Historic Resources Technical Report

State Highway 82 / Entrance to Aspen
Environmental Reevaluation

Project No. STA 082A-008

February 28, 2007

Colorado Department of Transportation, Region 3

and

Federal Highway Administration, Colorado Division

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1.0 Affected Environment

1.1 Background

In August 1995, the State Highway 82 (SH 82) Entrance to Aspen Draft Environmental Impact Statement (DEIS) was released. The DEIS evaluated three alternatives between the Buttermilk Ski Area and Maroon Creek Road, and seven alternatives between Maroon Creek Road and the intersection of 7th Street and Main Street, Aspen. Following the release of the DEIS, new alternatives were presented and, in accordance with Federal regulations, a Draft Supplemental Environmental Impact Statement (DSEIS) was released in July 1996. In August 1997, the Entrance to Aspen Final Environmental Impact Statement (FEIS) was published. The following year, August 1998, the Record of Decision (ROD) was published. Federal Highway Administration (FHWA) and Colorado Department of Transportation (CDOT) made the decision to construct a variation of the Modified Direct Alternative as described in the DSEIS dated July 1996. The Preferred Alternative selected in the ROD results in a new traffic alignment into Aspen and a phased approach for the project's transit components.

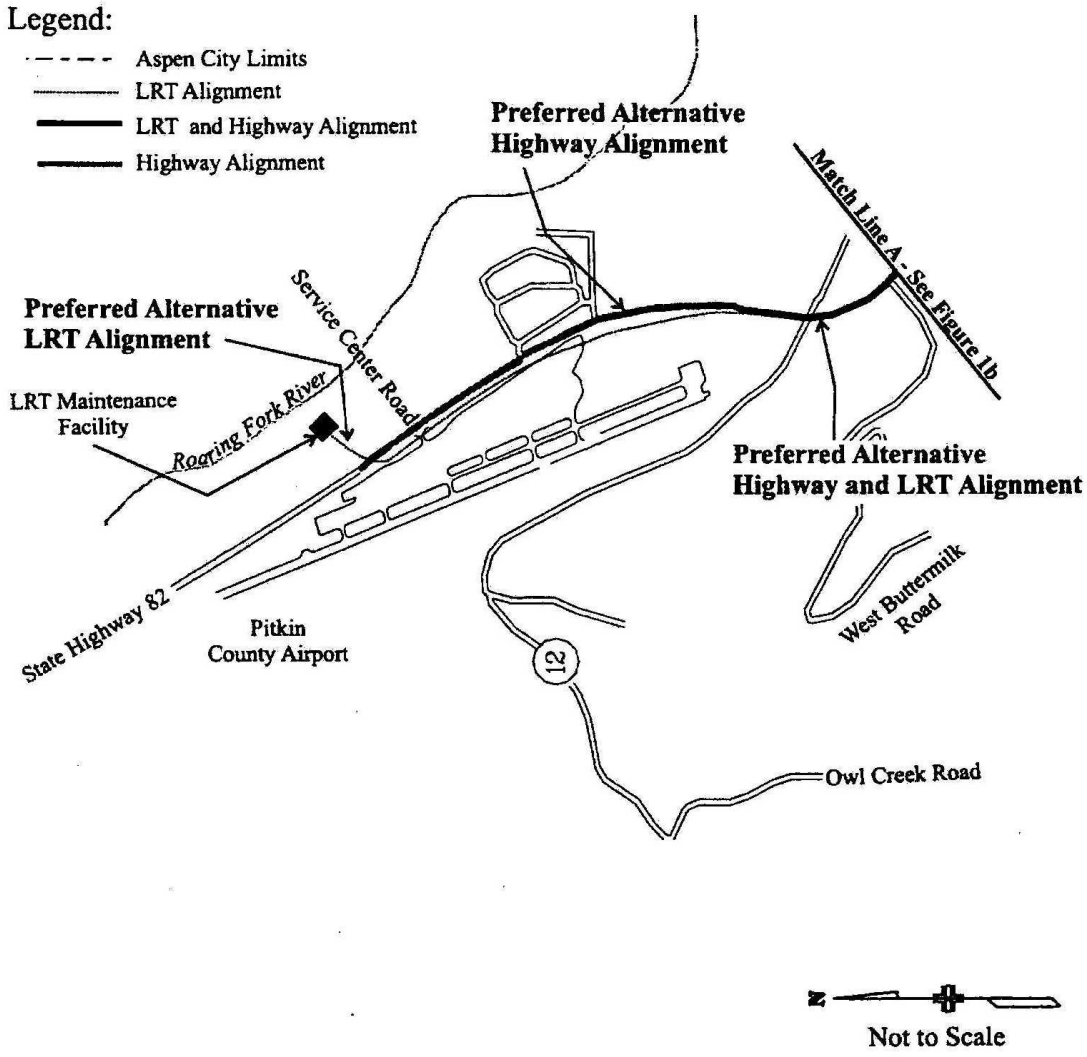
1.2 Project Description

Figures 1-1a and 1-1b show the alignment of the Preferred Alternative selected in the 1998 ROD. The highway component of the Preferred Alternative consists of a two-lane parkway with a depressed, grassed median, and designed with adequate shoulders for emergency access. The parkway would follow the existing SH 82 alignment from the Buttermilk Ski Area (mile post (MP) 38.4) to the roundabout located at the SH 82/Maroon Creek Road intersection. Approximately 800 feet east of the roundabout (MP39.9), the alignment would shift to the southeast across the Marolt-Thomas Open Space property and through a cut-and-cover tunnel 400 feet in length, cross a new Castle Creek Bridge, and connect with the intersection of 7th and Main Streets. From here the alignment would follow the existing streets, Main to Monarch south to Durant and east, to Rubey Park bus station. The proposed Main Street alignment would consist of four travel lanes (two in each direction) with a light rail transit (LRT) system on the south side. Until the LRT system is funded and voted on and approved by the public, the streets would be striped for two general-purpose lanes and two exclusive bus lanes. A more detailed description of the Preferred Alternative is provided in Appendix A.

Two components of the Preferred Alternative have been constructed since the publication of the FEIS and ROD: (1) Owl Creek Road and West Buttermilk Road have been relocated to create a new, signalized intersection with State Highway 82 near the Buttermilk Ski Area; and (2) the roundabout at the Maroon Creek Road intersection has been completed.

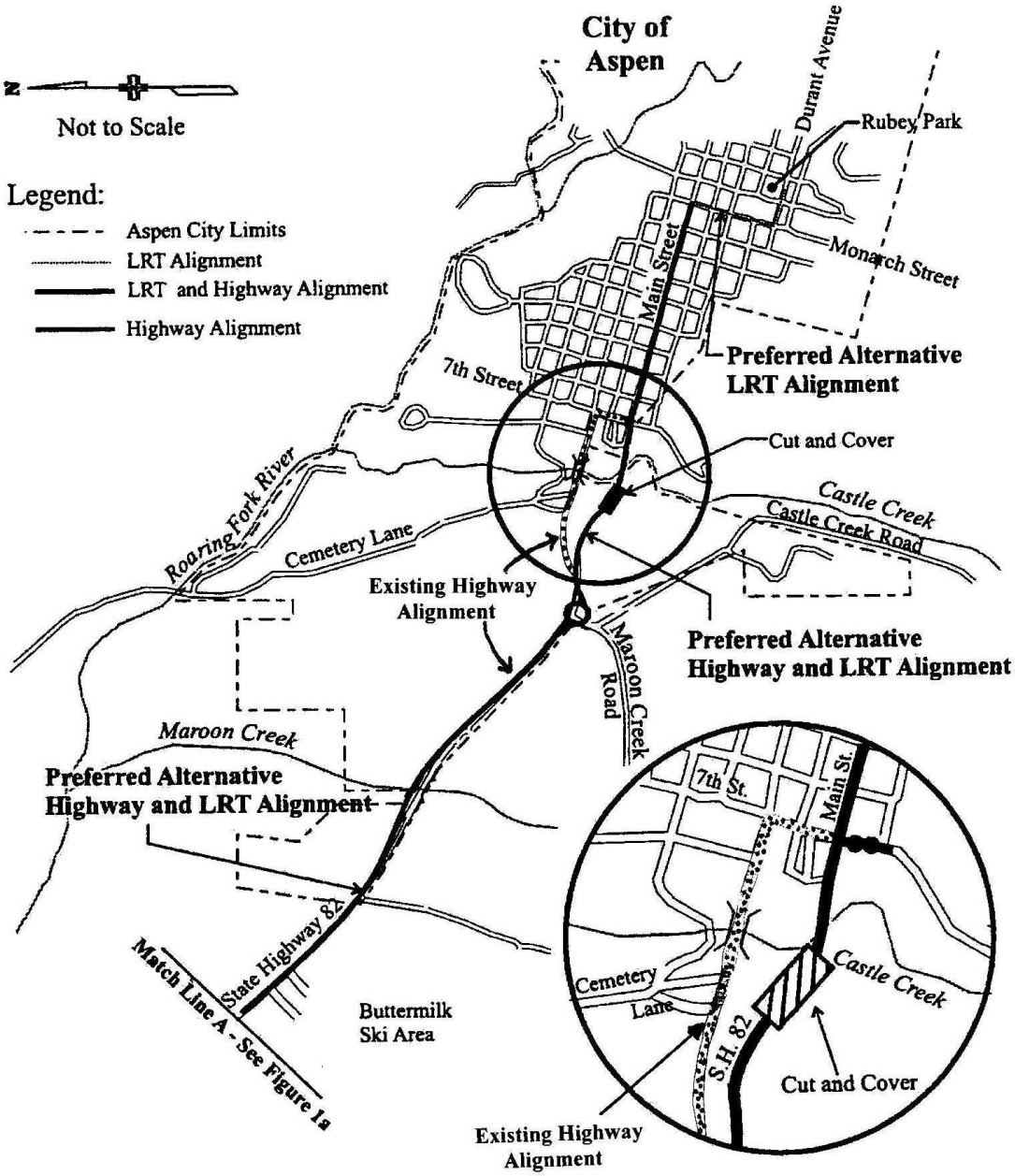
In addition, the Maroon Creek Bridge Replacement Project is currently under construction, scheduled for completion by spring of 2008. This project is being constructed as a bridge replacement without any increase in roadway capacity. However, it will accommodate the Entrance to Aspen Preferred Alternative

Figure 1-1a
State Highway 82 Entrance to Aspen ROD Preferred Alternative Alignment



Note: Highway component of the Preferred Alternative follows existing State Highway 82 alignment from the west end of the project alignment until just east of the roundabout (see Figure 1b)

Figure 1-1b
State Highway 82 Entrance to Aspen ROD Preferred Alternative Alignment



in the future by removing the center median and re-striping for two general-purpose lanes and two exclusive bus lanes. In February 2005, an Amendment to the Memorandum of Understanding (MOU) between CDOT, FHWA, and the City of Aspen (dated July 27, 1998) was passed by the City Council of the City of Aspen. The decision was to redesign the pedestrian/bike access on the new Maroon Creek Bridge. For a copy of the amended MOU and description of the access, see Appendix A.

The intersection of Truscott Drive and State Highway 82 was completed in 2001. While this intersection is not part of the Entrance to Aspen Project, its configuration accommodates the alignment for the east approach to the Maroon Creek Bridge Replacement Project.

A transportation easement across the Marolt-Thomas Open Space was conveyed from the City of Aspen to CDOT in August of 2002, as part of land exchange and mitigation agreements between CDOT and the City of Aspen and Pitkin County. (Refer to Appendix A and B in the 1998 Record of Decision for details of the open space conveyance agreements and mitigation commitments.)

1.3 Purpose and Project Study Area

1.3.1 Purpose

In July 2006, HDR Engineering, Inc. engaged Dawn Bunyak of Bunyak Research Associates to conduct a Historic Resource Reevaluation Survey of the Preferred Alternative for the Entrance to Aspen Environmental Reevaluation. The purpose of the reevaluation is to determine if there are any changes in the project Preferred Alternative, environment or regulations that have occurred since the 1998 ROD. A survey was completed to (1) reassess the Area of Potential Effect (APE), (2) to determine if any additional properties had come of age since the ROD was signed, and (3) to re-evaluate the thirteen historic properties previously identified in the Final EIS. In addition, Bunyak Research Associates reviewed mitigation measures as described in the ROD to determine whether they remain adequate.

1.3.2 Project Study Area

The project is located in Pitkin County, Colorado, on the Aspen 7.5-minute quadrangle, Section 34, Township 9 South, Range 85 West and Section 3, Township 10 South, Range 85 West.

The Entrance to Aspen Environmental Reevaluation project study corridor is located on Colorado State Highway 82 between the Aspen/Pitkin County Airport Service Center Road (Milepost 37.2) and the Rubey Park bus station in downtown Aspen via SH 82/Main Street/Monarch Street/Durant Avenue Corridor. It is approximately 4.3 miles in length. Refer to Figures 1-1a and 1-1b for maps of project study corridor. Figures 1-2 through 1-4 illustrate the Preferred Alternative on enhanced photo-sections of the corridor.

Figure 1-2. Preferred Alternative – Pitkin County Airport to Maroon Creek

Figure 1-3. Preferred Alternative –Maroon Creek to Castle Creek

Figure 1-4. Preferred Alternative – Castle Creek to Aspen

Because there have been no changes in the Preferred Alternative selected in the ROD since the publication of the 1997 FEIS and 1998 ROD, the APE established for the FEIS remains valid. The 1997 FEIS APE included the existing SH82 alignment from the Service Center Road (Milepost 37.2) along the state highway to the Rubey Park bus station in downtown Aspen via Main Street/Monarch Street/Durant Avenue. In addition, the APE expanded to include a section of land beginning at a point 800 feet east of the roundabout (MP39.9) on SH82 where the alignment turns southeast across the Marolt-Thomas Property and finally east to connect with 7th Street and Main Street.

The 1997 APE was used to evaluate conditions in the 2006 reevaluation survey.

1.4 Methodology

Literature review and a field survey were conducted to complete a Historic Resources Reevaluation Report. This survey is an update to previous studies and includes those resources previously identified. Included in this report are those recently surveyed historic resources considered eligible and/or now in-period and evaluated for National Register (NR), State Register, and Local Landmark eligibility.

Prior to the field survey, a file search of the Office of Archeology and Historic Preservation's (OAHP) Compass database was completed. The consultant reviewed existing materials, including the FEIS, ROD, and MOU. An internet search revealed that a 2004 Local Landmark Listing was available at the City of Aspen website. Amy Guthrie, City of Aspen Historical Preservation Officer, was contacted and interviewed on July 11, 2006. Results of this interview will be presented in later sections of this report. A field survey was conducted between July 11–13, 2006, within the Preferred Alternative corridor, including a reconnaissance of the present alignment within Aspen following SH 82 south onto 7th Street and east onto West Main Street where the Preferred Alternative continues on Main Street to Monarch Street, south to Durant Avenue, and east ending at Rubey Park bus station. A log of all surveyed properties can be found on Page 1, Table 1, in Appendix B, "Historic Resource Documentation." During the survey, all previously recorded properties identified in the file search and literature were reevaluated, digital photographs obtained where possible, and newly identified resources logged and photographed digitally.

On July 18, 2006, the consultant examined records and documentation at OAHP for previously conducted surveys, inventory forms, and National Register nominations for historic resources found in the Preferred Alternative project study area. The following surveys have been conducted since publication of the FEIS and ROD.

Table 1-1
Previously Conducted Surveys

Date	Title of Report	Author
2000	Update of the City of Aspen Inventory of Historic Sites and Structures	Suzannah Reid, Reid Architects
2000	Colorado Historic Bridge Survey[a]	Clay Fraser, FraserDesign
2000	Highway Bridges in Colorado[a]	Clay Fraser, FraserDesign
2000	Class III CRS of the Roaring Fork Railroad Authority EIS Glenwood Springs to Brush Creek Transportation Corridor Eagle, Garfield, Pitkin Counties	Steven Mehls and Collette Chambellan
2003	Castle Creek Power Plant Historic Structures Assessment, City of Aspen (SHF #03-HA-033)	Aller Lingle Architects

Notes:
[a] Most recent topical report listed. Does not include prior drafts of report, because they predated the FEIS.

Following the examination of records and documentation, properties were evaluated for historic and architectural integrity and/or significance, as well as eligibility, using the National Register Bulletin 15, "How to Apply the National Register Criteria for Evaluation" and the State Register Bulletin 960, "How to Apply the Nomination Criteria for the Colorado State Register of Historic Properties." Field determinations of eligibility were made. Reevaluation inventory forms, with attached digital photographs, were prepared for previously recorded properties identified during the file search and literature review. The inventory forms can be found in Appendix C, "Reevaluation Forms."

1.5 Regulatory Overview

This technical report has been prepared to meet the requirements for CDOT and the FHWA's compliance with the State Register Act (CRS24-80.1), Section 106 of the National Historic Preservation Act (as amended), with the Advisory Council on Historic Preservation's (ACHP) regulations, and the National Environmental Policy Act of 1969. Dawn Bunyak meets the Secretary of Interior Professional Qualification Standards for history in the Code of Federal Regulations, 36 CFR Part 16.

Since the FEIS and ROD were completed in 1997 and 1998, changes have been made in 36 CFR Part 800—Protection of Historic Properties. Principally, there has been a redefinition of the role of the Advisory Council of Historic Preservation in the operation of the Section 106 process. In 36 CFR Part 800 (incorporating amendments effective August 5, 2004), Section 800.9, page 10, on the ACHP website, the role of Council review of Section 106 compliance is discussed. This change does not affect the decisions found in the FEIS or the ROD.

1.6 Agency Coordination and Consultation

On August 3, 2006, the consultant met with CDOT historian Lisa Schoch to discuss the project and conduct a file search. The consultant explained that the initial survey for this project was undertaken in July 1988 with updates in September 1988, October 1991, May 1992, June 1995, and April 1996. The Reid Architect survey for Aspen took place in 2000. The reevaluation update took place in July 2006. Since many of the historic resource forms were updated in the 2000 survey, it was decided that reevaluation forms (OAHP 1405) would be prepared for the thirteen historic resources identified in the FEIS and ROD.

Because there were discrepancies between the OAHP files regarding the determination of eligibility (DOE) of Berger Cabin (5PT592) and the FEIS and ROD, a CDOT file search was conducted by Robert Autobee, Lisa Schoch, and Dawn Bunyak to find the Berger Cabin DOE. Documentation was found.

On August 9, 1996, State Historic Preservation Officer James Hartmann concurred that Berger Cabin (5PT592) was officially eligible under Criteria B and C. This was a change in opinion from the June 18, 1992, DOE when the cabin was found to be less than 50 years old and not the best example of his work. Since that early decision, the building came closer to the 50-year eligibility and another more significant Fritz Benedict architecturally-designed building was demolished raising the historical significance of the Berger Cabin. Copies of the original DOE (Figure 1) and the subsequent DOE (Figure 2) can be found in Appendix B.

1.7 Description of the Existing Condition

Aspen rose to prominence as a nineteenth-century silver camp, but with the Silver Panic of 1893, it slid into obscurity until the mid-1930s when proponents of the skiing industry awakened the sleepy town. Skiing enthusiasts and developers William Fiske and Tom Flynn invested in and promoted Aspen's slopes and recreational advantages. The Works Progress Administration, established during President Franklin Delano Roosevelt's New Deal era, built a boat-tow to the top of Midway on Aspen Mountain and runs were cut. Locals viewed the new tourist industry with skepticism. It was not until after World War II, when the 10th Mountain Division soldiers training at nearby Camp Hale declared Aspen's fine powder snow world renowned, that Aspen was seriously considered a potential world-class ski center. Many of these same soldiers returned to Aspen after the war.

In 1948, Walter Paepcke, a Chicago industrialist, and his wife, Elizabeth, promoted development of Aspen as a new health, sports, and cultural center. They promoted a musical and cultural festival that eventually led to the founding of the Aspen Institute for Humanistic Studies. By the 1950s and 60s, the once sleepy, little town was growing with international ski competitions and music festivals and schools that introduced it to the world. Rustic-style buildings and lodges reminiscent of European-Chalet-style buildings rose among miners' cabins and Late-Victorian-style houses. Aspen's Modernist era was led by architects Fritz Benedict and Herbert Bayer, who designed a number of homes and buildings in Aspen and other Colorado ski resorts. The 1960s and 70s introduced the rich and famous who built large houses on traditionally small, narrow lots and began the development of condominiums.

Early transportation routes into Aspen included a dirt road and two railroads, Denver & Rio Grande Railroad and Colorado Midland Railway. With the demise of the railroad into Aspen, the City converted bridges by adding wood decks to allow automobile traffic. The dirt road between Glenwood Springs and Aspen eventually became SH 82, an original 1920s-highway, and the only road into Aspen in the winter when Independence Pass is closed. By 1938, SH 82, a two-lane road between Glenwood Springs and Aspen was completely paved. By 1969, the State Highway Department (now CDOT) began planning a four-lane highway between Glenwood Springs and Aspen. Portions of the four-lane highway between Glenwood Springs and Aspen are now completed.

In the Entrance to Aspen (SH 82) FEIS and ROD, there were thirteen historic resources identified. See Table 1-2. Since the FEIS and ROD, the historic districts have been officially determined eligible. After reviewing the materials and conducting a field survey, the consultant concurs with the previous determinations for these resources found in the FEIS and ROD and outlined in Table 1-2.

Table 1-2
SH 82 Entrance to Aspen EIS Identified Historic Resources

Site No.	Address	Property Name	2006 NR Eligibility	Local Landmark Eligibility
5PT113	Aspen	Commercial Core Historic District (HD)	Officially Elig; 2006, Criterion C	
5PT113.5	303 E Main Street	Thomas Hynes House	NR; Criteria A and C; 1987	LL, FE, Cont; 2000
5PT114	Aspen	Main Street HD	Officially Elig; 2006, Criterion C	
5PT114.19	320 W Main Street	Smith/Elisha House	NR; Criterion C; 1989	LL, FE, Cont.; 2000
5PT114.21	734 W Main Street	John B Stitzer/ Sorenson Residence	Officially Not Elig; 1988	LL, FE, Cont.; 2000
5PT136	SH 82	Maroon Creek Bridge	NR; Criteria A and D; 1985	
5PT290	834 W Hallam Street	Nellie McClimont House/Poppies Restaurant	Officially Not Elig; 1988	LL, FNE, Non-Cont; 2000
5PT498	1080 Power Station Road	Castle Creek Power Plant	Officially Eligible, 1988, Criteria A and C	Ordinance 21; 1992
5PT537	920 W Hallam Street	Edward C Stimson Cottage	Officially Not Elig; 2003	Ordinance 23; 1998
5PT539	SH 82	Holden Smelting & Milling Complex	NR; Criteria A and D; 1990	Ordinance 45; 1988
5PT542	SH 82	Colorado Midland Railroad	Officially Elig; 1988, Criterion A	
5PT592	835 Main Street	Berger Cabin	Officially Elig; 1996, Criteria B and C	Ordinance 50; 1993
5PT603.1	SH 82	Marolt Ditch	Officially Not Elig; 1995	

1.7.1 Field Survey Results

During the 2006 field survey, the consultant surveyed the entire APE, re-evaluated the thirteen previously identified historic resources, and identified and determined four historic resources in the Main St Historic District as individually eligible. In addition, seven Local Landmark properties were evaluated against NRHP criteria. These seven were identified by the City's historic preservation officer as local landmarks. All of these historic resources are located in the Preferred Alternative APE. All twenty-four of these historic resources are listed in Table 1-3, "2006 Field Survey Results." The table represents the results of the most recent historic resource survey in the APE conducted since the publication of the FEIS and ROD.

Architectural inventory forms for all of the resources were submitted to OAHP as either part of the FEIS process or the 2000 Reid Architect Survey. Therefore, as part of the 2006 survey, reevaluation forms were prepared to be submitted to OAHP and copies are located in Appendix C of this report. Forms were not prepared for Tyrolean Lodge, Ullr Commons, or the Pitkin Public Library, because they do not meet NRHP 50-year-eligiblity.

Table 1-3
2006 Field Survey Results

Site No.	Property Address	Historic Name	NR Eligibility	Local Landmark Eligibility
5PT113	Aspen	Commercial Core HD	Officially Elig, 2006, Criterion C	
5PT113.5	303 E Main Street	Thomas Hynes House	NR; Criteria A & C; 1987	LL, FE, Cont; 2000
5PT114	Aspen	Main Street HD	Officially Elig, 2006, Criterion C	
5PT114.15	128 E Main Street	Sardy House	Criterion C	Contributes to NR HD; LL Ordinance 1985
5PT114.16	333 W Main Street	Finley Residence	Criterion C	Contributes to NR HD; LL Ordinance 1987
5PT114.17	332 W Main Street	Taylor House	Criterion C	Contributes to NR HD; LL Ordinance 1982
5PT114.18	328 W Main Street	Brunton House	Criterion C	Contributes to NR HD; LL Ordinance 1981
5PT114.19	320 W Main Street	Smith/Elisha House	NR; Criterion C, 1989	LL, FE, Cont; 2000
5PT114.21	734 W Main Street	Stitzer/Sorenson Res	Officially Not Elig; 1988	LL, FE, Cont; 2000
5PT136	SH 82	Maroon Creek Bridge	NR; Criteria A & D; 1985	
5PT290	834 W Hallam Street	McClimont House	Officially Not Elig; 1988	LL, FNE, Non-Cont; 2000
5PT498	1080 Power Station Rd	Castle Creek Power Plant	Officially Elig, 1988, Criteria A & C	Ordinance 21; 1992
5PT537	920 W Hallam Street	Stimson Cottage	Officially Not Elig; 2003	Ordinance 23; 1998
5PT539	SH 82	Holden Smelting & Milling Complex	NR; Criteria A & D; 1990	Ordinance 45; 1988
5PT542	SH 82	Colorado Midland Railroad	Officially Elig; 1988, Criterion A	
5PT565	435 W Main Street	L'Auberge D'Aspen	Not Eligible; 2006	
5PT592	835 Main Street	Berger Cabin	Officially Elig; 1996, Criteria B & C	Ordinance 50; 1993
5PT603.1	SH 82	Marolt Ditch	Officially Not Elig; 1995	
5PT991	630 W Main Street	Mountain Rescue	Not Eligible; 2006	
5PT1001	730 W Main Street	Hickory House	Not Eligible; 2006	
5PT1008	220 E Main Street	The Cortina Lodge	Not Eligible; 2006	

Site No.	Property Address	Historic Name	NR Eligibility	Local Landmark Eligibility
	200 W Main Street	The Tyrolean Lodge	Not Eligible; 2006	
	520 W Main Street	Ullr Commons	Not Eligible; 2006	
	120 W Main Street	Pitkin County Library	Not Eligible; 2006	

Four of these (5PT114.15, 5PT114.16, 5PT114.17, and 5PT114.18) are individually eligible and contribute to the Aspen Main Street Historic District. The four properties are briefly described below. The boundaries of the Aspen Main Street HD recognized by the Aspen Historical Preservation Commission includes everything between the half blocks both on the north and south sides of Main Street from 7th Street to North Monarch Street (Guthrie correspondence, 8/8/2006). The historic district is mixed residential and commercial.

The **Sardy House (5PT114.15)** is NRHP eligible under Criterion C for its distinctive Queen-Anne style with identifying features that include a steeply-pitched roof of irregular shape through the incorporation of a tower, cutaway bay windows, and a partial-width porch. The two-story, brick house was built in 1893 for a local businessman John W. Atkinson before Aspen's silver mining era went bust. Locally the residence is more commonly recognized as the Sardy House for the T.J. Sardy family who bought it in 1946.

The **Finley Residence (5PT114.16)** is NRHP eligible under Criterion C for its distinctive Queen-Anne style with identifying features that include a steeply-pitched roof of irregular shape through the incorporation of a round tower and a square tower. The two-and-one-half-story house is frame construction with the second-story covered entirely with fish-scale shingles. It was built in 1888 for lumber businessman Steve Finley during Aspen's booming silver mining era.

The **Taylor House (5PT114.17)** is NRHP eligible under Criterion C for its stunning Shingle-style with distinctive identifying features that include wall cladding of continuous shingles, asymmetrical façade with irregular, steeply pitched roof line, and a full-width, shingle-clad porch. The two-and-one-half story house has a hipped roof with cross gables and both front and side-elevation bay windows. It was built in 1888 for F.M. Taylor, a successful mining entrepreneur and co-owner of Taylor & Brunton Sampling Works Company, during Aspen's booming silver mining era.

The **Brunton House (5PT114.18)** is NRHP eligible under Criterion C for its uniquely Eclectic style. The one-and-one-half story frame house most elaborate feature is its hipped roof with clipped cross gables that include the front and side wrap-around porch under the main roof. The porch has turned columns, frieze, lacy brackets, and simple balustrade. A prominent, front-elevation clipped gable roof features a porch with a door and sidelights. It was built in 1890 for David Brunton, a successful mining entrepreneur and partner with F.M. Taylor in the Taylor & Brunton Sampling Works Company, during Aspen's booming silver mining era.

1.7.2 Locally Recognized Historic Resources

On July 11, 2006, Dawn Bunyak interviewed Amy Guthrie, City of Aspen Historic Preservation Officer. At that time, Guthrie identified seven (7) properties that the City of Aspen is planning to submit to the Aspen Historical Preservation Commission for local land marking. These properties are:

- **Hickory House (5PT1001)**, 730 West Main Street, a rustic-style log residence built in 1950 that is now a restaurant and locally-recognized landmark when entering the City on SH 82.

- **Mountain Rescue (5PT991)**, 630 West Main Street, a 1950s, frame-and-log "kit building" residence that is now the headquarters for Mountain Rescue operations.
- **L'Auberge D'Aspen (5PT565)**, 435 West Main Street, a 1940s–50s, rustic-style lodge that is a series of small cabins that catered to Aspen's early ski tourism market.
- The **Cortina Lodge (5PT1008)**, 220 East Main Street, a 1950s, rustic-style lodge that catered to Aspen's early ski tourism market.
- The **Tyrolean Lodge**, 200 West Main Street, a 1970 lodge that is representative of a second era in lodge development in Aspen.
- **Pitkin County Library (5PT971)**, 120 West Main Street, a representative example of a public building built in 1960 during Aspen's Modern Movement era and designed by architect Fritz Benedict, a former member of the WWII Army's infamous 10th Mountaineer Division and student of architect Frank Lloyd Wright.
- **Ullr Commons,** 520 West Main Street, a pre-1970s lodge that is representative of a second era in lodge development in Aspen.

All but the Tyrolean Lodge and Ullr Commons were identified in the 2000 Reid Architect survey and inventoried. All seven are located on Main Street and within the APE. All of these resources were evaluated for NR eligibility during the 2006 survey. These resources are *not individually eligible to the NRHP*, but are significant locally for their role in Aspen's post-WWII development and the rise of its skiing industry. The City of Aspen Historic Preservation Officer has been developing the 20th-century architectural contexts for the City. These resources will more than likely fall into those contexts pertaining to the development of Aspen ski industry.

Reevaluation forms were completed for four of these resources (5PT1001, 5PT991, 5PT565, and 5PT1008). Three of the seven resources above (Tyrolean Lodge, Ullr Commons, and Pitkin County Library (5PT971) do not meet the NR 50-year-eligibility requirement. Reevaluation forms were not prepared for them, because of their age. All seven are located within the Main Street HD. None of these seven locally recognized landmarks will be impacted by the project, because they are within the protected boundaries of the Main Street HD.

1.7.3 Conclusions

Thirteen historic resources were called out in the 1997 FEIS and 1998 ROD. In July 2006 the APE was reassessed and surveyed to determine if any additional properties had come of age since the ROD was signed. In addition, the original thirteen historic resources were re-evaluated. Finally, it was also determined that there are no changes to the Preferred Alternative as described in the 1998 ROD or the 2005 MOU for Maroon Creek Bridge.

The 2006 survey identified and concurred with the determinations on the original thirteen resources found in the APE of the Preferred Alternative. Second, it identified four individually eligible

resources (5PT114.15, 5PT114.16, 5PT114.17, and 5PT114.18) located within the Main Street HD and the APE of the Preferred Alternative. The four are also recognized as **contributing** to the historic district. Seven identified local landmarks located within the Main Street HD and the APE of the Preferred Alternative were evaluated against NR criteria and found not eligible. As a result, the seven local landmark resources will not be called out in the Environmental Consequences section.

2.0 Environmental Consequences

The purpose of this section is to outline any changes in the project and whether they are related to the project design and existing environment that may impact the historic properties.

As discussed in Section 1.0, phased project improvements of the Preferred Alternative which have been completed are the Owl Creek Road and West Buttermilk Road combined intersection and the Maroon Creek Road roundabout. In addition, the Maroon Creek Bridge Replacement Project is currently under construction, and is being developed in a manner which will accommodate the Preferred Alternative in the future.

2.1 Methodology and Compliance with Regulations

The purpose of this document is to meet the requirements of Section 106 (36 CFR Part 800 as amended in August 2004), to determine if there are significant historic resources that are listed on or eligible for listing on the NRHP that may be impacted by the Preferred Alternative for the final phase of the Entrance to Aspen improvements. In addition, the consultant recognized locally-designated historic properties located within the project area in this reevaluation.

2.2 Preferred Alternative

The ROD Preferred Alternative is a combination of highway and intersection improvements, a transit system, and an incremental transportation management program. The transit component includes an LRT system which, until funding and voter approvals are obtained, would be developed initially as exclusive bus lanes. See Appendix A for additional detail.

2.2.1 Impacts of Preferred Alternative to Historic Properties

The following section analyzes both the direct and indirect environmental impacts of the Preferred Alternative including impacts from construction, operation, and maintenance of the project. A summary can be found in Table 2-1. All survey-identified properties will be discussed, except the local landmark properties that have been identified as not eligible to the NRHP.

Table 2-1
Analysis Summary of Properties Eligible or Listed on the NRHP

Site First Identified in FEIS or Reevaluation	Site No.	Address	Property Name	NR Eligibility	Determinations of Effects
FEIS	5PT113	Aspen	Commercial Core HD	Officially Elig; 2006	No adverse effect
FEIS	5PT113.5	303 E Main Street	Thomas Hynes House	NR; Criteria A and C; 1987	No adverse effect
FEIS	5PT114	Aspen	Main Street HD	Officially Elig; 2006	No adverse effect
Reevaluation	5PT114.15	128 E Main Street	Sardy House	NR, Eligible, 2006, Criterion C	No adverse effect
Reevaluation	5PT114.16	333 W Main Street	Finley Residence	NR Eligible, 2006, Criterion C	No adverse effect
Reevaluation	5PT114.17	332 W Main Street	Taylor House	NR, Eligible, 2006, Criterion C	No adverse effect
Reevaluation	5PT114.18	328 W Main Street	Brunton House	NR, Eligible, 2006, Criterion C	No adverse effect
FEIS	5PT114.19	320 W Main Street	Smith/Elisha House	NR; Criterion C; 1989	No adverse effect
FEIS	5PT114.21	734 W Main Street	John B Stitzer/ Sorenson Residence	Officially Not Elig; 1988	No historic properties affected
FEIS	5PT136	SH 82	Maroon Creek Bridge	NR; Criteria A and D; 1985	No adverse effect
FEIS	5PT290	834 W Hallam Street	McClimont House/Poppies Restaurant	Officially Not Elig; 1988	No historic properties affected
FEIS	5PT498	1080 Power Station Road	Castle Creek Power Plant	Officially Eligible, 1988	No adverse effect
FEIS	5PT537	920 W Hallam Street	Edward C Stimson Cottage	Officially Not Elig; 2003	No historic properties affected
FEIS	5PT539	SH 82	Holden Smelting & Milling Complex	NR; Criteria A and D; 1990	No historic properties affected
FEIS	5PT542	SH82	Colorado Midland Railroad	Officially Elig; 1988	No adverse effect
FEIS	5PT592	835 Main Street	Berger Cabin	Officially Elig; 1996	No historic properties affected
FEIS	5PT603.1	SH 82	Marolt Ditch	Officially Not Elig; 1995	No historic properties affected

HD – Historic District; NR - National Register of Historic Places

The potential impacts to historic resources, both previously identified in the FEIS and ROD, as well as those recently identified in the 2006 survey, are described below. Table 2-1 is arranged numerically by Site Number for simplicity. However, the historic resources are discussed below in the order that the resources are located in the Preferred Alternative corridor from west to east along SH 82, beginning at the Pitkin County Airport to the Rubey Park bus station.

2.2.2 Pitkin County Airport to Castle Creek

Maroon Creek Bridge (5PT136): Based upon the 2006 survey and as agreed upon in the 1998 ROD, there is no direct impact to the historic Maroon Creek Bridge. The bridge is in place despite on-going construction, and commitments to mitigation measures are in place that include barriers, protective measures, and maintenance of bridge "in conformance with all safety, structural, and maintenance standards" for full unrestricted use for vehicular traffic during construction (ROD, page 7).

In 2005, a MOU was approved to allow the new Maroon Creek Bridge pedestrian/bike access design to change from a suspended access to a 12-foot-wide sidewalk on the bridge for pedestrian/bike access across Maroon Creek. The sidewalk is separated from traffic by a barrier. As of 2006, this change does not impact the historic Maroon Creek Bridge.

SHPO determined at the time of the ROD that there would be no adverse effect to the historic bridge under the Preferred Alternative because 1) the historic bridge would remain in place, and 2) adaptive reuse as a pedestrian or transit crossing does not constitute a significant impact, because neither of these uses would substantially impair the integrity of the historic resources. As of 2006, this commitment has been followed.

Mitigation measures, when the historic bridge is to be modified in any way to accommodate transit use, include providing design plans, drawings, and a photographic record to the SHPO.

During the initial consultation, it was determined that the Preferred Alternative would not result in any impact on Maroon Creek Bridge and no cumulative impacts were identified that would diminish the qualities that make this property eligible to the NRHP. The resulting determination of effect was **no adverse effect**. Based upon the 2006 reevaluation survey, it was determined that there have been no changes, since that initial consultation, to affect the resource. Therefore, no further SHPO consultation will be sought.

Holden Smelting and Milling Complex (5PT539): There has been no design change since the 1998 ROD.

Approximately 800 feet east of the roundabout (MP39.9), the alignment shifts to the southeast across the Marolt-Thomas Open Space property and through a 400-foot, cut-and-cover tunnel (underground tunnel created by digging a hole, dropping in prefabricated concrete tunnel sections and joining, then back filling the hole) exiting north of the Holden Smelting and Milling Complex boundary and crossing a new Castle Creek Bridge to connect with the existing Aspen street pattern.

The Preferred Alternative would result in a take of approximately 0.05 acres of the open space property near the complex , but there would be no take within the historic site boundary for

construction. No buildings will be removed. If the LRT is constructed at a later date, the proposed edge of the LRT platform passes within 165 feet of the museum, 320 feet of the Marolt House, and 280 feet of the Salt Warehouse. The edge of ROW width extends within 130 feet of the museum, 280 feet of the Marolt House, and 220 feet of the Salt Warehouse. Mitigation commitments include construction of a berm and review of landscaping.

SHPO determined at the time of the ROD that there would be no adverse effect to this resource under the Preferred Alternative if the alignment is north of the historic site boundary. The Preferred Alternative has been shifted north as requested. To avoid the boundary, it will be staked in the field prior to commencement of construction activities and verified by the City of Aspen (ROD, 7). In addition, a berm is proposed between the historic site and the highway to minimize any direct visual impacts to the Holden Smelting and Milling Complex. Because the property is already located adjacent to the highway, no additional noise impacts are expected than already occur at the site.

Commitments to mitigation are in place with the alignment north of the boundary and proposed berm, which will address any indirect visual impacts on the historic site. SHPO and Aspen Historical Preservation Commission will be able to review and approve landscaping; and when necessary, LRT-overhead-wire design in the vicinity of the Holden Smelting and Milling Complex.

During the initial consultation, it was determined that the Preferred Alternative would not result in any impact to the historic site and no cumulative impacts were identified that would diminish the qualities that make this property eligible to the NRHP. The resulting determination was **no historic properties affected**. Based upon the 2006 reevaluation survey, it was determined that there have been no changes, since that initial consultation, to affect the resource. Therefore, no further SHPO consultation will be sought.

Additional Mitigation Measures in Vicinity of Bridge and Milling Complex

Visual mitigation measures will include installation of landscaped medians in the new transportation corridor extending from the east end of Maroon Creek Bridge to the west end of the new cut-and-cover tunnel on Marolt-Thomas Open Space and near the Holden Smelting and Milling Complex. The typical width of the median will be 12 feet from back of curb to back of curb. However, the width of the median varies along the corridor as necessary. The median shall allow raised planters with underground irrigation. All designs will be submitted to the City for review and approval. The City will be responsible for plantings and their maintenance (ROD, page 9).

Other visual mitigation measures include revegetation of all disturbed areas, removal of concrete from SH 82 and revegetation with natural species to reduce soil erosion, adjust final roadway layout to save existing large trees and vegetation groupings, grade to match existing slopes, and using aesthetically pleasing building materials.

Colorado Midland Railroad (5PT542): The Preferred Alternative would require a ROW acquisition of 0.57 acres of railroad grade (included in the Marolt-Thomas Open Space land). At the time of the ROD, SHPO determined that this loss would not adversely affect the historic resource. There has been no design change since the initial consultation. Therefore, the Preferred Alternative will not

result in any impact to this property. There have been no indirect visual or noise impacts identified. No cumulative impacts have been identified that would diminish the qualities that make this property eligible to the NRHP.

During the initial consultation, it was determined that the resulting determination of effect was **no adverse effect**. Based upon the 2006 reevaluation survey, it was determined that there have been no changes, since that initial consultation, to affect the resource. Therefore, no further SHPO consultation will be sought.

Marolt Ditch (5PT603.1): Marolt Ditch was determined Officially Not Eligible July 17, 1995, because there was a better example of a high-mountain, irrigation ditch construction in the larger and more intact Salvation Ditch located on the Roaring Fork River on the north side of the valley.

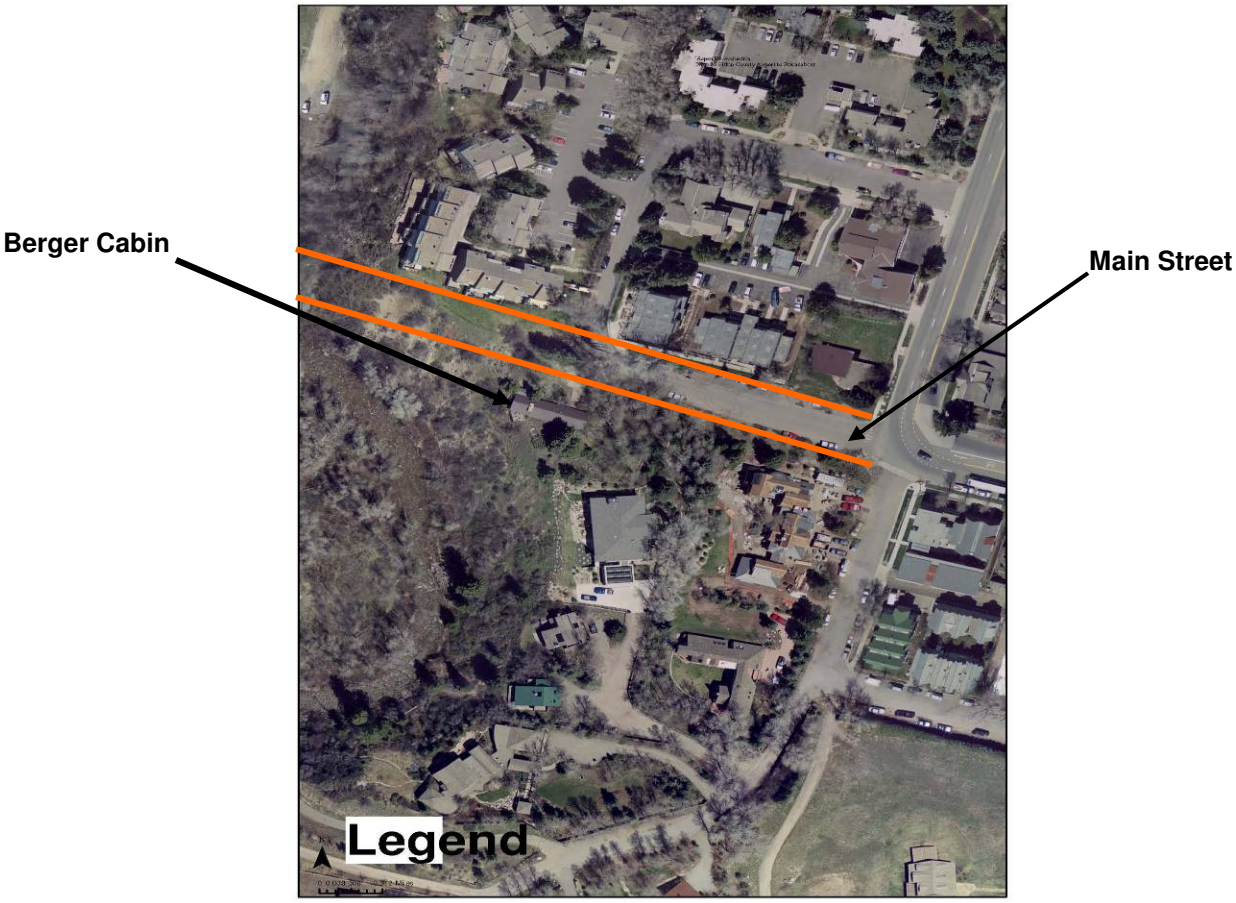
During the initial consultation, it was determined that the Preferred Alternative would not result in any impact to Marolt Ditch. The resulting determination was **no historic properties affected**. Based upon the 2006 reevaluation survey, it was determined that there have been no changes, since that initial consultation, to affect the resource. Therefore, no further SHPO consultation will be sought.

Due to its visual and physical association with Castle Creek, the Berger Cabin is discussed in this section and not in the City of Aspen associated properties.

Berger Cabin (5PT592): In the FEIS and ROD, it was reported that the Preferred Alternative alignment stays within existing curb line. Nevertheless, the Preferred Alternative with LRT would come within 20 feet of the building. The edge of ROW would come within 10 feet of the building (FEIS, V-41). Refer to Figure 2-1. Because this would impact the visitor experience, the Berger Cabin may be moved away from the Preferred Alternative alignment, but remain on the same property. The cabin is surrounded by a stand of trees. SHPO determined at the time of the ROD that there would be **no adverse effect** on this property subject to consultation (review and approval) on relocation plans and landscaping to provide a visual buffer.

Based upon the 2006 reevaluation survey, it was determined that the Preferred Alternative will not result in any impact to this property. Any indirect visual or noise impacts will be addressed through landscaping. The 2006 survey consultant recommends saving as many of the trees surrounding the property as possible to be incorporated into the landscaping that will provide a visual buffer. No cumulative impacts have been identified that would diminish the qualities that make this property eligible to the NRHP. Based upon the 2006 survey, it was determined that there have been no changes, since the initial consultation, to affect the resource. Therefore, no further SHPO consultation will be sought.

Figure 2-1. Berger Cabin in Relation to Main Street



2.2.3 Transportation Corridor within the City of Aspen

As described earlier, the extended corridor within the City of Aspen follows Main Street to Monarch Street, south on Monarch Street to Durant Avenue, and east on Durant Avenue to Rubey Park bus station. From this point forward, it will be referred to as the "extended corridor".

Additional general mitigation measures outlined in the FEIS and ROD will be discussed here because they will be referred to in specific property analyses. To minimize visual impacts within the City limits, CDOT will install wide medians, where feasible, which may include raised planters along the balance of the new transportation corridor. The width of the median will vary in accordance with its location in the corridor. The typical width of the median will be 16 feet from the inside edge of shoulder to inside edge of shoulder. Planter details shall be determined at the final design stage in consultation with the City. The City will be responsible for planting the median area and maintenance of the plantings within the City limits.

Stitzer Residence (5PT114.21): The Stitzer Residence is located on Main Street and in the Aspen Main Street HD located in the extended corridor. As described in the FEIS and ROD, the Preferred Alternative alignment stays within existing curb line and will not result in any direct impact to this

property. If and when the LRT component is constructed, there will be an indirect visual impact due to overhead lines.

During the initial consultation, it was determined that the Preferred Alternative would not result in any impact on the Main Street HD, where the Stitzer Residence is located. The resulting determination of effect was **no historic properties affected**. Based upon the 2006 reevaluation survey, it was determined that there have been no changes, since that initial consultation, to affect the resource. Therefore, no further SHPO consultation will be sought.

Finley Residence (5PT114.16): The Finley Residence is located on Main Street and in the Aspen Main Street HD located in the extended corridor. As described in the FEIS and ROD, the Preferred Alternative alignment stays within existing curb line and will not result in any direct impact to this property. If and when the LRT component is constructed, there would be an indirect visual impact due to overhead lines. However, the proposed median planters and landscaping will lessen the impact to this property.

SHPO determined at the time of the ROD that there would be **no adverse effect** to historic properties in Main Street HD subject to additional landscaping being incorporated to provide a visual buffer. SHPO and Aspen HPC will review and approve landscaping and LRT overhead wire design. As with other Main Street properties previously identified in the FEIS and ROD, the 2006 reevaluation survey found there would be no adverse effect to this recently identified individually-eligible property, which is protected by mitigation measures implemented for the Main Street HD. Based upon the 2006 reevaluation survey, it was determined that there have been no changes, since that initial consultation, to affect the resource. Therefore, no further SHPO consultation will be sought.

Taylor House (5PT114.17): The Taylor House is located on Main Street and in the Aspen Main Street HD located in the extended corridor. As described in the FEIS and ROD, the Preferred Alternative alignment stays within existing curb line and will not result in any direct impact to this property. If and when the LRT component is constructed, there would be an indirect visual impact due to the overhead lines. However, the proposed median planters and landscaping will lessen the impact to this property.

SHPO determined at the time of the ROD that there would be **no adverse effect** to historic properties in Main Street HD subject to additional landscaping being incorporated to provide a visual buffer. SHPO and Aspen HPC will review and approve landscaping and LRT overhead wire design. As with other Main Street properties previously identified in the FEIS and ROD, the 2006 reevaluation survey found there would be no adverse effect on this recently identified individually-eligible property, which is protected by mitigation measures implemented for the Main Street HD. Based upon the 2006 survey, it was determined that there have been no changes, since that initial consultation, to affect the resource. Therefore, no further SHPO consultation will be sought.

Brunton House (5PT114.18): The Brunton House is located on Main Street and in the Aspen Main Street HD located in the extended corridor. As described in the FEIS and ROD, the Preferred Alternative alignment stays within existing curb line and will not result in any direct impact to this

property. If and when the LRT component is constructed, there would be an indirect visual impact due to the overhead lines. However, the proposed median planters and landscaping will lessen the impact to this property.

SHPO determined at the time of the ROD that there would be **no adverse effect** to historic properties in Main Street HD subject to additional landscaping being incorporated to provide a visual buffer. SHPO and Aspen HPC will review and approve landscaping and LRT overhead wire design. As with other Main Street properties previously identified in the FEIS and ROD, the 2006 reevaluation survey found there would be no adverse effect to this recently identified individually-eligible property, which is protected by mitigation measures implemented for the Main Street HD. Based upon the 2006 survey, it was determined that there have been no changes, since that initial consultation, to affect the resource. Therefore, no further SHPO consultation will be sought.

Smith/Elisha House (5PT114.19): The Smith/Elisha House is located on Main Street and in the Aspen Main Street HD located in the extended corridor. As described in the FEIS and ROD, the Preferred Alternative alignment stays within existing curb line and will not result in any direct impact to this property. If and when the LRT component is constructed, there would be an indirect visual impact due to the overhead lines and a proposed transit station located in the vicinity of this property. However, the proposed median planters and landscaping will lessen the impact.

As documented in the ROD, SHPO determined there would be **no adverse effect** on this property subject to their approval of the landscape and overhead wiring design associated with the LRT in its vicinity. Based upon the 2006 reevaluation survey, it was determined that there have been no changes, since that initial consultation, to affect the resource. Therefore, no further SHPO consultation will be sought.

Sardy House (5PT114.15): The Sardy House is located on Main Street and in the Aspen Main Street HD located in the extended corridor. As described in the FEIS and ROD, the Preferred Alternative alignment stays within existing curb line and will not result in any direct impact to this property. If and when the LRT component is constructed, there would be an indirect visual impact due to the overhead lines. However, the proposed median planters and landscaping will lessen the impact to this property.

SHPO determined at the time of the ROD that there would be **no adverse effect** to historic properties in Main Street HD subject to additional landscaping being incorporated to provide a visual buffer. SHPO and Aspen HPC will review and approve landscaping and LRT overhead wire design. As with other Main Street properties previously identified in the FEIS and ROD, the 2006 reevaluation survey found there would be no adverse effect to this recently identified individually-eligible property, which is protected by mitigation measures implemented for the Main Street HD. Based upon the 2006 survey, it was determined that there have been no changes, since the initial consultation, to affect the resource. Therefore, no further SHPO consultation will be sought.

The Main Street HD (5PT114): The Main Street HD is located on Main Street primarily between 7th Street and Monarch Street where the Commercial Core HD begins. As described in the FEIS and

ROD, the Preferred Alternative alignment stays within existing curb line and will not result in any direct impact to this property. If and when the LRT component is constructed, there would be an indirect visual impact due to the overhead lines. However, the proposed median planters and landscaping will lessen the impact to this property.

SHPO determined at the time of the ROD that there would be **no adverse effect** on the Main Street HD subject to additional landscaping being incorporated to provide a visual buffer. SHPO and Aspen HPC will review and approve landscaping and LRT overhead wire design. The 2006 reevaluation survey found there would be no adverse effect to the historic district. Based upon this survey, it was also determined that there have been no changes, since the initial consultation, to affect the resource. Therefore, no further SHPO consultation will be sought**.**

Commercial Core HD (5PT113): The Commercial Core HD is located between Monarch (East) and Hunter (West) and Main Street (North) and Durant Avenue (South), including the south half lots of blocks on north side of Main Street. As described in the FEIS and ROD, the Preferred Alternative alignment stays within existing curb line and will not result in any direct impact to this property. If and when the LRT component is constructed, there would be an indirect visual impact due to the overhead lines. However, the proposed median planters and landscaping in the extended corridor will lessen the impact to this property. SHPO determined at that time there would be **no adverse effect** on the Commercial Core HD. The 2006 reevaluation survey found there would be no adverse effect to the historic district. Based upon this survey, it was also determined that there have been no changes, since the initial consultation, to affect the resource. Therefore, no further SHPO consultation will be sought.

Hynes House (5PT303): The Hynes House is located on Main Street and in the Commercial Core HD, which is in the extended corridor. As described in the FEIS and ROD, the Preferred Alternative alignment stays within existing curb line and will not result in any direct impact to this property. If and when the LRT component is constructed, there would be an indirect visual impact due to the overhead lines and a proposed transit station located in the vicinity of this property. However, the proposed median planters and landscaping will lessen the impact.

At the time of the ROD, SHPO determined there would be **no adverse effect** on this property subject to their approval of the landscape and wiring design associated with the LRT. The 2006 reevaluation survey found there would be no adverse effect to the historic property, which is protected by mitigation measures implemented for the Commercial Core HD. Based upon this survey, it was determined that there have been no changes, since the initial consultation, to affect the resource. Therefore, no further SHPO consultation will be sought.

Additional Temporary Construction Mitigation Measures

As outlined in the ROD, on page 35, residences and businesses along the project corridor may be subject to construction noise. Construction noise will vary with the activities involved. The noise level could exceed 90 dBA for short durations in some instances. Two measures will be taken to minimize the construction noise impacts: (1) restricting noisy construction to daylight hours, and

(2) requiring appropriate mufflers on all equipment. These measures will eliminate construction noise during the night and early morning hours and minimize it during the day.

As outlined in the ROD, on page 35, no vibration impacts would be created as a result of the Preferred Alternative that would require vibration mitigation.

2.2.4 Resources Outside Preferred Alternative Improvement Corridor

The Preferred Alternative, as described in the FEIS and ROD, will alter the alignment of SH-82 removing the transportation corridor from Hallam Street. Therefore, the following historic resources will be located outside the corridor of the Preferred Alternative:

- Castle Creek Power Plant (5PT498)
- McClimont House (5PT290)
- Stimson Cottage (5PT537

The existing Castle Creek Bridge would remain as a local access route in its present configuration. As described in the FEIS and ROD, the Preferred Alternative will not result in any direct impact to any of these historic resources. No indirect or cumulative effects have been identified that would diminish the qualities that make these properties eligible to the NRHP. As described in the ROD, the resulting determination of effect on Castle Creek Power Plant, McClimont House, and Stimson Cottage was **no adverse effect**. The 2006 reevaluation survey found there would be no adverse effect to these properties (5PT498, 5PT290 and 5PT537). Based upon this survey, it was also determined that there have been no changes, since the initial consultation, to affect the resources. Therefore, no further SHPO consultation will be sought.

2.2.5 Conclusion

Thirteen historic resources were called out in the 1997 FEIS and 1998 ROD. The 2006 Reevaluation Survey identified and concurred with the determinations of effect on the original thirteen (13) historic properties. During the 2006 survey, four (4) individually-eligible resources (5PT114.15, 5PT114.16, 5PT114.17, and 5PT114.18) were identified in the Main Street HD. They are described in Section 1.0, Affected Environment. Because all four are found in the Main Street HD, they are protected by the mitigation to be implemented for this district. Therefore, the resulting determination of effect is no adverse effect. The determination of effect for these seventeen properties is either no historic properties affected or no adverse effect. Based upon the 2006 Reevaluation Survey, there have been no changes in the Preferred Alternative, since the initial consultation, to affect the resources. Therefore, no further SHPO consultation will be sought.

3.0 References

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Appendix A. Preferred Alternative

DETAILED DESCRIPTION OF THE PREFERRED ALTERNATIVE

The Preferred Alternative selected in the 1998 ROD for the State Highway 82 Entrance to Aspen is described below. This alternative is a combination of highway and intersection improvements, a transit system, and an incremental transportation management (TM) program. Figures 1a and 1b in the main text show a schematic view of the Preferred Alternative alignment.

Highway Components

Roadway Configuration

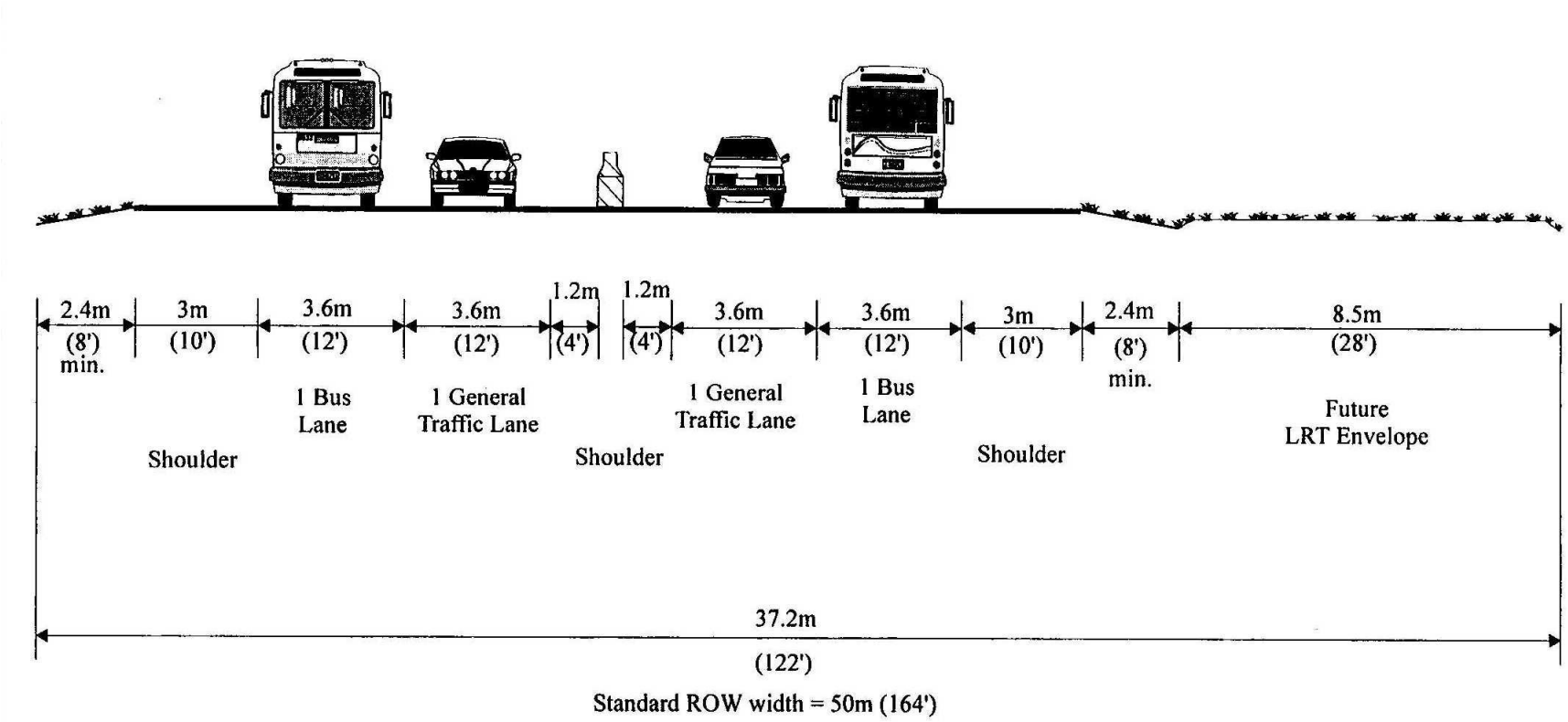
Because the Preferred Alternative allows for phasing of the transit component (initial, exclusive bus lanes with light-rail transit (LRT) phased in later if funding and public support is obtained), the design of the highway component will be different during the initial phase than it will be in its ultimate configuration.

The ultimate configuration of the Preferred Alternative will include a wide, grassy median, wide emergency shoulders, two general-purpose lanes (one in each direction), and an LRT system running parallel to the highway. The initial configuration will consist of two general-purpose lanes (one in each direction) and two exclusive bus lanes, one on the outside of the general-purpose lane in either direction. The initial roadway would have either a narrow median and/or a concrete barrier in the center, but the cross-section would include room for the eventual wider median, wider emergency shoulders, and the envelope for the future LRT, as shown in Figure A-1.[1] This initial configuration is necessary in order to allow for continued operation of the bus lanes during future LRT construction.

Once the LRT system was completed, the bus lanes would no longer be needed so the roadway would be re-striped for two general-purpose lanes only (one in each direction), a wider median, and wide emergency shoulders. It is likely that the concrete barrier would be removed from most sections of roadway once the wide median was in place, but specific design details would be determined during final design. The conceptual design across the Marolt-Thomas property, described in the ROD (page 27 of 37), includes a median varying from 12 feet (3.6 meters) in width with grass and landscaping, to a textured concrete median 7 feet (2.1 meters) wide through the cut-and-cover tunnel (described below).

[1] The conceptual cross-section illustrated in Figure A-1 is for the area west of Buttermilk Ski Area. In this area, the future LRT system would be on the north side of State Highway 82, as described later under "Transit System". East of Buttermilk, the LRT alignment would shift to the south side of the highway.

Figure A-1 – Conceptual Cross-section of Initial Roadway Configuration of Preferred Alternative



Roadway Alignment

The highway alignment of the Preferred Alternative selected in the ROD would follow the existing State Highway 82 alignment from Buttermilk Ski Area to the vicinity of Maroon Creek Bridge, where the alignment would shift to the north. The highway would cross Maroon Creek on a new bridge currently under construction (see Current Status of the Preferred Alternative below), north of the existing bridge. The highway then would return to its existing alignment and continue east to the existing roundabout located at the Maroon Creek Road intersection. (The roundabout was constructed as part of this project; see Current Status of the Preferred Alternative below.) Approximately 750 feet (230 meters) east of the roundabout, the highway alignment would shift to the southeast across the Marolt-Thomas Property and through a cut-and-cover tunnel 400 feet (122 meters) in length, to connect with the intersection of 7th Street and Main Street. The alignment would cross a new Castle Creek Bridge between the cut-and-cover tunnel and Main Street. The proposed Main Street roadway alignment would consist of two travel lanes in each direction. The proposed Main Street cross-section would be within the existing curb lines. The Preferred Alternative also included relocating the existing Owl Creek Road and West Buttermilk Road to create a new combined intersection with State Highway 82 near the Buttermilk Ski Area. This relocation has been completed (see Current Status of the Preferred Alternative below.)

Transit System

The transit system for the Preferred Alternative includes an LRT system from a new LRT Maintenance Facility near Service Center Road to Rubey Park in downtown Aspen. However, the LRT system will be developed initially as exclusive bus lanes if local support and/or funding for LRT are not available. As described previously, the proposed cross-section is of adequate width to allow the exclusive bus lanes to continue in operation during the construction of LRT.

The LRT alignment would leave the maintenance facility (refer to Figure 2) and cross State Highway 82 west of Service Center Road, then turn east toward the Aspen/Pitkin County Airport, heading into the Airport Terminal LRT Station. At this point, the LRT alignment would be parallel to and on the south side of State Highway 82. The LRT would leave the parallel alignment near Owl Creek Road to enter the Buttermilk LRT Station and multi-modal facility. The LRT alignment then would return to the south side and parallel to State Highway 82, crossing Maroon Creek on the existing bridge. As the alignment approaches the Maroon Creek Road roundabout, it would shift to the south, bypassing the intersection and crossing Maroon Creek Road and Castle Creek Road. It then would return to the alignment south of and parallel to the highway. The LRT alignment would continue paralleling the proposed highway alignment across the Marolt-Thomas Property, through the cut-and-cover tunnel, to the intersection of 7th Street and Main Street. The LRT alignment would then run along the south side of Main Street to Monarch Street, turning south onto the east side of Monarch Street. At Durant Avenue, the LRT would turn east along the north side of Durant Avenue and end at Rubey Park.

LRT transit stations are proposed at the Airport Terminal, Buttermilk Ski Area, Moore Property, 7th Street, 3rd Street, Monarch Street, and Rubey Park. For the evaluation done in the 1997 Final EIS, the

very conceptual LRT alignment was proposed to be double-tracked (that is, two parallel tracks, each carrying trains in opposite directions) except for the following six areas where a single track would be used for trains going in either direction:

- LRT Maintenance Facility to the Pitkin County Airport
- Maroon Creek Bridge
- Just west of the cut-and-cover tunnel to the intersection of 7th Street and Main Street
- 7th Street LRT Station
- 3rd Street LRT Station
- Intersection of Monarch Street and Main Street to Rubey Park

Incremental Transportation Management Program

In addition to the highway and intersection improvements and the transit system, the Preferred Alternative includes an incremental TM program. This program is designed to help achieve the city and community goal of maintaining 1993 traffic volumes in the year 2015 (see Chapter I, Purpose and Need, page I-1 in the Final EIS). The Preferred Alternative TM program consists of incentives, disincentives, and supporting measures to encourage use of transit, carpools, bicycles, and walking.

The incremental TM program consists of monitoring the traffic volumes to verify that the goal of maintaining 1993 traffic levels is being met. If traffic volumes are at or below the 1993 levels, no action would be taken. If traffic volumes exceed the 1993 levels, then one or more TM measures are implemented. The degree to which the traffic volumes exceed the 1993 levels determines the level of TM required for meeting the zero-growth target. The three levels of TM are summarized below:

Level 1 – Measures in this level of TM are starter-level actions that are implemented when the zero-growth level is first exceeded. If the zero-growth target is exceeded after Level 1 is implemented, then the next level of TM is added. Examples of Level 1 measures include ride-matching programs, trip planning programs, and transit literature.

Level 2 – This level of TM is implemented when the traffic volumes exceed the zero-growth target by 5 percent or less, or if Level 1 measures do not reduce traffic volumes to below the target. Examples of Level 2 measures include improved transit system (shorter headways, increase subsidies), demand responsive transit, and minor increases in internal parking rates.

Level 3 – This level of TM is implemented when the traffic volumes exceed the zero-growth target by between 5 and 10 percent. Examples include limiting the number of internal parking spaces, auto-free zones, and major increases in internal parking rates.

Current Status of the Preferred Alternative

Two components of the Preferred Alternative have been constructed since the publication of the FEIS and ROD: (1) Owl Creek Road and West Buttermilk Road have been relocated to create a new, signalized intersection with State Highway 82 near the Buttermilk Ski Area; and (2) the roundabout at the Maroon Creek Road intersection has been completed.

In addition, the Maroon Creek Bridge Replacement Project is currently under construction, scheduled for completion by spring of 2008. This project is being constructed as a bridge replacement without any increase in roadway capacity. However, it will accommodate the Entrance to Aspen Preferred Alternative in the future by removing the center median and re-striping for two general-purpose lanes and two exclusive bus lanes. (As stated previously, the eventual LRT system would run on the existing Maroon Creek Bridge, while the highway will utilize the new bridge just north of the existing bridge.)

The intersection of Truscott Drive and State Highway 82 was completed in 2001. While this intersection is not part of the Entrance to Aspen Project, its configuration accommodates the alignment for the east approach to the Maroon Creek Bridge Replacement Project.

A transportation easement across the Marolt-Thomas Open Space was conveyed from the City of Aspen to CDOT in August of 2002, as part of land exchange and mitigation agreements between CDOT and the City of Aspen and Pitkin County. (Refer to Appendix A and B in the 1998 Record of Decision for details of the open space conveyance agreements and mitigation commitments.)

There have been no additional changes to the Preferred Alternative since the publication of the ROD.

RESOLUTION NO. 3
Series of 2005

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF ASPEN, COLORADO, APPROVING AN AMENDMENT TO THE MEMORANDUM OF UNDERSTANDING DATED JULY 27, 1998 BETWEEN THE CITY OF ASPEN, COLORADO DEPARTMENT OF TRANSPORTATION AND THE FEDERAL HIGHWAY ADMINISTRATION REGARDING THE ENTRANCE TO ASPEN FINAL ENVIRONMENTAL IMPACT STATEMENT, AND AUTHORIZING THE CITY MANAGER TO EXECUTE SAID AMENDMENT ON BEHALF OF THE CITY OF ASPEN, COLORADO.

WHEREAS, there has been submitted to the City Council an amendment to the Memorandum of Understanding between the City of Aspen, the Colorado Department of Transportation, and the Federal Highway Administration regarding the Entrance to Aspen Final Environmental Impact Statement, a copy of which is annexed hereto and made a part thereof.

NOW, THEREFORE BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF ASPEN, COLORADO:

That the City Council of the City of Aspen hereby approves the amendment to the Memorandum of Understanding between the City of Aspen, the Colorado Department of Transportation, and the Federal Highway Administration regarding the Entrance to Aspen Final Environmental Impact Statement, a copy which is annexed hereto and incorporated herein, and does hereby authorize the City Manager of the City of Aspen to execute said amendment to the memorandum of understanding on behalf of the City of Aspen.

INTRODUCED, READ AND ADOPTED by the City Council of the City of Aspen on the 24th day of February 2005.

Helen Klein Klanderud, Mayor

I, Kathryn S. Koch, duly appointed and acting City Clerk do certify that the foregoing is a true and accurate copy of that resolution adopted by the City Council of the City of Aspen, Colorado, at a meeting held on the day hereinabove stated.

Kathryn S. Koch, City Clerk

1st Amendment to the
Memorandum of Understanding
Between the Colorado Department of Transportation, Federal Highway Administration
And the City of Aspen
For the Entrance to Aspen.
Dated July 27, 1998

February 14, 2005 Amendment

1. Delete the original language in item 3b on page 5 of 12 of the Memorandum of Understanding:

> "b. CDOT shall construct the new Maroon Creek Bridge to include a suspended pedestrian/bike access. CDOT shall work with the City's Parks Department to design the best method for mitigating the need for an east-side abutment to avoid impacts to the playing field. Title to the suspended walkway shall be conveyed to the City by a bill of sale. The suspended walkway shall be maintained in perpetuity by the City of Aspen."

2. Replace the original language with the following new language for item 3b on page 5 of 12:

> "b. CDOT shall construct the new Maroon Creek Bridge to include a 12 foot wide sidewalk on the bridge for pedestrian/bike access across Maroon Creek. This sidewalk shall be separated from highway traffic with a barrier. The sidewalk shall be the property of CDOT. Maintenance of the sidewalk surface, including snow and ice control, sweeping and lighting shall be done in perpetuity by the City of Aspen. All other maintenance of barriers, railings and structure shall be done in perpetuity by CDOT."

Appendix B. Historic Resources Documentation

Appendix C. Reevaluation Forms