an adverse effect to this resource under Alternatives C, D, E and F. The SHPO has requested that CDOT consider the following two alternatives, which they state would avoid an adverse effect: 1) shift the pavement edge to the north to entirely miss the National Historic District (NHD) boundary, and 2) extend the length of the cut and cover past the NHD to directly connect with the proposed Castle Creek bridge. The two alternatives would be determined a no adverse effect, subject to berm and landscape review and approval. In addition, the SHPO is requiring an on-site historic archaeological survey be conducted within the APE within the boundaries of the National Historic District.**

### **3) Colorado Midland Railroad**

Under the five build alternatives (B, C, D, E, and F), a small portion (between .32 and .42 acres) of the total 4 (+/-) acre historic railroad grade would be lost to right-of-way acquisition.

Efforts to minimize harm to this historic resource include:

Designing the "preferred alternative" with the least possible right-of-way width for the new State Highway 82 right-of-way, and avoidance of railroad right-of-way wherever possible.

**The SHPO has determined that there will be no adverse effect to this historic resource.**

**4) Castle Creek Power Plant (Eligible, not listed)**

There will be no direct impact to this historic resource under Alternatives A, C, D, and F, as no changes are proposed to existing (non-historic) Castle Creek Bridge, which is located above and to the south of the site boundary and is highly visible to the historic resource. Under Alternative B, the existing bridge would be widened to the south, away from the historic resource which is located well below the elevation of the bridge deck. Alternatives C, D, E and F require a new bridge be constructed well to the south of the existing bridge, the proposed new bridge piers would not visually intrude on the Castle Creek Power Plant.

**The SHPO has determined that there would be no effect to the historic resource.**

**5) 920 W. Hallam St.**

Alternative B is the only alternative that potentially effects this historic resource. No right-of-way acquisition is involved, and no additional visual impacts are created by a wider highway at this point. However, due to a potential grade difference of approximately three feet, a modest retaining wall and railing may be required to be installed along the pavement edge.

Efforts to minimize harm to this historic resource include:

SHPO review and approval of the proposed retaining wall and railing design potentially required under Alternative B.

**The SHPO has determined that there would no adverse effect on this historic resource under Alternative B, subject to their review and approval of the proposed retaining wall and railing design.**

In addition to the mitigation strategies listed in this letter, CDOT and FHWA will continue to take all steps necessary to reduce and minimize impacts to these Section 106 properties. These mitigation opportunities will come during actual design of the highway facility in each alternative section and may include construction and replacement of sidewalks and appropriate landscaping between Castle Creek and 7th Avenue and assuring design of the preferred alternative is architecturally and environmentally consistent with the surrounding landscape.

**The Aspen Historic Preservation Committee has been asked to comment on the impact of the alternatives on Section 106 properties (those listed on or eligible for the National Register of Historic Places). Their comments will be forwarded to you immediately upon our receipt.**

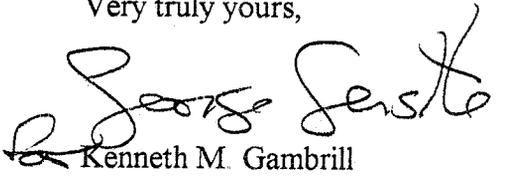
We are also requesting your concurrence of ineligibility for the Marolt Ditch (5PT603 1), a c. 1902 linear resource discovered in our study. After meeting with members of your staff, we have determined this ditch does not meet National Register criteria. We compared the Marolt

Ditch to the longer, larger and more intact "Salvation Ditch", which is located directly across the Roaring Fork River on the north side of the valley. We found the Salvation Ditch was constructed in the same year, for the same purpose (irrigation), and have, therefore, determined that the Salvation Ditch is a better representation of agricultural irrigation in this region. Site forms have been completed and are attached for your review

In conclusion, we are requesting your concurrence with our determinations. Your response is necessary for completion of the Federal Highway Administration's compliance with Section 106 of the National Historic Preservation Act, as amended, and with the Advisory Council on Historic Preservation's regulations 36 CFE Part 800.

Thank you for your prompt attention to this matter. If you need further information, please contact CDOT historian Sally Pearce at 757-9786.

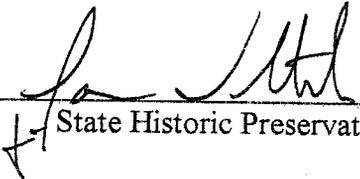
Very truly yours,



Kenneth M. Gambrill  
Manager  
Office of Environmental Services

enclosures

I Concur



State Historic Preservation Officer

7/11/95  
Date

not 5/16/96

# STATE OF COLORADO

## DEPARTMENT OF TRANSPORTATION

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



April 17, 1996

Mr. James Hartmann  
State Historic Preservation Officer  
Colorado Historical Society  
1300 Broadway  
Denver, CO 80203

RE: State Highway 82/Entrance to Aspen

Dear Mr. Hartmann:

This letter and attached pages constitute the request for concurrence of the potential effects to historic resources within the Area of Potential Effect (APE) per Section 106 of the National Historic Preservation Act, as amended. We have met with members of your staff to obtain their initial comments on effects. Their comments have been incorporated both within this letter and the draft Section 4(f) statement.

The Colorado Department of Transportation (CDOT) in conjunction with the Federal Highway Administration (FHWA) is proposing to improve an approximately 3.2 kilometer (2 miles) segment of Colorado State Highway 82. The study corridor, which lies entirely in Pitkin County, extends from the Aspen Airport to Ruby Park in downtown Aspen. In our letter dated June 15, 1995, eight highway improvement alternatives are discussed. Two additional highway improvement alternatives, and the subject of this correspondence, are currently under consideration: Alternative H (Castle Creek) alignment and Alternative H (Modified Direct) alignment. The attached map illustrates the two alternatives.

Within the original (Buttermilk Ski Area to Seventh and Main Streets) project area five National Register or National Register eligible properties were identified:

- 1) The Maroon Creek Bridge (5PT136)
- 2) The Holden Smelting and Milling Complex NHD (5PT539)
- 3) The Colorado Midland Railroad (5PT542)
- 4) The Castle Creek Power Plant (eligible, not listed) (5PT498)
- 5) 920 W. Hallam Street (eligible, not listed)(5PT537)

→ The Berger Cabin at 835 West Main Street (5PT592) was originally determined not eligible because it was outside of the 50-year eligibility period, its architect Fritz Benedict was still alive, and there were better examples of his work in Aspen. Since that determination Fritz Benedict passed away, another more significant structure has been demolished, and the 50-year eligibility is closer. It is our opinion that the cabin is eligible for

Mr. James Hartmann  
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State and National Registers under Criteria B and C. The cabin, constructed in 1947, is one of the first buildings built in Aspen by longtime resident and architect Fritz Benedict. The building represents a style of Aspen architecture that is largely unrecognized, the Wrightian Style. Although there are other Benedict buildings in Aspen, this is one of the first buildings he built in the town and represents the beginnings of the new Aspen that came into being after World War II.

Additional National Register properties potentially affected by H Alternatives are as follows:

**Smith-Elisha House** 5PT114.19  
320 West Main Street

**Thomas Hynes House** 5PT113.15  
303 East Main Street

We have met with members of your staff to obtain their initial comments on the effects of the proposed alignment. Their comments have been incorporated both within this letter and the draft Section 4(f) statement.

**1) Maroon Creek Bridge**

Under Alternative H, the new bridge will likely be built approximately 15-20 feet to the south of the existing bridge. The cross section of the new bridge would be approximately 10 feet narrower than the other alternatives and run parallel to the existing bridge. Should this not be feasible or prudent, the bridge will be constructed to the north of the existing structure as previously discussed.

Efforts to minimize harm to this historic resource include:

a) The SHPO will be provided the opportunity to comment on the architectural compatibility and placement of the new bridge structure included in Alternative H.

b) If the Maroon Creek bridge is used for transit purposes and requires some structural modification, a photographic record, plans and drawings of the bridge before and after modification will be provided to the SHPO.

It is our opinion that there would be no adverse effect to the historic bridge under Alternative H (Castle Creek) alignment or Alternative H (Modified Direct) alignment, conditional upon SHPO review and approval for compatibility of the ultimate design and placement of the new bridge.

2) Holden Smelting and Milling Complex (National Historic District)

Under Alternative H (Castle Creek) alignment, the total take from the Holden Complex would be 0.16 acres. The proposed edge of the pavement passes within 150 feet of the Museum, 320 feet of the Marolt House and 280 feet of the Salt Warehouse. The proposed edge of right of way passes within 120 feet of the Museum, 250 feet of the Salt Warehouse and 280 feet of the Marolt House.

Under Alternative H (Modified Direct), the total take from the Holden Complex would be 0.43 acres. The proposed edge of the pavement passes within 130 feet of the Museum, 250 feet of the Marolt House and 280 feet of the Salt Warehouse. The proposed edge of right of way passes within 70 feet of the Museum, 190 feet of the Marolt House and 220 feet of the Salt Warehouse.

Efforts to minimize harm to this historic resource include:

a) Conducting an historic archaeological survey and monitoring during construction; slightly reducing the right-of-way width requirements for the new State Highway 82 right-of-way; and/or extending the cut and cover to the bridge abutment (structural delineation).

b) The SHPO will be provided the opportunity to review and approve the berm design and landscaping plans if determined necessary during design.

The SHPO has requested that CDOT consider the following two additional conditions: 1) shift the pavement edge to the north to entirely miss the National Historic District boundary, and 2) extend the length of the cut and cover for Alternative H (Modified Direct) past the National Historic District to directly connect with the proposed Castle Creek Bridge. Alternative H (Castle Creek Alignment) would avoid an adverse effect if the pavement edge is shifted to the north to entirely miss the National Historic District and, if determined necessary during design, a berm is constructed to shield the National Historic District from noise and visual intrusion. Both alternatives would be determined a no adverse effect, subject to berm and landscape review and approval. In addition, an on-site historic archaeological survey will be conducted with the Area of Potential Effect within the boundaries of the National Historic District.

**3) Colorado Midland Railroad**

Alternative H alignments would use 0.32 acres of the historic railroad grade.

CDOT has determined that this loss would not affect the historic resource under these two alternatives.

**4) The Castle Creek Power Plant**

There would be no direct impact to the historic Castle Creek Power Plant under Alternative H alignments because the existing bridge would remain as a local access route in its present configuration. Bridge pier placement would not impact the historic site because they would be placed well to the south of the property.

**5) 920 West Hallam Street**

Under both Alternative H alignments the highway would be narrower than the current facility. In addition, traffic levels will be decreased in front of this resource since only outbound traffic would flow along this section of roadway.

Efforts to minimize harm to this historic resource include:

a) The SHPO will be provided the opportunity to review and approve retaining walls and railing designs if they are determined necessary during project design.

There will be no adverse effect on this historic resource under Alternative H subject to SHPO review and approval of any retaining walls and railing design that may prove necessary.

**6) Berger Cabin - 835 West Main**

Under the Alternative H alignments, the edge of the pavement is 30 feet from the Berger Cabin. The edge of the right of way is 10-15 feet from the cabin.

Efforts to minimize harm to this historic resource include:

a) Moving the cabin back on the property and provide additional landscaping.

CDOT has determined that there would be no adverse effect to this historic resource under Alternative H subject to SHPO review and approval of landscaping or relocating the property on the lot, depending on what is determined necessary during project design.

**7) Smith-Elisha House - 320 West Main Street**

Alternative H stays within the existing curb line. The alignments provide for two lanes of traffic or one turn lane and one through lane with no parking. A transit stop may be erected in this vicinity. Posts may be integrated with street lighting.

Efforts to minimize harm to this historic resource include:

a) The SHPO will be provided the opportunity to review and approval of street and light rail transit wiring designs.

**There will be no adverse effect on this historic resource under the Alternative H alignments.**

**8) Thomas Hynes House - 303 East Main Street**

Alternative H stays within the existing curb line. The alignments provide for two lanes of traffic or one turn lane and one through lane with no parking. A transit stop may be erected in this vicinity. Posts may be integrated with street lighting.

Efforts to minimize harm to this historic resource include:

a) The SHPO will be provided the opportunity to review and approval of street and light rail transit designs.

**CDOT has determined that there will be no adverse effect on this historic resource under the Alternative H alignments.**

We have requested comments of the Aspen Historic Preservation Office and will forward them to your office as soon as they are received.

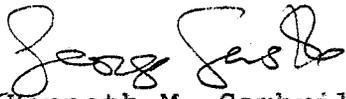
CDOT and FHWA will continue to take all steps necessary to reduce and minimize impacts to these historic properties. These opportunities to avoid adverse effects will come during actual design of the highway facility in each alternative section and may include construction and replacement of sidewalks and appropriate landscaping between Castle Creek and Ruby Park and assuring design of the preferred alternative is architecturally and environmentally consistent with the surrounding landscape.

In conclusion, we are requesting your concurrence with our determinations. Your response is necessary for completion of the Federal Highway Administration's compliance with Section 106 of the National Historic Preservation Act, as amended, and with the Advisory Council on Historic Preservation's regulations 36 CFE Part 800.

Mr. James Hartmann  
April 17, 1996  
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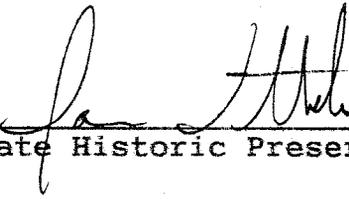
Thank you for your prompt attention to this matter. If you need further information, please contact CDOT historian Sally Pearce at 757-9786.

Very truly yours,

  
Per

Kenneth M. Gambrill  
Manager  
Office of Environmental Services

enclosures

I concur  8/9/91 \*  
*Deputy* State Historic Preservation Officer Date

\* Provided that the comment provided by the Aspen HPC is addressed.