

**I-70 Mountain Corridor PEIS Historic Properties and
Native American Consultation Technical Report**
August 2010

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Section 1. Purpose of the Report

This *I-70 Mountain Corridor PEIS Historic Properties and Native American Consultation Technical Report* supports the information contained in **Chapter 3, Section 3.15** and **Chapter 3, Section 3.14** of the I-70 Mountain Corridor Programmatic Environmental Impact Statement (PEIS). It identifies

- Methods used to identify historic properties and determine potential impacts of alternatives.
- Coordination with local, state, federal agencies, and Native American tribes.
- Listing of the recorded historic properties in the Corridor.
- Consequences of the Action Alternatives evaluated in the I-70 Mountain Corridor PEIS.
- Considerations for Tier 2 Processes.
- Proposed mitigation for historic properties.

The report includes a Programmatic Agreement developed for Tier 2 processes (**Appendix A**) and three appendices of data that were collected or prepared over the course of developing the PEIS (**Appendix B, C, and D**).

Section 2. Background

The I-70 Mountain Corridor has a rich history, and many buildings, structures, and other physical remains reflecting that history are present. Interest in preserving important historical resources and landscapes is high among the Corridor communities, local governments and preservation groups, historical organizations, and state and federal agencies. Several laws and regulations protect historic properties, but Section 106 of the National Historic Preservation Act (Section 106) requires federal agencies to take into account the effect of their undertakings on historic properties. The Colorado Department of Transportation (CDOT) on behalf of the Federal Highway Administration (FHWA) (referred to as the lead agencies) carries out the Section 106 process, which involves identification of properties, evaluation of effects to historic properties from proposed highway projects, and mitigation for adverse effects. Regulations implementing Section 106 are contained in 36 Code of Federal Regulations 800, Protection of Historic Properties.

The lead agencies used a phased approach for the identification and evaluation of historic properties in the Corridor. This approach is consistent with 36 Code of Federal Regulations 800.4(b)(2) and 36 Code of Federal Regulations 800.5(a)(3), which allow agencies to defer final identification and evaluation of historic properties for large corridors like the I-70 Mountain Corridor as long as a process is followed to “establish the likely presence of historic properties within the area of potential effects for each alternative through background research, consultation, and an appropriate level of field investigation, taking into account the number of alternatives under consideration, the magnitude of the undertaking and its likely effects, and the views of the State Historic Preservation Office (SHPO)/Tribal Historic Preservation Office and any other consulting parties” (36 Code of Federal Regulations 800.4[b][2]).

The lead agencies conducted file searches with the Colorado Office of Archaeology and Historic Preservation (OAHP), which is the state’s repository for recorded historic properties, conducted a reconnaissance survey of the Corridor, and conducted additional interviews and research with local organizations and individuals knowledgeable about the Corridor’s history. Through this process, the lead agencies identified recorded historical properties, additional properties of local interest, and types of properties that may be identified in the future based on historical themes, such as mining, recreation, and ranching. The OAHP database contains properties that have been National Register-listed, are eligible and not eligible, or have been field surveyed but require additional data to determine eligibility. Information

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in the OAHF database is often inconsistent, contains anomalies, and includes many properties evaluated years ago that require reevaluation. See **Section 5.2** for a more detailed discussion of the methods to identify historic properties.

The lead agencies developed a *Programmatic Agreement among the Federal Highway Administration, the Advisory Council on Historic Preservation, the Colorado State Historic Preservation Officer, the Colorado Department of Transportation, the United States Forest Service, and the Bureau of Land Management regarding implementation of the Interstate 70 Mountain Corridor Project* (I-70 Mountain Corridor Programmatic Agreement) that specifies a process for identification and evaluation of historic properties for Tier 2 processes. The I-70 Mountain Corridor Programmatic Agreement (executed in April 2008) is included in **Appendix A**. The agreement outlines a process for each step in the Section 106 process and is consistent with the phased approach followed for the Tier 1 process. An earlier Programmatic Agreement negotiated with Native American tribes (executed in April 2004) is included as an appendix to the I-70 Mountain Corridor Programmatic Agreement (see **Appendix A**).

Section 3. Coordination

Section 106 coordination occurred throughout the I-70 Mountain Corridor PEIS and involved 28 agencies and interested parties, and 11 Native American tribes. **Error! Reference source not found.** lists the Section 106 consulting parties.

Table 1. Section 106 Consulting Parties

Federal Agencies	
<ul style="list-style-type: none"> Bureau of Land Management, Glenwood Springs Field Office United States Forest Service, Arapaho & Roosevelt National Forest / Pawnee National Grassland 	<ul style="list-style-type: none"> National Park Service, Intermountain Region
Native American Tribes	
<ul style="list-style-type: none"> Kiowa Northern Arapaho Northern Cheyenne Northern Ute Rosebud Sioux 	<ul style="list-style-type: none"> Standing Rock Sioux Southern Cheyenne and Southern Arapaho (known as the Cheyenne and Arapaho Tribes of Oklahoma) Southern Ute Ute Mountain Ute White Mesa Ute
State Agencies	
<ul style="list-style-type: none"> Colorado Historical Society 	<ul style="list-style-type: none"> Colorado SHPO (within OAHF)
Counties	
<ul style="list-style-type: none"> Clear Creek County Clear Creek County Archives Eagle County 	<ul style="list-style-type: none"> Eagle County Historical Society Jefferson County Historical Commission Summit County Historic Preservation Commission
Municipal Organizations	
<ul style="list-style-type: none"> City of Glenwood Springs City of Idaho Springs Denver Landmark Preservation Commission Frisco Historic Preservation Board 	<ul style="list-style-type: none"> Glenwood Springs Design and Review Commission Town of Breckenridge Town of Georgetown Town of Silver Plume

Other Interested Parties	
<ul style="list-style-type: none">• Alan Golin Gass• Anne Callison• Colorado Preservation Incorporated• Georgetown-Silver Plume Historic District Public Lands Commission• Historic Georgetown, Inc	<ul style="list-style-type: none">• Historical Society of Idaho Springs• Mill Creek Valley Historical Society• National Trust for Historic Preservation/Plains Office• People for Silver Plume

The following sections describe agency coordination, Native American consultation, and local input that occurred during the PEIS.

3.1 Agency Coordination

The Tier 1 level agency coordination and consultation was initiated with the OAH, Advisory Council on Historic Preservation (ACHP), Department of the Interior, National Park Service, and Colorado Commission of Indian Affairs (CCIA), through a series of nine meetings held between April 2001 and March 2003. The Committee provided initial direction for Section 106 and Section 4(f) Tier 1 level of studies, including the definition of the Area of Potential Effect (APE), data gathering methods, and criteria for assessing effects.

Another series of agency meetings was held in 2004 (January; May; June; and August meetings with the SHPO and staff, and additional meetings were held with agencies and consulting parties in August and September 2004).

Between 2004 and 2008, the lead agencies worked with the consulting parties to develop the I-70 Mountain Corridor Programmatic Agreement (**Appendix A**). After the Programmatic Assessment was signed in 2008, many of the consulting parties continued to participate in the Cultural Resources Working Group (see **Section 7.1.2**).

3.2 Consultation with Native American Tribes

Consultation with a Native American tribe recognizes the government-to-government relationship between the federal government and federally recognized Indian tribes. Historic properties of religious and cultural significance to one or more tribes may be located on ancestral, aboriginal, or ceded lands beyond modern reservation boundaries. In addition to Section 106 and its implementing regulations (36 Code of Federal Regulations 800), other federal statutes mandate consultation with Indian Tribes, including the American Indian Religious Freedom Act of 1978 and the Archaeological Resources Protection Act of 1979.

For the I-70 Mountain Corridor project, the lead agencies contacted the 16 federally recognized tribes with an established interest in one or more of the counties bisected by the Corridor between west Denver and Glenwood Springs. Tribes invited to participate as consulting parties included the Apache of Oklahoma, Comanche of Oklahoma, Southern Cheyenne and Southern Arapaho (known as the Cheyenne and Arapaho Tribes of Oklahoma), Kiowa, Northern Arapaho, Northern Cheyenne, Cheyenne River Sioux, Crow Creek Sioux, Oglala Sioux, Rosebud Sioux, Standing Rock Sioux, Ute Mountain Ute, Southern Ute, Northern Ute, and the White Mesa Ute. The Comanche, Cheyenne River Sioux, and Oglala Sioux tribes indicated that they were not interested in consulting, and the Apache of Oklahoma and the Crow Creek Sioux tribes did not respond. The remaining eleven tribes requested consulting party status for the project.

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In January 2002, the lead agencies hosted a consultation meeting in Denver involving the tribes, United States Forest Service, Bureau of Land Management, the CCIA, and the Colorado State Archaeologist. Nine of the eleven consulting tribes sent at least one representative to this meeting. The consultation entailed an overview of the PEIS goals and objectives, focusing specifically on issues related to sites and/or places of interest to the tribes. Known archaeological sites within and near the Corridor were identified, and discussions centered on the disposition, management, and preservation of these properties in the context of proposed transportation improvements. Handling inadvertent discoveries of Native American sites during future construction projects, including human remains and associated funerary objects, was a topic of interest to tribes. Tribes also expressed concern about how traditional cultural properties and sacred sites would be identified and respected.

In September 2002, the lead agencies hosted a field trip along the Corridor between Glenwood Springs and Denver. Eight tribes, United States Forest Service, Bureau of Land Management, and CCIA participated in the field trip. The trip provided the tribal representatives with an opportunity to visit the Corridor and simultaneously receive information about the nature and extent of proposed improvements, and how future projects may affect the natural and cultural environment.

In 2003, a Programmatic Agreement was drafted to formalize the consultation process and address issues pertinent to both the agencies and tribes. The Programmatic Agreement was executed in 2004. All of the consulting agencies, as well as the Southern Ute Indian Tribe, the Cheyenne and Arapaho Tribes of Oklahoma, and the Kiowa Tribe of Oklahoma signed the agreement; other consulting tribes may, at their discretion, elect to sign the Programmatic Agreement prior the Record of Decision being executed. The Programmatic Agreement (included in **Appendix A**) ensures a consistent approach to Section 106 and other relevant compliance and coordination with the consulting tribes for all future Tier 2 processes in the Corridor. After signing of the Programmatic Agreement in 2004, additional consultation with tribes has not occurred. All tribes will receive copies of the PEIS for comment.

3.3 Local Input

Local input was initiated by contacting local preservation groups and boards. Representatives from Clear Creek County local preservation groups participated in two of the Committee meetings. All local and county governments with historic preservation ordinances or boards were also contacted to identify sites of local interest that have not been inventoried. Cindy Neely, a representative of Georgetown and a member of the Mountain Corridor Advisory Committee, worked with historical consultants to set up a meeting in April 2001 with Clear Creek County residents who had knowledge of historic and archaeological resources along the Corridor within the county. The meeting was attended by Gale Murphy and Joan Drury of Mill Creek Valley Historical Society, as well as Chicki Bell and Mary Jane Loevlie of the Historical Society of Idaho Springs. This meeting resulted in the identification of six areas of interest. After the meeting, a group was asked to provide a map and list of potentially eligible resources and sites of local interest in the Lawson, Downieville, and Dumont historic area. Later, in the summer of 2001, R.L. Jones of Clear Creek Watershed Association took Tim Tetherow (J.F. Sato & Associates) and Steven Mehls (WHS/WCRM) on a tour of the Corridor in Clear Creek County and identified three mining and two other resources between Idaho Springs and the lands west of Silver Plume.

By February 2001, the lead agencies contacted all local and county governments with historic preservation ordinances or boards, including Certified Local Governments. These groups were contacted again in December 2001 with follow-ups in January 2002. Two additional meetings with agencies and consulting parties were held in August and September 2004. A geographic information system database of locally recognized historic resources was compiled and overlaid with the proposed APE and disturbance areas (direct/indirect impacts). Representatives from Clear Creek County, Summit County, and Glenwood Springs identified various properties of local historic interest. The United States Forest Service also identified one site of local interest.

Between 2004 and 2008, several local officials participated as Section 106 consulting parties and were involved in the development of the I-70 Mountain Corridor Programmatic Agreement (see **Error! Reference source not found.**). Others participated in the Cultural Resources Working Group after that group was convened in 2008 (see **Section 7.1.2**).

Section 4. Description of Alternatives

This section summarizes the alternatives considered in the I-70 Mountain Corridor PEIS. A more complete description of these alternatives is available in **Chapter 2** of the PEIS and in the *I-70 Mountain Corridor PEIS Alternatives Screening and Development Technical Report* (CDOT, August 2010).

4.1 Minimal Action Alternative

The Minimal Action Alternative provides a range of local transportation improvements along the Corridor without providing major highway capacity widening or dedicated transit components. The Minimal Action Alternative includes elements of the Transportation System Management family and the Localized Highway Improvements family, including: transportation management, interchange modifications, curve safety modifications, and auxiliary lanes. These elements are also incorporated into the other Action Alternative Packages.

4.2 Transit Alternatives

Four Transit alternatives are considered in the PEIS as a reasonable range representing the Fixed Guideway and Rubber Tire Transit families:

- Rail with Intermountain Connection Alternative
- Advanced Guideway System Alternative
- Dual-Mode Bus in Guideway Alternative
- Diesel Bus in Guideway Alternative

4.2.1 Rail with Intermountain Connection

The Rail with Intermountain Connection Alternative would provide rail transit service between the Eagle County Regional Airport and C-470. Between Vail and C-470 the rail would be primarily at-grade running adjacent to the I-70 highway. The segment between Vail and the Eagle Count Airport would be constructed within the existing Union Pacific Railroad right-of-way. A new Vail Transportation Center, including new track, would be constructed between Vail and Minturn to complete the connection between the diesel and electric trains. This alternative also includes auxiliary lane improvements at eastbound Eisenhower-Johnson Memorial Tunnels to Herman Gulch and westbound Downieville to Empire and the other Minimal Action Alternative elements except for curve safety modifications at Dowd Canyon, buses in mixed traffic and other auxiliary lane improvements.

4.2.2 Advanced Guideway System

The Advanced Guideway System Alternative would provide transit service between the Eagle County Regional Airport and C-470 with a 24-foot-wide, 118 mile, fully elevated system. The Advanced Guideway System Alternative would use a new technology that provides higher speeds than the other Fixed Guideway Transit technologies studied for the PEIS. Any Advanced Guideway System would require additional research and review before it could be implemented in the Corridor. Although the Federal Transit Administration-researched urban magnetic levitation system is considered in the PEIS, the actual technology would be developed in a Tier 2 process. This alternative includes the same Minimal Action elements as described previously for the Rail with Intermountain Connection Alternative.

4.2.3 Dual-mode Bus in Guideway

This alternative includes a guideway located in the median of the I-70 highway with dual-mode buses providing transit service between the Eagle County Regional Airport and C-470. This guideway would be 24 feet wide with 3 foot high guiding barriers and would accommodate bidirectional travel. The barriers direct the movement of the bus and separate the guideway from general purpose traffic lanes. While traveling in the guideway, buses would use guidewheels to provide steering control, thus permitting a narrow guideway and providing safer operations. The buses use electric power in the guideway and diesel power when traveling outside the guideway in general purpose lanes. This alternative includes the same Minimal Action Alternative elements as described previously for the Rail with Intermountain Connection Alternative.

4.2.4 Diesel Bus in Guideway

This includes the components of the Dual-mode Bus in Guideway Alternative except that the buses use diesel power at all times.

4.3 Highway Alternatives

Three Highway alternatives are advanced for consideration in the PEIS as a reasonable range and representative of the Highway improvements, including Six-Lane Highway 55 mph, Six-Lane Highway 65 mph, and Reversible/HOV/HOT Lanes. The Highway alternatives considered both 55 and 65 mph design speeds to 1) establish corridor consistency and 2) address deficient areas within the Corridor. The 55 mph design speed establishes a consistent design speed throughout the Corridor, which currently does not exist. The 65 mph design speed further improves mobility and addresses safety deficiencies in key locations such as Dowd Canyon and the Twin Tunnels. Both the 55 mph and the 65 mph design speed options are augmented by curve safety improvements, but the 65 mph design speed constructs tunnels in two of the locations: Dowd Canyon and Floyd Hill/Hidden Valley.

4.3.1 Six-Lane Highway 55 mph Alternative

This alternative includes six-lane highway widening in two locations: Dowd Canyon and the Eisenhower-Johnson Memorial Tunnels to Floyd Hill. This alternative includes auxiliary lane improvements at eastbound Avon to Post Boulevard, both directions on the west side of Vail Pass, eastbound Frisco to Silverthorne and westbound Morrison to Chief Hosa, and the Minimal Action Alternative elements except for buses in mixed traffic and other auxiliary lane improvements.

4.3.2 Six-Lane Highway 65 mph Alternative

This alternative is similar to the Six-Lane Highway 55 mph Alternative; it includes the same six-lane widening and all of the Minimal Action Alternative elements except the curve safety modification at Dowd Canyon. The higher design speed of 65 mph alternatives requires the curve safety modifications near Floyd Hill and Fall River Road to be replaced with tunnels.

4.3.3 Reversible Lanes Alternative

This alternative is a reversible lane facility accommodating high occupancy vehicles and high occupancy toll lanes. It changes traffic flow directions as needed to accommodate peak traffic demands. It includes two additional reversible traffic lanes from the west side of the Eisenhower-Johnson Memorial Tunnels to just east of Floyd Hill. From the Eisenhower-Johnson Memorial Tunnels to US 6, two lanes are built with one lane continuing to US 6 and the other lane to the east side of Floyd Hill. This alternative includes one additional lane in each direction at Dowd Canyon. This alternative includes the same Minimal Action Alternative Elements as the Six-Lane Highway 55 mph Alternative.

4.4 Combination Alternatives

Twelve Combination alternatives, combining Highway and Transit alternatives are considered in the PEIS. Four of these alternatives involve the buildout of highway and transit components simultaneously. Eight alternatives include preservation options, the intent of which is to include, or not preclude, space for future modes in the I-70 Mountain Corridor. The Combination alternatives all include the Six-Lane Highway 55 mph Alternative for highway components.

Combination Rail and Intermountain Connection and Six-Lane Highway Alternative—This alternative includes the 55 mph six-lane highway widening between Floyd Hill and Eisenhower-Johnson Memorial Tunnels, the Rail and Intermountain Connection transit components, and most of the components of the Minimal Action Alternative. The exception is that only one of the Minimal Action auxiliary lane improvements (from Morrison to Chief Hosa westbound) is included.

Combination Advanced Guideway System and Six-Lane Highway Alternative—This alternative includes the 55 mph six-lane highway widening between Floyd Hill and Eisenhower-Johnson Memorial Tunnels and the Advanced Guideway System transit components. It includes the same Minimal Action Alternative elements as the Combination Rail and Intermountain Connection and Six-Lane Highway Alternative.

Combination Bus in Guideway (Dual-Mode) and Six-Lane Highway Alternative—This alternative the 55 mph six-lane highway widening between Floyd Hill and Eisenhower-Johnson Memorial Tunnels and the dual-mode bus in guideway transit components. It includes the same Minimal Action Alternative elements as the Combination Rail and Intermountain Connection and Six-Lane Highway Alternative.

Combination Bus in Guideway (Diesel) and Six-Lane Highway Alternative—This alternative includes the 55 mph six-lane highway widening between Floyd Hill and Eisenhower-Johnson Memorial Tunnels and the diesel bus in guideway transit components. It includes the same Minimal Action Alternative elements as the Combination Rail and Intermountain Connection and Six-Lane Highway Alternative.

Combination Rail & Intermountain Connection and Preservation of Six-Lane Highway Alternative—This alternative includes the Rail and Intermountain Connection Alternative and preserves space to construct the Six-Lane Highway 55 mph at a later point.

Combination Advanced Guideway System and Preservation of Six-Lane Highway Alternative—This alternative includes the Advanced Guideway System and preserves space to construct the Six-Lane Highway 55 mph at a later point.

Combination Bus in Guideway (Dual-Mode) and Preservation of Six-Lane Highway Alternative—This alternative includes the Combination Bus in Guideway (Dual-Mode) Alternative and preserves space to construct the Six-Lane Highway 55 mph at a later point.

Combination Bus in Guideway (Diesel) and Preservation of Six-Lane Highway Alternative—This alternative includes the Bus in Guideway (Diesel) Alternative and preserves space to construct the Six-Lane Highway 55 mph at a later point.

Combination Preservation of Rail and Intermountain Connection and Six-Lane Highway Alternative—This alternative includes the Six-Lane 55 mph Highway Alternative and also preserves space to construct the Rail and Intermountain Connection at a later point.

Combination Preservation of Advanced Guideway System and Six-Lane Highway Alternative—

This alternative includes the Six-Lane 55 mph Highway Alternative and also preserves space to construct the Advanced Guideway System at a later point.

Combination Preservation of Bus in Guideway (Dual-Mode) and Six-Lane Highway Alternative—

This alternative includes the Six-Lane Highway Alternative and also preserves space to construct the Bus in Guideway (Dual-Mode) at a later point.

Combination Preservation of Bus in Guideway (Diesel) and Six-Lane Highway Alternative—

This alternative includes the Six-Lane Highway Alternative and also preserves space to construct the Bus in Guideway (Diesel) at a later point.

4.5 Preferred Alternative—Minimum and Maximum Programs

The Preferred Alternative provides for a range of improvements. Both the Minimum and the Maximum Programs include the Advanced Guideway System Alternative. The primary variation between the Minimum and Maximum Programs is the extent of the highway widening between the Twin Tunnels and the Eisenhower-Johnson Memorial Tunnels. The Maximum Program includes six-lane widening between these points (the Twin Tunnels and the Eisenhower-Johnson Memorial Tunnels), depending on certain events and triggers and a recommended adaptive management strategy.

4.6 No Action Alternative

The No Action Alternative provides for ongoing highway maintenance and improvements with committed funding sources highly likely to be implemented by the 2035 planning horizon. The projected highway maintenance and improvements are committed whether or not any other improvements are constructed with the I-70 Mountain Corridor project. Specific improvements under the No Action Alternative include highway projects, park and ride facilities, tunnel enhancements, and general maintenance activities.

Section 5. Affected Environment

5.1 Area of Potential Effects

The Area of Potential Effects is defined in 36 Code of Federal Regulations 800.16 as “the geographic area or areas within which an undertaking may directly or indirectly cause alterations in the character or use of historic properties, if any such properties exist. The area of potential effects is influenced by the scale and nature of an undertaking and may be different for different kinds of effects caused by the undertaking.”

For the I-70 Mountain Corridor, the APE was defined broadly in coordination with the SHPO and consulting parties to include the localized area of potential direct effects and between the mountain ridgelines for the I-70 highway viewshed area (area from which the I-70 highway can be seen) to account for indirect effects to historic properties. From west to east, the APE runs along the Corridor and extends between the project termini at Glenwood Springs (milepost 116) and C-470 (milepost 260) (see **Figure 1** and **Figure 2**). The width of the APE varies along the Corridor. Between the Glenwood Springs interchange (milepost 116) and approximately 9 miles east of the Garfield/Eagle County line (milepost 139.5), the APE is limited to the I-70 highway because, except for the interchange itself, minimal changes to the existing Corridor would occur under any of the alternatives. In other areas, the APE extends up to 3 miles either side of the I-70 highway to follow the viewshed.

Figure 1. Historical Properties Area of Potential Effect (Map 1 of 2)

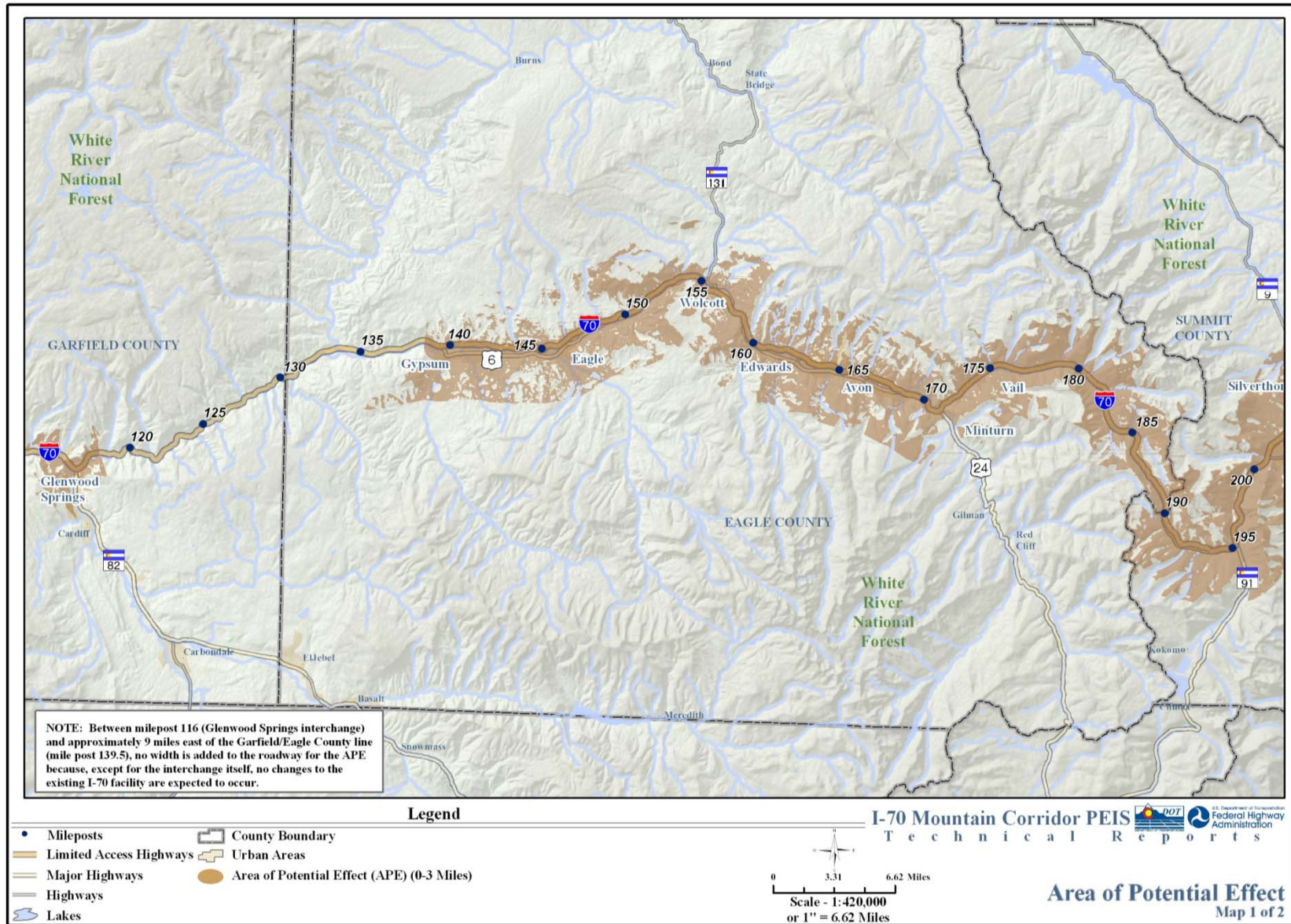
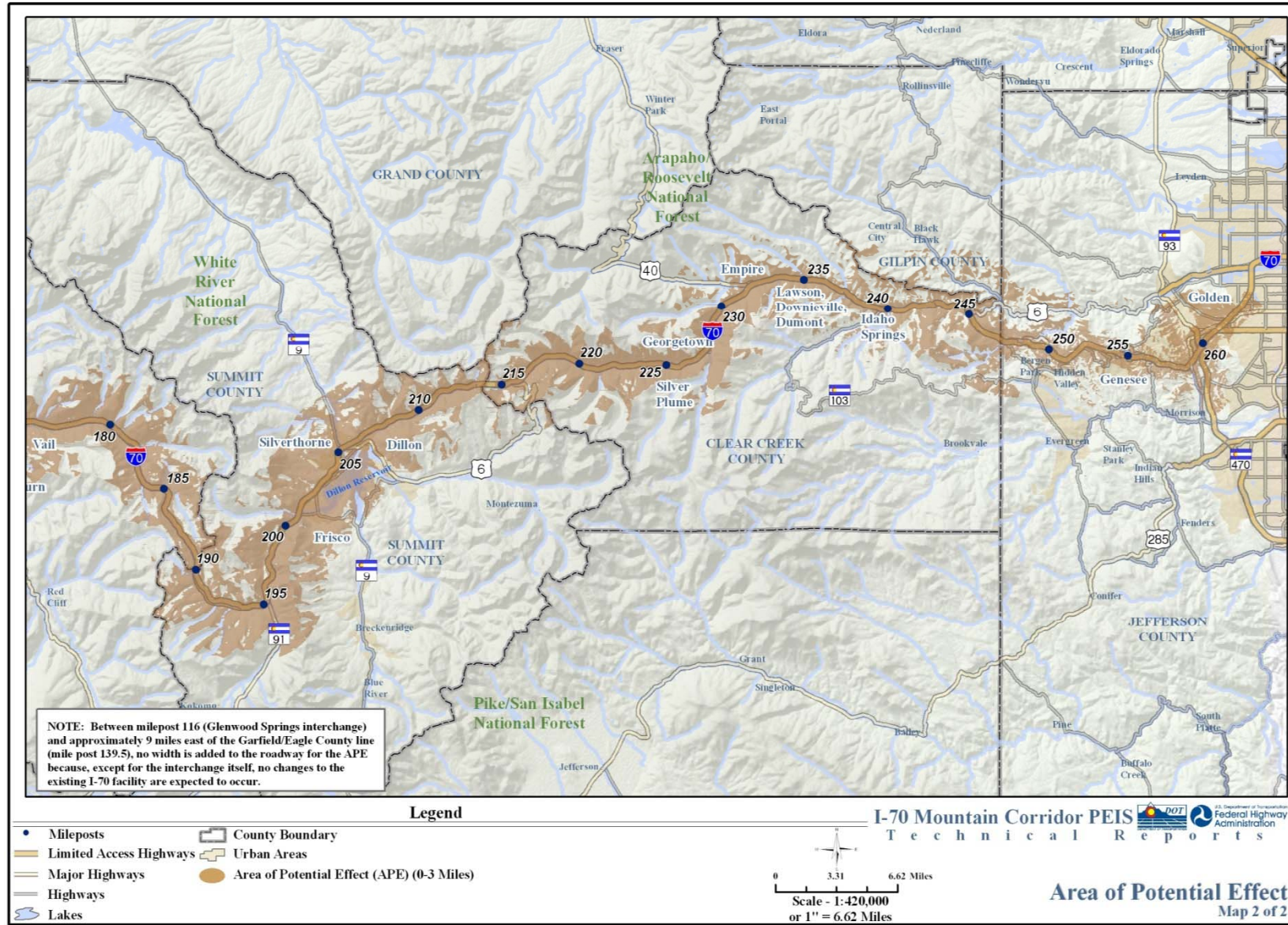


Figure 2. Historical Properties Area of Potential Effect (Map 2 of 2)



As noted in **Section 2** of this report, historic properties within the APE were identified using a phased approach, relying on available information from file searches, reconnaissance surveys, and local sources. Primary data gathering occurred between 2001 and 2005. Although these early data collection efforts provide an appropriate level of information for the Tier 1 analyses, a new file search was conducted with OAHP in 2009 to update the analyses and take account of any new properties included in the database between 2003 and 2009. This section presents data collected to identify historic properties at a Tier 1 level. The lead agencies (and consulting parties) recognize that the identification of historic properties is incomplete. Full identification of historic properties will occur in accordance with the I-70 Mountain Corridor Programmatic Agreement (**Appendix A**) as Tier 2 processes clarify project footprints and potential effects.

5.2 Methods to Identify Historic Properties

5.2.1 File Searches

The lead agencies conducted file searches of the APE in 2003 and 2009 through the OAHP, the official repository of all recorded historic properties in the State of Colorado. The file searches confirmed more than 200 cultural resource studies pertinent to the Corridor and identified more than 2,000 sites within the APE. Many of these properties do not have an official determination of National Register eligibility, and most require reevaluation. The file searches are considered a starting point for identifying historic properties. Therefore, the information provides an overview of historic survey work conducted in the Corridor but is not reliable for Section 106 compliance as data in the OAHP files are not considered to be complete (not all areas have been surveyed) or correct (discrepancies in the National Register status is common). **Appendix B** provides a tabular listing of the OAHP records for the APE and **Appendix C** provides mapping of most of those properties (archaeological and historic archaeological sites are not included in the mapping in **Appendix C** because locations of archaeological sites are restricted to protect them from looting or damage).

5.2.2 Reconnaissance Survey

Reconnaissance or windshield surveys supplemented the OAHP file data. In addition to the local coordination discussed in **Section 2.3** of this report, a windshield survey of the Corridor was conducted for an area paralleling the I-70 highway from Glenwood Springs (milepost 116) to the Clear Creek-Jefferson County line (approximately milepost 247). The windshield survey consisted of driving the Corridor, examining United States Geological Survey topographic maps, and comparing the locations identified with previously recorded resources identified in the initial OAHP file search. The *Revised Reconnaissance Survey of the Interstate 70 Mountain Corridor Between Glenwood Springs and C-470 in Colorado* was completed in January 2005 and is included as **Appendix D** to this report. In addition to identifying and describing specific sites of interest, the reconnaissance survey provides an overview of the Corridor history and types of resources likely to be found.

5.2.3 Sites of Tribal Importance

The lead agencies consulted with Native American tribes (see **Section 2.2** of this report). No specific sites of importance were identified during this first tier, although 11 tribes participated as consulting parties in the effort. The Programmatic Agreement (see **Appendix A**) negotiated with tribes will be implemented in future projects in the Corridor.

5.3 Description of Historic Properties

The following **Section 5.4.1** through **Section 5.4.4** provide additional information on historic properties that are National Register listed, Colorado State Register of Historic Places (State Register) listed,

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nationally significant interstate features, and officially National Register eligible within the APE. These properties are also listed in **Appendix B** and mapped in **Appendix C**.

5.3.1 Properties Listed in the National Register

Forty-three properties within the APE are listed in the National Register, including five in Garfield County, four in Eagle County, two in Summit County, 19 in Clear Creek County, and 13 in Jefferson County. **Table 2** lists the properties by county (west to east through the Corridor) and provides a brief description. Entries with a double asterisk (**) after the site number also are listed in the State Register. The property descriptions are from OAHP's Directory of Colorado National and State Register Properties available on its website (<http://www.coloradohistory-oahp.org/programareas/register/1503/cty.htm>). The majority of properties are individual historic properties but several historic districts are present, including the Georgetown-Silver Plume Historic District, which is one of 21 National Historic Landmarks in Colorado. **Appendix D** provides some additional historic background relevant to these properties.

Table 2. Historic Properties Listed on the National Register

Site Number	Site Name	Type	Description*
Garfield County			
5GF.1022	Citizens National Bank Building – New Citizens Building – Deacon Building	Historic	Constructed in 1913, the building played an important role in the commercial history of downtown Glenwood Springs. Located on a prominent downtown corner, the large three-story, Classical Revival style building, of tan brick with extensive terra cotta trim, was designed by architect Guy B. Robertson. The first floor housed retail banking offices and other retail operations. Professional offices occupied the second floor, and well-appointed apartments were on the third.
5GF.2441**	Glenwood Springs Hydroelectric Plant – Glenwood Light & Water Co. Hydroelectric Plant – Glenwood Center for the Arts	Historic	Constructed in 1888, the privately owned power plant functioned as an important component of Glenwood Springs' infrastructure. It was purchased by the city in 1947 and remained in service until 1961. The plant is one of only a few surviving Colorado buildings associated with the early use of hydroelectric power. It currently houses the Glenwood Center for the Arts.
5GF.285	Starr Manor	Historic	The Queen Anne style 2½-story, wood frame residence includes a large wraparound porch and a complex roof line. Edward Starr purchased the six lots on which it was built in 1900, and construction of this prominent dwelling was completed in 1901. The building exhibits a high degree of craftsmanship, and much of its interior detailing remains in place.
5GF.286**	Edward T. Taylor House – Taylor House	Historic	Built in 1904, the two-story wood frame house, with its Colonial Revival style front porch, is a variation of the Foursquare residential building type. The residence was built for Edward Thomas Taylor whose political career had a profound effect on the conservation of water and land resources in both Colorado and the western United States. As a U.S. Representative he was responsible for the passage of the Taylor Grazing Act of 1934.

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Site Number	Site Name	Type	Description*
5GF.767	Hotel Colorado	Historic	The 1892 four-story U-shaped building of brick and stone surrounds a large courtyard. It is an important example of an early western Colorado resort hotel. For a time during World War II, the hotel served as a U.S. Navy hospital.
Eagle County			
5EA.1604	Dotsero Bridge – CDOT No. F-08-F – Milepost 133.51	Historic	The steel rigid connected Parker through truss structure was constructed over the Colorado River in 1935 by Denver bridge builders A.S. Horner and C.A. Switzer. Designed by the Colorado Highway Department and fabricated by Midwest Steel & Iron Works, the 276-foot long bridge with a 150-foot main span remains intact as one of the few surviving examples of a once important long span truss type. Listed under Highway Bridges in Colorado Multiple Property Submission.
5EA.1608	Eagle River Bridge – CDOT No. F-09-H – Milepost 150.24	Historic	The 1933 steel rigid connected Parker through truss structure was constructed over the Eagle River by Denver bridge builders A.S. Horner and C.A. Switzer. Designed by the Colorado Department of Highways and fabricated by Virginia Bridge & Iron Company, the 150-foot span remains intact as one of the few surviving examples of a once important long span truss type. Listed under Highway Bridges in Colorado Multiple Property Submission.
5EA.1614	Wolcott Bridge – CDOT No. F-10-B – Milepost 0.07	Historic	Constructed over the Eagle River in 1916, the well preserved concrete Luten arch bridge was built by Pueblo Bridge Company, functioning under a patent royalty agreement with Daniel B. Luten. While the company built scores of this bridge type during the first decades of the 20th century, only a few remain in place. The 117-foot long two span Wolcott Bridge continues to function as a vital link along the road between Eagle and Steamboat Springs. Listed under Highway Bridges in Colorado Multiple Property Submission. [Editor's note: The Colorado Department of Transportation removed the Wolcott Bridge in the summer of 2005. The property will be removed from the register.]
5EA.647	Church – First Evangelical Lutheran	Historic	The 1890 church possesses the characteristics of the Gothic Revival style, a preferred choice among early Colorado settlers, particularly those from Sweden. The nearly unaltered church features a soaring central spire above the main entry, and the original stained glass remains in its pointed arch windows.
Summit County			
5ST.258	Frisco Schoolhouse	Historic	Built circa 1890, this wood frame rural schoolhouse includes an elaborate bell tower and a stained glass window. Listed under Rural School Buildings in Colorado Multiple Property Submission.
5ST.326	Wildhacks Grocery Store, Post Office	Historic	The building, which served as a local gathering place, consists of two wood frame structures. During the 1920s, the two-story front gabled roof portion was added on to a late 19th century one-story, side gable roof cabin. The building housed the U.S. Post Office from 1914 to 1966, and for many years was the only general store in Frisco.

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Site Number	Site Name	Type	Description*
Clear Creek County			
5CC.11	McClellan House	Historic	The circa 1875 residence is an unusual 1¾-story front gabled roof building with the main entrance located toward the front of a side wall. One of the earliest buildings in Georgetown, it was constructed with whip-sawed boards applied vertically. Window and door frames and the large wooden quoins were planed and shaped by Erskine McClellan in his wood-working shop that stood at the rear of the property. McClellan was an important local figure who served in a variety of civic posts. His McClellan Opera House was destroyed by fire in 1892.
5CC.12	Alpine Hose Company No. 2	Historic	The 1875 two-story false front wood frame building housed the Alpine Hose Company No. 2, one of several volunteer fire companies organized during the late 1800s to protect the community. The distinctive 60-foot wood frame bell tower located at the rear of the building is a highly visible feature within the historic downtown area.
5CC.13	Toll House, Mine Manager's House, Julius G. Pohle House	Historic	Although the exact date of construction is unknown, Julius G. Pohle, Superintendent of the Lebanon Mining Company purchased the Gothic Revival style residence in 1878. The 1½-story wood frame building has a brick veneer and a steeply pitched side gabled roof, with an intersecting gable that defines a central entry. During the 1960s, the building was moved several yards from its original location when it was threatened by demolition due to the construction of Interstate Highway 70.
5CC.15	Evans Elbert Ranch	Historic	The property is associated with two prominent families important during Colorado's territorial period. In 1868, John Evans and Samuel H. Elbert established a mountain cattle ranch that eventually covered much of the Vance, Metz, and Corral Creek valleys and uplands of Jefferson County. A 1908 log and stone Rustic style residence on the property was built for Louise Elbert Everett. It was designed by J. Christopher Jensen, an Iowa architect, and constructed by Jock Spence, a prominent local contractor.
5CC.231	Miner Street Bridge, Bridge Over Clear Creek	Historic	Completed in 1902 by Kuyes and Work to span Clear Creek on the east side of Idaho Springs, this skewed, pin-connected, five-panel steel Pratt pony truss features wide roadways and cantilevered sidewalks. One of the oldest pony trusses in Colorado still in use, it is significant for its skewed design. The property is associated with the Highway Bridges in Colorado Multiple Property Submission.
5CC.241	Methodist Episcopal Church	Historic	The building is a good local example of the Gothic Revival style. Originally constructed in 1880, additions date from 1905. Slight variations in the brick work serve as evidence of the building's expansion to meet the changing needs of a growing congregation.
5CC.3	Georgetown-Silver Plume Historic District	Historic District (National Historic Landmark)	Prior to the Leadville strike of 1878, the district was the most important silver camp in Colorado. The initial boom period dates from the discovery of gold by George and David Griffith in 1859. The Georgetown portion of the district includes a rich variety of substantial Late Victorian buildings. Because the wealth of the mining district was centered in Georgetown, the architecture reflects the attempt by families to reproduce the lifestyle of their more established home states. In contrast, Silver Plume developed as the work center where the ore, as well as the wealth, was mined. As a result, the surviving buildings in Silver Plume tend to be simple wood-frame structures. The reconstructed Georgetown Loop Railroad®, with its famous Devil's Gate Viaduct rising more than 90 feet above Clear Creek, is also located within the district. The property is associated with the Mining Industry in Colorado Multiple Property Submission.

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Site Number	Site Name	Type	Description*
5CC.4	Silver Plume Depot	Historic	The 1884 Silver Plume Depot served as the western terminus of the Colorado Central Railroad route from Denver to the Clear Creek mining region. Located at the upper end of the famous Georgetown Loop, the depot first served miners and their families, and then the increasing number of tourists attracted by the engineering and scenic qualities of the loop passage. The successor Colorado & Southern Railway abandoned the loop and the depot in 1939, but both once again operate as part of the Colorado Historical Society's Georgetown Loop Historic Mining & Railroad Park® interpretive complex. The property is associated with the Railroads in Colorado, 1858-1948 Multiple Property Submission.
5CC.5	Grace Episcopal Church	Historic	Built on a steep hill by Cornish miners in 1870, the wood frame church has a steeply pitched front gabled roof and a gabled roof vestibule with double doors and transom set in a gothic arch. The clapboard walls have corner boards, and gothic arched windows are evenly spaced on both sides of the building. The interior is notable for its open truss roof structure, carved pew ends, and an 1877 organ.
5CC.545	Anne Evans Mountain Home, Evans-Mayer Mountain Home	Historic	The 1910 Rustic style residence, designed by noted Denver architect Burnham Hoyt, is associated with Anne Evans, the daughter of the second Territorial Governor of Colorado, John Evans. Born in 1871, Miss Evans was instrumental in the creation of the Denver Art Museum and exhibited a strong interest in Native American art. Among her numerous civic endeavors was involvement with the development of the Denver Public Library.
5CC.64	Hamill House	Historic	The Gothic Revival style Hamill House is a 2½-story gabled roof wood frame residence built on a stone foundation. William Hamill purchased what was a simple circa 1867 residence from his brother-in-law in 1874 and gradually transformed it into an elegant reflection of his increasing personal wealth and prestige. Two hipped roof stone buildings are located at the rear of the property. The more elaborate one, of cut coursed granite, served as Hamill's office. The other, of rough cut uncoursed stone, served as a stable and carriage house. Since the 1970s, the property has been operated as a museum by the Georgetown Historical Society.
5CC.68	Ore Processing Mill, Lebanon Mill	Historic	Located on Republican Mountain, midway between Georgetown and Silver Plume, the facility was a key component in the early development and prosperity of Georgetown. The mill was patented in 1872 by Julius G. Pohle, Superintendent of the Lebanon Mining Company. Few mills of its size survived past 1880 due to the influx of eastern capital and the rise of large corporate mining complexes. The two-story wood frame structure contained machinery driven by a horizontal water wheel, and the mill dam spanned Clear Creek. The property is associated with the Mining Industry in Colorado Multiple Property Submission.
5CC.7	Lebanon and Everett Mine Tunnels	Historic	The Lebanon Tunnel was driven into Republican Mountain by the Lebanon Mining company in 1870. An exact year of construction for the Everett Tunnel is unknown, but the mine was in operation through the mid-1880s. In recent years, portions of the tunnels have been reopened as an interpretive exhibit in conjunction with the Colorado Historical Society's reconstruction of the Georgetown Loop Railroad. The property is associated with the Mining Industry in Colorado Multiple Property Submission.

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Site Number	Site Name	Type	Description*
5CC.76	Argo Tunnel and Mill, Newhouse Tunnel	Historic	Begun in 1893, the Argo Tunnel extends approximately five miles toward Central City at an average depth of 1,800 feet. It was designed by local mining entrepreneur Sam Newhouse to transport ores from area gold mines. The Argo Mill dates from 1913. The hillside location of the sprawling complex's interconnected structures is clearly visible from Interstate Highway 70. Primarily constructed with a steel frame surfaced with corrugated iron panels, portions of the mill rise to a height of nearly seven stories. The operation closed after a mine disaster in 1943, and the mill has been operated as a museum/tourist attraction since the late 1970s. The property is associated with the Mining Industry in Colorado Multiple Property Submission.
5CC.8	Hotel De Paris	Historic	The two-story brick building is stuccoed, and its symmetrical facade includes tall, narrow segmentally arched windows on both floors. The building is one of Georgetown's most impressive commercial structures. Originally constructed as a bakery in the 1870s, Louis Dupuy, a native of France, subsequently purchased the building. Circa 1889 he created the present facade as part of the building's conversion into a hotel/restaurant. The Hotel de Paris, with its elegant appointments and extensive assortment of imported wines, provided a bit of France in the Colorado Rockies. In 1953, the Colorado chapter of the National Society of Colonial Dames purchased the building for use as a museum.
5CC.856**	Mint Saloon – Empire Saloon – Mike Cook's Saloon – Empire Shop	Historic	The small one-story, wood frame commercial building was constructed circa 1885, and the overall appearance of what was an important local gathering place has changed very little. The establishment continued to meet the recreational and social need in this small mountain mining town until 1938, when it was converted from a saloon into a liquor store.
5CC.9**	Georgetown Loop Railroad	Historic	Built in 1877 to haul silver ore, the Colorado Central Railroad also enjoyed popularity as a tourist attraction. The Devil's Gate high bridge, considered to be an engineering feat and this most famous element of the route allowed climbing trains to circle back over the lower track as the railbed rose from Georgetown to Silver Plum. The bridge was dismantled in 1939. During the 1970s, the railroad resumed summer service over the rebuilt loop and 4.5 miles of track, the result of a restoration project coordinated by the Colorado Historical Society. The Society operates the railroad during the summer months. The property is associated with the Railroads in Colorado, 1858-1948 Multiple Property Submission.
5CC.966	Bryan Hose House, Sunny Side Hose House	Historic	Constructed in 1881, just to the east of Virginia Canyon Road, the small brick structure played an integral role in early firefighting efforts within Idaho Springs.
5CC.967	Hose House No. 2, West End Hose House, 6th	Historic	The circa 1882 Hose House No. 2 was constructed in order to store the fire wagon protecting the west end of town. A siren tower remains in place on the site.
Jefferson County			
5JF.147	Herman Coors House – Roy and Rosalie Cole House	Historic	In 1919, master architect, Jules J.B. Benedict incorporated a circa 1912 bungalow into his Tudor Revival inspired design for this mountain lodge-like residence located in an established residential area near the campus of the Colorado School of Mines.

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Site Number	Site Name	Type	Description*
5JF.184	Humphrey House, Kinnikinnik Ranch	Historic	The original log home was constructed in 1883 for John J. Clark, who was elected to the state legislature in 1888. Over the years, there have been several additions. Interesting architectural elements on the facade include a prominent bay window and a gabled dormer in the steeply pitched hipped roof. In 1912, a portion of the original 160 acre homestead became Filius Park, a Denver Mountain Park. The remaining property was purchased by the Humphrey family in 1920.
5JF.185	Mount Vernon House – Robert W. Steele House	Historic	With portions believed to date from 1860, the stone and shingled house marks the location of the Town of Mt. Vernon, which was founded in 1859 and promoted as a potential supply center during the early days of Colorado's gold rush. Built by George Morrison, the house was occupied by Robert W. Steele prior to the establishment of the Territory of Colorado in 1861. During 1959-60, Steele served as Governor of the Territory of Jefferson and apparently conducted much of the government's business there.
5JF.196	Rooney Ranch (Centennial Farm)	Historic	The buildings located within this approximately 200-acre agricultural district are especially noteworthy due to the extensive use of native sandstone in their construction. The 1¼-story ranch house was built by Alexander Rooney and his brother-in-law Thomas Littlefield in the early 1860s. The coursed walls are of large, smooth-faced sandstone blocks, and an 1867 spring house is of similar construction. The 1890 barn and most of the numerous buildings constructed through the mid-20th century are of uncoursed rubble. Rooney, a stonemason and farmer, arrived in 1859 and soon realized there was money to be made in provisioning the miners flocking to the area. He started a dairy farm and later raised horses and cattle on his ranch, which at one time encompassed 4,500 acres.
5JF.2212	Queen of Heaven Orphanage Summer Camp - Mother Cabrini Orphanage Summer Camp	Historic	The property's association with Denver's Queen of Heaven Orphanage's summer camp program began in 1909 and extended into the late 1960s, when the Denver orphanage was phased out and subsequently demolished in 1969. Constructed between 1912 and 1914, a large stone house on the hilltop site houses a chapel and numerous sleeping rooms. It was designed by Mother Cabrini, founder of the orphanage, with the help of local builder Thomas Ekrom. The two stone barns, dating from the 1890s and utilized by the orphanage, are good local examples of late 19th century agricultural buildings.
5JF.223	Magic Mountain Site	Archaeological	This archaeological site is important for its ability to yield chronological sequence data about the Archaic through the Woodland periods. Materials weathering from the uppermost stratigraphic level attracted attention as early as 1925. Chronological information gleaned from this eastern Colorado foothills site serves to enable comparisons with the neighboring plains areas to the east and the mountain zones to west.
5JF.290	Bergen Park, Bergen Park and Shelter House	Historic	Bergen Park includes the starting point for Squaw Pass Road which provides access to the sub-alpine and alpine lands of Echo Lake, Summit Lake, and Mount Evans. The 25.06-acre site was acquired by Denver in 1915. The stone pavilion, well house, and restroom located within the park were designed by noted Denver architect Jules J.B. Benedict. Listed under Denver Mountain Parks Multiple Property Submission.

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Site Number	Site Name	Type	Description*
5JF.323	Lorraine Lodge, Charles Boettcher Summer	Historic	Situated on a 62-acre site on Lookout Mountain, Lorraine Lodge was built during 1916-18 for Charles Boettcher, one of Colorado's pioneer capitalists, as a summer residence and seasonal hunting lodge. The two-story residence, incorporating the Rustic and Tudor Revival styles, is an outstanding example of Arts and Crafts design as interpreted by noted Denver architects, William E. and Arthur A. Fisher. The property was donated to Jefferson County in 1968 by Boettcher's granddaughter, Charline Breeden. In 1974, the lodge, associated buildings, and grounds underwent rehabilitation and began operating as the Jefferson County Conference and Nature Center.
5JF.590	Genesee Park	Historic	Beginning in 1913, a series of land acquisitions resulted in this approximately 2,400-acre park. Genesee Mountain reaches an altitude of 8,200 feet, and numerous deep canyons, mountainous ridges, valleys, and gorges are among the natural features. Completed in 1914, Genesee Mountain Road winds up to the Genesee Game Preserves located on the mountain's western side. Other manmade features include a circa 1860, two-story wood frame residence built by the John D. Patrick family, operators of an early toll road. Other, primarily stone, buildings of note are the circa 1917 Rustic style Chief Hosa Lodge and picnic shelter designed by the prominent Denver architect Jules J.B. Benedict. Between 1937 and 1941, the Civilian Conservation Corps constructed the Genesee Shelter House, also designed by Benedict. Listed under Denver Mountain Parks Multiple Property Submission.
5JF.976	Filius Park	Historic	The first parcel of land for Filius Park came as a donation to Denver from cattle rancher Jules J. Clark in 1918, with additional land later obtained through condemnation. Denver architect Jules J.B. Benedict designed the pump house and the stone shelter house that contains a large stone fireplace. Listed under Denver Mountain Parks Multiple Property Submission.
5JF.977	Little Park, Denver Mountain Parks	Historic	Little Park joined the Denver Mountain Park system in 1917. The unusual eight-sided stone shelter house was designed by Denver architect Jules J.B. Benedict and built by the Civilian Conservation Corps. Its Rustic style design utilized native stone and timber to blend into the natural setting. Listed under Denver Mountain Parks Multiple Property Submission.
5JF.979	Katherine Craig Park	Historic	Although included by Frederick Law Olmsted, Jr. in his Mountain Park System Plan of 1914, the land was not acquired until 1935. The park served as a Civilian Conservation Corps camp from 1937 to 1941. Surviving buildings and foundations date from this period. Listed under Denver Mountain Parks Multiple Property Submission.
5JF.995	Thiede Ranch – Gifford Ranch	Historic	The ranch is associated with the settlement and agricultural development of Mount Vernon Canyon. It is architecturally significant as the best surviving example of an original Mount Vernon Canyon ranch complex.

* = From OAHP website (<http://www.coloradohistory-oahp.org/programareas/register/>)

** = also listed in the State Register

5.3.2 Properties Listed in the State Register

Four properties within the APE are listed in the State Register, as shown in **Table 3**. Several properties that are listed in the National Register are also listed in the State Register but to avoid double counting, those properties are included only in **Table 2** (noted with a double asterisk). As with **Table 2**, the table is organized west to east by county, and property descriptions come from OAHF’s Directory of Colorado National and State Register Properties. **Appendix D** provides some additional historic background relevant to these properties.

Table 3. Historic Properties Listed on the State Register

Site Number	Site Name	Type	Description
Garfield County			
5GF.1654	Shelton-Holloway House	Historic	Built in 1912, this gambrel roof concrete block house is important for its long-term association with residents who made significant contributions to the community’s development.
Eagle County			
5EA.2371	Nottingham Power Plant – Avon Water Wheel	Historic Archaeology	The 1928 Nottingham Power Plant is one of the few surviving remnants of the pioneer agricultural hamlet of Avon dating before the area’s post-1970 transformation into a heavily developed ski resort destination. The facility served as the source of electrical power for both the Nottingham family ranch and the adjacent Avon Depot of the Denver & Rio Grande Railroad. The property exhibits the potential to reveal important information relative to the design, construction and use of the power plant and thus aid in the understanding of the role of such facilities in the local generation of electricity.
Clear Creek County			
5CC.194	Squaw Mountain Fire Lookout Complex	Historic	Located at an altitude of over 11,000 feet, the property includes a good collection of primarily stone, Rustic style structures. Most date from 1940 and were constructed as part of the Civilian Conservation Corps program. The two-story lookout tower played an important role in the detection of forest fires
5CC.229	Charlie Tayler Water Wheel	Historic	Originally a part of Tayler’s series of five stamp mills, the waterwheel was moved as a community project to its present location in 1948. Since then, it has served as an important visual landmark for Idaho Springs residents and for those traveling through the area. In 1988, volunteers donated an estimated 3,800 hours of labor to the rehabilitation/restoration of what is considered to be a valuable community resource.

5.3.3 Nationally Significant Interstate Features

In 2005, the ACHP approved the "Exemption Regarding Historic Preservation Review Process for Effects to the Interstate Highway System," which excluded the Interstate Highway System from Section 106 review. As part of this effort, FHWA agreed to identify a list of exceptions to the exemption, which is represented by individual resources found to be nationally significant elements of the Interstate Highway System.

Glenwood Canyon

The stretch of the I-70 highway between milepost 118.5 and 130 is on the FHWA List of Nationally and Exceptionally Significant Features of the Federal Interstate Highway System. This resource has not been

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formally documented but was included on this list for its innovative design (by Joseph Passonneau and Edgardo Contin) that not only complied with American Association of State Highway and Transportation Officials design standards but also preserved some of the natural beauty of the canyon. Identified areas of significance include engineering and social history.

Vail Pass

The stretch of the I-70 highway between mileposts 180 and 195.2 is on the list of Nationally and Exceptionally Significant Features of the Federal Interstate Highway System. This resource has not been formally documented but was included because its engineering incorporated environmental sensitivity and mitigation (an early representation of context sensitive solutions). The project was also one of the first Colorado highway projects that sculpted cut and fill slopes to match the surrounding landscape and that incorporated landscaping that included native flora. It was also the first project in Colorado to utilize precast and cast-in-place segmental bridges, some of the earliest such features in the country. Identified areas of significance include engineering and environmental design concerns.

Twin Tunnels (5CC1189.3)

This resource is located 2 miles east of Idaho Springs and north of Clear Creek on the I-70 highway. Completed in 1961, the tunnels are significant under Criterion Consideration G for properties that have gained significance within the past 50 years. The resource is eligible under Criterion C for engineering and as the first successful tunneling operation associated with the construction of the I-70 highway. The tunnels are included on FHWA's Final List of Nationally and Exceptionally Significant Features of the Federal Interstate Highway System. Identified areas of significance include engineering and transportation.

Genesee Park Bridge (5JF398)

Built in 1970, the Genesee Park Interchange is significant under Criterion C as the first continuous steel box girder bridge constructed in Colorado. The structure's design eliminated a center pier so westbound motorists could enjoy a clear view of the Rocky Mountains when approaching the interchange. The Genesee Park Bridge is included on FHWA's Final List of Nationally and Exceptionally Significant Features of the Federal Interstate Highway System. Identified areas of significance include engineering and transportation.

Eisenhower-Johnson Memorial Tunnels (5CC1189.4/5ST892.3)

These twin tunnels extend 1.7 miles through the Continental Divide and connect the Clear Creek Valley to the east with Straight Creek to the west. They extend through both Clear Creek and Summit Counties. The west portals are located along the I-70 highway near the Loveland Ski Area. The east portals open west of the Continental Divide as the I-70 highway extends into Silverthorne and Dillon. This property was determined officially eligible to the National Register in March 2006. Opened for traffic in 1973 (Eisenhower Tunnel) and 1979 (Johnson Tunnel), the property is significant under National Register Criterion C for engineering significance and Criterion Consideration G as a property that achieved significance within the past 50 years. The property is also on FHWA's Final List of Nationally and Exceptionally Significant Features of the Federal Interstate Highway System. Identified areas of significance include engineering.

5.3.4 Properties Officially Eligible for the National Register

More than 100 properties within the APE have been determined officially eligible for the National Register, as shown in **Table 4**. The 3 historic districts, 17 archaeological, 32 historic, and 50 historic archaeological properties listed in **Table 4** are noted as Officially Eligible in the OAHP database, some of these determinations are dated, and it is likely that many of the properties will need to be reevaluated to determine if they still retain historical integrity and meet National Register criteria.

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Table 4. Properties Officially Eligible for the National Register

Site Number	Site Name	Type
Garfield County		
5GF.1000.3	Denver & Rio Grande	Historic Archaeology
5GF.1000.4	Denver & Rio Grande	Historic Archaeology
5GF.1050	Hot Springs Historic District	Historic District
5GF.1050.2	Glenwood Hot Springs Bathhouse – Natatorium – Yampa Spring – Glenwood Springs Hot Springs Lodge and Pool	Historic
5GF.1549	Federal Building (Glenwood Springs) – Post Office – Glenwood Springs	Historic
5GF.1661	Denver & Rio Grande Western Railroad Aspen Branch	Historic Archaeology Historic
5GF.2456.5	Shosone to Hopkins Transmission Line Segment	Historic Archaeology Historic
5GF.270	Bair Ranch	Historic
5GF.2717	Glenwood Springs Viaduct – Milepost 0.23 – CDOT No. F-07-Archaeological	Historic
5GF.414	Shoshone Hydroelectric Power Plant	Historic
5GF.469	Aspen and Western Railroad Colorado Midland Railroad	Historic Archaeology Historic
Eagle County		
5EA.1273	(Site name not included in OAHP database output)	Archaeological
5EA.128	Dotsero Burial	Archaeological
5EA.1289	(Site name not included in OAHP database output)	Archaeological
5EA.1555	Grouse Creek Lithic Scatter	Archaeological
5EA.1590	Eagle River Bridge – Milepost 155.98 – CDOT No. F-10-E	Historic
5EA.1595.1	Dotsero Cutoff	Historic Archaeology
5EA.1595.11	Denver and Rio Grande Western Railroad (Segment)	Historic Archaeology – Historic
5EA.1595.12	Denver and Rio Grande Railroad (Segment)	Historic Archaeology – Historic
5EA.1595.2	Denver & Rio Grand Railway Company Line	Historic Archaeology
5EA.1595.3	Denver & Rio Grande Railway Company Line	Historic Archaeology
5EA.1595.4	Denver & Rio Grande Railway Company Line	Historic Archaeology
5EA.1595.5	Denver & Rio Grande Railway Company Line	Historic Archaeology
5EA.1595.7	(Site name not included in OAHP database output)	Historic Archaeology – Historic
5EA.1595.9	Denver and Rio Grande Western Railroad – Segment	Historic Archaeology – Historic
5EA.1735	(Site name not included in OAHP database output)	Archaeological
5EA.1736	(Site name not included in OAHP database output)	Archaeological
5EA.1803	(Site name not included in OAHP database output)	Archaeological
5EA.1808	(Site name not included in OAHP database output)	Archaeological

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Site Number	Site Name	Type
5EA.198.1	Denver & Rio Grande Railroad – Bridge	Historic
5EA.198.42	Denver and Rio Grande Western Railroad (Segment)	Historic Archaeology – Historic
5EA.1982	Wolcott Inn	Historic
5EA.2300	(Site name not included in OAHP database output)	Archaeological
5EA.2436	(Site name not included in OAHP database output)	Archaeological
5EA.433	Bead 'N' Tinkle Site	Archaeological
5EA.47	(Site name not included in OAHP database output)	Historic
5EA.67	(Site name not included in OAHP database output)	Historic Archaeology
5EA.727	Bridge F-11-AU	Historic
5EA.728	Bridge F-11-AV	Historic
5EA.737	Bridge F-12-AS – Bridge F-12-AT	Historic
5EA.739	F-10-AA/F-10-AB	Historic Archaeology Historic
5EA.740	Vail Road Bridge	Historic
5EA.795	Tigiwon Community House, Tigiwon Community	Historic
5EA.902	Eagle Ranger Station	Historic
5EA.956	(Site name not included in OAHP database output)	Archaeological
Summit County		
5ST.152	Wheeler Guard Station	Historic
5ST.395.4	Denver South Park & Pacific Railroad Di	Historic Archaeology
5ST.426	Bridge F-12-AK	Historic
5ST.450	Masontown	Historic Archaeology
5ST.805	(Site name not included in OAHP database output)	Historic Archaeology
5ST.811	(Site name not included in OAHP database output)	Historic Archaeology
5ST.826	Upper North Barton Settlement	Historic Archaeology
5ST.85	Vail Pass Camp	Archaeological
5ST.883	Dillon Placer Mining Claim	Historic Archaeology
5ST.892.3	Eisenhower-Johnson Memorial Tunnel	Historic Archaeology –Historic
5ST.936.1	North Tenmile Ditch – Giberson Highline Ditch – Buffalo Placer Flume - Segment	Historic Archaeology –Historic
Clear Creek County		
5CC.1184.2	US Highway 6 Tunnel	Historic Archaeology –Historic
5CC.1184.3	US Highway 6 Tunnel	Historic Archaeology Historic
5CC.154	Empire Historic District	Historic District
5CC.1601	Herman Gulch Summer Home Group Lot Archaeological – Perkin Cabin	Historic
5CC.1603	Herman Gulch Summer Home Group Lot D – Edge Cabin	Historic

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Site Number	Site Name	Type
5CC.1604	Herman Gulch Summer Home Group Lot E – Nesavich Cabin	Historic
5CC.1606	Herman Gulch Summer Home Group Lot G – Meyer Cabin	Historic
5CC.1607	Herman Gulch Summer Home Group Lot J – Jeffrey Cabin	Historic
5CC.1635	Herman Gulch Summer Home Group Lot B – Conry Cabin	Historic
5CC.1698	Lucerne Mine	Historic Archaeology
5CC.173.1	Argentine Central Railroad (Portion Within National Historic Landmark)	Historic Archaeology Historic
5CC.173.2	Argentine Central Railroad (Portion Outside National Historic Landmark District)	Historic Archaeology Historic
5CC.181	Lawson School	Historic
5CC.247	John Owen House	Historic
5CC.3.387	Smuggler Mine	Historic Archaeology
5CC.3.388	Buckley Brothers Store	Historic
5CC.313	Mill City House – Mill City Road House	Historic
5CC.328	Big Five Mine	Historic Archaeology
5CC.389	(Site name not included in OAHP database output)	Historic Archaeology
5CC.427.6	Colorado Central Railroad (Segment) – Union Pacific, Denver and Gulf Railway – Colorado and Southern Railroad Company	Historic Archaeology –Historic
5CC.461	Georgetown Hydroelectric National Register Eligible District	Historic District
5CC.571	(Site name not included in OAHP database output)	Historic Archaeology
5CC.585	Camp Wilaha	Historic Archaeology
5CC.597	(Site name not included in OAHP database output)	Historic Archaeology
5CC.633	Turntable Bridge	Historic
5CC.637	Mill Creek Arrastra Site	Historic Archaeology
5CC.653	Idaho Springs Ranger Station Historic Di	Historic
5CC.654	Dumont School	Historic
5CC.67	Ptarmigan Site	Archaeological
5CC.746	(Site name not included in OAHP database output)	Archaeological
5CC.747	(Site name not included in OAHP database output)	Archaeological
5CC.791.1	Highline Wagon Road	Historic Archaeology
5CC.985	Darragh Placer	Historic Archaeology
5CC.988	Kirtley Mine Tailing Pile	Historic Archaeology
5CC.989	(Site name not included in OAHP database output)	Historic Archaeology
5CC.990	(Site name not included in OAHP database output)	Historic Archaeology
5CC.991	(Site name not included in OAHP database output)	Historic Archaeology
5CC.992	(Site name not included in OAHP database output)	Historic Archaeology
5CC.993	(Site name not included in OAHP database output)	Historic Archaeology

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Site Number	Site Name	Type
5CC.994	Farwell Reduction Works, Smelter	Historic Archaeology
Jefferson County		
5JF.2630	Lookout Mountain School for Boys	Historic Archaeology
5JF.2638.4	US Highway 6 Tunnel – Tunnel No.3 (F-15-AW)	Historic Archaeology –Historic
5JF.291	Fillius Shltr House	Historic
5JF.3422	Craig Residence	Historic
5JF.401	Golden Cemetery	Historic – Historic Archaeology
5JF.587	Hogback Road	Paleontological – Historic Archaeology – Historic

5.3.5 Other Properties

Numerous other properties in the Corridor are included in the OAHF database and are included in **Appendix B** and **Appendix C**. These properties have no National Register eligibility status, or are identified as not eligible or "field" not eligible, indicating that an official eligibility determination has not been made. Windshield surveys, field reviews, and interviews with local residents identified other properties of historic interest that will also be formally evaluated for National Register eligibility during Tier 2 processes if these properties are within the APE of a Tier 2 process. **Appendix D** provides a listing and description of these properties identified through local input. Finally, other properties could be identified during Tier 2 processes that have not been identified previously through either OAHF data or local input. Future evaluation of historic properties in the Corridor will be conducted in accordance with the I-70 Mountain Corridor Programmatic Agreement and the procedures outlined in **Section 6** and **Section 7**.

Section 6. Environmental Consequences

Determining effects on historic properties at the Tier 1 level is by definition an inconclusive process, as comprehensive surveys of historic properties were not conducted to identify historic properties, and conceptual alignments, footprints, and construction areas developed at the Tier 1 level do not provide adequate detail to assess effects to properties. Nevertheless, effects to historic properties within the APE were assessed in a manner consistent with 36 Code of Federal Regulations 800.5(a)(3), which allows for a "phased application" for determination of effects for projects such as the I-70 Mountain Corridor.

This section provides information about potential direct and indirect effects to historic properties. All properties in **Appendix B** were included in the assessment. This approach is considered conservative because many of those properties may not meet National Register criteria for significance. However, other properties that meet National Register criteria but have not yet been recorded could be identified in Tier 2 processes. The assessment categorized properties in the same way as **Section 5** of this report: National Register listed, State Register listed, nationally significant interstate features, officially eligible, and treated eligible. The "treated eligible" properties include the remaining properties in **Appendix B** that have an unknown eligibility status.

Direct effects were assessed by overlaying the footprint and construction disturbance zone of Action Alternatives onto maps of historic properties. Those properties that are within these zones could potentially be affected. Indirect effects to historic properties, including changes to noise and visual conditions, were also evaluated.

6.1 Direct Effects

Based on the historic properties identified to date, as many as 75 different properties could be directly affected by one or more of the Action Alternatives. These properties include individual historic and archaeological sites as well as historic districts. None of the Action Alternatives affect all 75 properties but the Action Alternatives affect different properties and each of the 75 properties is affected by one or more of the Action Alternatives. Of the 75 properties, 7 are listed in the National Register; 1 is listed in the State Register; 5 are nationally significant interstate resources; and 10 are officially eligible for listing in the National Register. The other 52 properties are treated as eligible but do not have an official National Register status.

Only the No Action Alternative does not directly affect any historic properties. As detailed in **Table 5**, the Action Alternatives potentially affect between 47 and 69 historic properties. The Minimal Action Alternative affects the fewest, and the Combination alternatives affect the most historic properties. The impacts for the Preferred Alternative fall within the range of the other Action Alternatives. The actual number of historic properties affected could be higher or lower depending on the final eligibility determinations of these properties and the additional properties that could be identified through intensive survey.

The alternatives presented in **Table 5** vary slightly from the groupings described in **Section 3** of this report and **Chapter 2** of the PEIS. They include both variations of the Highway alternatives at 55 miles per hour (mph) and 65 mph because the number of historic properties affected is different under these scenarios – primarily because the lower design speed allows tighter curves that are not acceptable at higher speeds.

Table 5. Comparison of Direct Impacts on Historic Properties

Alternative	National Register Listed	State Register Listed	Nationally Significant Interstate Features	Officially Eligible	Treated as National Register Eligible ¹	Total
No Action	0	0	0	0	0	0
Minimal Action	2	1	3	9	32	47
Rail with IMC	4	1	3	8	36	52
AGS	2	1	3	9	40	55
Bus in Guideway	3	1	4	9	47	64
Six-Lane Highway (55 mph)	4	1	4	9	36	54
Six-Lane Highway (65 mph)	4	1	4	8	33	50
Reversible/HOV/HOT Lanes	4	1	4	9	37	55
Combination Six-Lane Highway with Rail and IMC	7	1	4	9	43	64
Combination Six-Lane Highway with AGS	5	1	4	10	46	66
Combination Six-Lane Highway with Bus in Guideway	6	1	4	10	48	69

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Alternative	National Register Listed	State Register Listed	Nationally Significant Interstate Features	Officially Eligible	Treated as National Register Eligible ¹	Total
Preferred Alternative (55 mph) ²	2 to 5	1	4	9 to 10	42 to 47	57 to 66
Preferred Alternative (65 mph) ²	2 to 5	1	4	10	39 to 44	55 to 63

¹ Properties recorded in the OAHF database but requiring further evaluation to determine eligibility

² Some of the numbers for the Preferred Alternative are presented as ranges because additional properties could be affected if the Preferred Alternative is fully implemented. The adaptive management component allows the Preferred Alternative to be implemented based on future needs and associated triggers for further action. **Chapter 2, Section 2.7** of the PEIS describes the triggers for implementing components of the Preferred Alternative.

Key to Abbreviations/Acronyms

AGS=Advanced Guideway System

IMC=Intermountain Connection

HOT=High Occupancy Toll

HOV=High Occupancy Vehicle

mph = miles per hour

6.2 Indirect Effects

As noted previously, effects to historic properties are difficult to assess at a Tier 1 level, and assessing indirect effects is even more challenging than assessing direct effects because the dimensions and aesthetics of alternatives are not developed, and detailed studies, such as noise modeling for individual properties, have not been initiated. However, the lead agencies did consider indirect effects of noise and visual intrusions to the extent possible at this stage.

Although Section 106 lists the "introduction of audible elements that diminish the integrity of the property's significant historic features" as an example of an adverse effect under 36 Code of Federal Regulations 800.5(2)(v), no guidelines exist for evaluating the effects of noise on historic properties. The lead agencies do have standards for assessing adverse noise on sensitive receptors, such as residences, and the data associated with these standards was applied to this study. Generally, data from noise studies is used to determine existing and projected noise conditions, and this information is then used to determine if the introduction of noise or changes to existing noise levels could diminish the integrity of the historic property's significant historic features. **Section 3.10** of the PEIS and the *I-70 Mountain Corridor PEIS Noise Technical Report* (CDOT, August 2010) contain additional details about noise studies, methods, results, and proposed mitigation. Detailed noise modeling and assessment of noise conditions for individual properties would occur during Tier 2 processes.

Visual effects were assessed by considering the distance of historic properties from the I-70 highway and the Action Alternatives, the landscape setting and historic setting of the property, and the visual contrast the Action Alternatives introduce to the Corridor. **Section 3.11** of the PEIS and the *I-70 Mountain Corridor PEIS Visual Resources Technical Report* (CDOT, August 2010) contain additional details about the Corridor's visual landscape and the changes to that setting resulting from the Action Alternatives. Simulations of effects to individual properties would occur in Tier 2 processes.

All of the Action Alternatives may include noise walls that could block views of historic towns and change the character of the mountain setting. The Highway alternatives increase the modern highway intrusions by increasing the amount and width of pavement in the Corridor. Except for the Bus in Guideway Alternative, the Transit alternatives introduce a new mode of transportation through most of the Corridor, which creates a substantial change to the visual environment, particularly the Advanced Guideway System Alternative, which introduces an elevated track along the Corridor. The Combination

alternatives have the greatest effect, combining the setting changes of the Highway and Transit alternatives. Generally, the alternatives with smaller footprints (No Action and Minimal Action alternatives) create fewer intrusions and thus have less indirect impact to historic properties. The Preferred Alternative impacts are on the higher side of the Action Alternatives, because it includes the elevated Advanced Guideway System, and if fully implemented, the Maximum Program adds more highway components.

6.3 Construction Impacts

Construction of any of the Action Alternatives could affect access to historic properties and could negatively affect heritage tourism, particularly if lane closures and detours are not coordinated with local communities to avoid peak visitation periods. The Combination alternatives, which are the most complex and have the longest duration construction schedules, have the greatest impact.

6.4 Impacts in 2050

The timing of the implementation of the Action Alternatives does not change the impacts on historic properties to any great extent. The direct loss of historic properties occurs when those properties are removed to construct transportation components. If implementation of the Action Alternatives occurs over a longer timeframe, historic properties and historic settings would remain intact longer in the short term. The indirect effects of changes to noise or visual conditions or other changes to historic setting occur at the time when those character-altering features are constructed. As with direct effects, the longer timeframe for implementation may avoid disruption of historic settings in the short term. The adaptive management approach of the Preferred Alternative allows phased implementation of mitigation that may reduce long-term changes to historic settings. By 2050, additional properties will have reached 50 years of age or older, and may be determined eligible for the National Register.

Section 7. Tier 2 Processes

For each Tier 2 process, the lead agencies will review existing information about historic properties within the project APE. The project APE will consider the viewscape (the area within which a particular point is visible) and viewshed (the area visible from a particular point). The lead agencies will determine, in consultation with the SHPO and consulting parties, additional efforts needed in Tier 2 processes to identify historic properties needed to adequately evaluate the effects of undertakings on historic properties.

7.1 I-70 Mountain Corridor Programmatic Agreement

The Tier 2 processes will complete the Section 106 process, following the agreements in the I-70 Mountain Corridor Programmatic Agreement (**Appendix A**) and the tribal consultation Programmatic Agreement (the latter of which was executed in 2004 and is included as an appendix of the I-70 Mountain Corridor Programmatic Agreement). The I-70 Mountain Corridor Programmatic Agreement outlines specific requirements for each step of the Section 106 process, from identification of the APE through to identification of mitigation, and the tribal consultation Programmatic Agreement outlines consultation, treatment, monitoring, and recovery for sites of importance to tribes. In most cases, the Tier 2 processes will include the main steps in the Section 106 process: development of an APE for the individual project, intensive survey of historic properties within the APE, determination of effects to include direct and indirect effects of project designs, and agreement on mitigation measures with the SHPO and consulting parties.

7.2 Cultural Resources Working Group

The Colorado Department of Transportation formed a Cultural Resources Working Group to provide input to the I-70 Mountain Corridor Historic Context. This large working group included a diverse and comprehensive group, including members representing the following organizations:

- American Institute of ArchitectsA Colorado
- Bureau of Land Management – Glenwood Springs Field Office
- CDOT
- City of Glenwood Springs
- City of Idaho Springs
- Clear Creek County
- Clear Creek County Archives
- Colorado Historical Society
- Colorado Preservation, Inc.
- Denver Landmark Preservation Commission
- Eagle County
- Eagle County Historical Society
- FHWA
- Frisco Historic Preservation Board
- Georgetown Silver Plume Historic District Public Lands Commission
- Glenwood Springs Design & Review Commission
- Historic Georgetown, Inc.
- Historical Society of Idaho Springs
- Jefferson County Historical Commission
- JF Sato
- Mill Creek Valley Historical Society
- Mountain States Historical
- National Park Service, Intermountain Region
- National Trust for Historic Preservation Mountain Plains Office
- People for Silver Plume
- SHPO
- Summit County Historic Preservation Commission
- THK & Associates
- Town of Breckenridge
- Town of Georgetown
- Town of Silver Plume
- United States Forest Service, Arapahoe Roosevelt National Forest
- United States Forest Service, White River National Forest

The working group intends to remain engaged through Tier 2 processes.

7.3 Historic Context and Multiple Property Documentation Forms

In 2008, the lead agencies began preparing historic contexts and defining associated property types and registration requirements to help guide future historic resources evaluations in the I-70 Mountain Corridor. The work centers around seven dominant historical themes in the Corridor:

- Mining Industry
- Timber Industry
- Railroad Transportation
- Automobile Transportation
- Tourism and Recreation
- Power and Water Infrastructure
- Farming, Ranching, and Homesteading

For each of these themes, CDOT is compiling a Multiple Property Documentation Form to define the historic contexts and property types that represent the historic contexts present in the Corridor. The Multiple Property Documentation Form is an official document recognized by the Keeper of the National Register and OAHP that serves as a basis for evaluating National Register eligibility of related properties. This documentation will assist the systematic evaluation of future historic property inventories in the Corridor, will be valuable public education tools, and could contribute to heritage tourism publications. Drafts of the Multiple Property Documentation Forms are available on the I-70 Mountain Corridor Context Sensitive Solutions website (<http://www.i70mtncorridorcss.com/docs/the-I-70-mountain-corridor-historic-context>). While not finalized, the drafts provide useful information about the history and historic properties in the Corridor. Once finalized, these documents will be available on the website and through the OAHP. Tier 2 processes will use these Multiple Property Documentation Forms, along with the procedures outlined in the I-70 Mountain Corridor Programmatic Agreement (**Appendix A**) to guide historic property evaluations.

Section 8. Mitigation Strategies

Historic context is one of the core values of the I-70 Mountain Corridor Context Sensitive Solutions process, and the lead agencies (in cooperation with the SHPO) are developing documentation for seven dominant historical themes in the Corridor. The lead agencies commit to using this context on future projects to guide and inform evaluation of historic properties in the Corridor and will consider historic context in developing designs for future projects in the Corridor.

Mitigation for effects to historic properties will not occur until Tier 2 processes when historic properties are identified through intensive survey and enough information is available to determine effects to those properties. Strategies for mitigation and Section 106 compliance for Tier 2 processes are well defined in two relevant Programmatic Agreements:

- Strategies for consultation, treatment, monitoring, and recovery for sites of importance to tribes are described in the Section 106 Tribal Consultation Process for the I-70 Mountain Corridor Programmatic Agreement (executed in 2004 and included as an appendix to the I-70 Mountain Corridor Project Programmatic Agreement in Appendix A).
- The I-70 Mountain Corridor Project Programmatic Agreement (**Appendix A**) stipulates how consultations will occur and how each phase of the Section 106 process will be carried out in Tier 2 processes. Mitigation strategies for historic properties are included in Section VI of the Programmatic Agreement (Resolution of Adverse Effects).

These mitigation strategies also are presented in **Section 3.19** of the PEIS. The lead agencies will develop specific and more detailed mitigation strategies and measures, and develop best management practices specific to each project, during Tier 2 process. The lead agencies will also adhere to any new laws and regulations that may be in place when Tier 2 processes are underway.

Section 9. References

Colorado Office of Archaeology and Historic Preservation. 2009. File Search. September.

—. 2004. File Search. April.

—. 2010. Directory of National and State Register Properties, County List. URL:
<http://www.coloradohistory-oahp.org/programareas/register/1503/cty.htm> (accessed July 2010)

CDOT. 2010. I-70 Mountain Corridor Historic Context. URL:
<http://www.i70mtncorridorcss.com/docs/the-I-70-mountain-corridor-historic-context> (accessed July 2010)

Historic Properties and Native American Consultation Technical Report

Four appendices support the Historic Resources and Native American Consultation Technical Report:

- Appendix A provides the I-70 Mountain Corridor Programmatic Agreement that was signed in 2008 and contains detailed procedures for Section 106 compliance for Tier 2 processes in the Corridor. Appendix D of the Programmatic Agreement also contains an agreement with Native American tribes specifying tribal consultation procedures for Tier 2 processes.
- Appendix B contains a tabular listing of Colorado Office of Archaeology and Historic Preservation file search data collected in 2003 and 2009.
- Appendix C provides mapping of the historic sites listed in Appendix B of this report. Mapping is not included for archaeological sites because locations of these sites are restricted to prevent damage or looting.
- Appendix D is the *Revised Reconnaissance Survey of the Interstate 70 Mountain Corridor Between Glenwood Springs and C-470 in Colorado*. The reconnaissance survey was finalized in January 2005 and provides historic context and expanded descriptions of properties identified in the Tier 1 process. The reconnaissance survey provides background information that is used to fulfill other commitments in the I-70 Mountain Corridor Programmatic Agreement, such as development of Multiple Property Documentation Forms for historic themes in the Corridor.

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Appendix A
I-70 Mountain Corridor Programmatic Agreement

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**Programmatic Agreement
among
Federal Highway Administration
United States Department of Agriculture, Forest Service,
Rocky Mountain Region
Department of the Interior, Bureau of Land Management,
Glenwood Springs Field Office
Advisory Council on Historic Preservation
Colorado State Historic Preservation Officer
and
Colorado Department of Transportation
regarding implementation of
The Interstate 70 Mountain Corridor Project**

WHEREAS, Federal Highway Administration (FHWA), in cooperation with Colorado Department of Transportation (CDOT), has determined that improvements on Interstate 70 (I-70) between Glenwood Springs, Colorado, and the intersection of C-470 are necessary to meet the purposes and needs described in Appendix A; and

WHEREAS, FHWA has prepared the *I-70 Mountain Corridor Draft Programmatic Environmental Impact Statement & Section 4(f) Evaluation* (PEIS) to determine what mode or modes of transportation will meet the purpose and need for the I-70 Mountain Corridor and to identify the general alternative alignment, and has examined the relative effects of the proposed alternatives on known historic properties within the corridor in general terms, as described in Appendix B of this Agreement, and

WHEREAS, FHWA will prepare site-specific Tier 2 National Environmental Policy Act (NEPA) documentation presenting environmental analyses and more detailed design information for individual components of the selected alternative (the Tier 2 undertakings); and

WHEREAS, FHWA has determined that a phased process for compliance with Section 106 of the National Historic Preservation Act is appropriate for the I-70 Mountain Corridor Project, such that completion of the identification of historic properties, determinations of specific effects on historic properties, and consultation concerning measures to avoid, minimize, or mitigate any adverse effects will be carried out as part of planning for and prior to the approval of specific Tier 2 undertakings; and

WHEREAS, FHWA has determined that the I-70 Mountain Corridor Tier 2 undertakings may affect properties included in or eligible for inclusion in the National Register of Historic Places (NRHP), including the Georgetown-Silver Plume National Historic Landmark (NHL), and has consulted with the Advisory Council on Historic Preservation (ACHP) and the Colorado State Historic Preservation Officer (SHPO) to develop this Programmatic Agreement pursuant to Section 800.14(b)(3) of the regulation (36 CFR Part 800) implementing Section 106 of the National Historic Preservation Act (16 U.S.C. 470f) and Section 110(f) of the same Act (16 U.S.C. 470h-2(f)); and

WHEREAS, any projects carried out by CDOT within the I-70 Mountain Corridor during the term of this Agreement that were not analyzed within the PEIS will be subject to separate consultations and compliance actions as specified in 36 CFR Part 800; and

WHEREAS, the United States Department of Agriculture, Forest Service, Rocky Mountain Region (USFS) has determined that the I-70 Mountain Corridor Tier 2 undertakings may affect historic properties on public lands administered by the Arapaho and Roosevelt National Forests and the White River National Forest and intends to use this Programmatic Agreement to comply with the regulation (36 CFR Part 800) implementing Section 106 of the National Historic Preservation Act (16 U.S.C. 470f) and Section 110(f) of the same Act (16 U.S.C. 470h-2(f)); and

WHEREAS, the United States Department of the Interior, Bureau of Land Management (BLM) has determined that the I-70 Mountain Corridor Tier 2 undertakings may affect historic properties on public lands administered by the Glenwood Springs Field Office and intends to use this Programmatic Agreement to comply with the regulation (36 CFR Part 800) implementing Section 106 of the National Historic Preservation Act (16 U.S.C. 470f) and Section 110(f) of the same Act (16 U.S.C. 470h-2(f)); and

WHEREAS, development and execution of this Agreement by SHPO indicates participation in the Section 106 process followed during NEPA Tier 1 and does not indicate a preference for a specific alternative; and

WHEREAS, the entities identified in Appendix C were informed about the I-70 Mountain Corridor Project and invited to participate in consultations; and

WHEREAS, Clear Creek County, Eagle County, City of Glenwood Springs, City of Idaho Springs, Town of Georgetown, Town of Silver Plume, and Georgetown Silver Plume Historic District Public Lands Commission participated in consultations leading to the development of this document and have been invited to concur in this Agreement; and

WHEREAS, National Trust for Historic Preservation Mountain/Plains Office, Colorado Preservation Inc., Historic Georgetown Inc., Historical Society of Idaho Springs, Mill Creek Valley Historical Society, and Colorado Historical Society have participated in consultations leading to the development of this document and have been invited to concur in this Agreement; and

WHEREAS, execution of this Agreement as a concurring party indicates participation as a Section 106 consulting party and acknowledgment that the party's views were taken into consideration; and

WHEREAS, execution of this Agreement as a concurring party does not necessarily indicate approval of the outcome of the Tier 1 NEPA analysis for the I-70 Mountain Corridor Project; and

WHEREAS, Denver Landmark Preservation Commission, Town of Breckenridge, Jefferson County Historical Commission, Jefferson County Historical Society, Summit County, and Summit County Historic Preservation Commission were invited to participate as consulting parties; and

WHEREAS, FHWA has notified the Secretary of the Interior of the potential for effects to the Georgetown-Silver Plume NHL, pursuant to 36 CFR 800.10, and National Park Service, Intermountain Region (NPS) has participated in consultations and has been invited to concur in this Agreement; and

WHEREAS, the Cheyenne and Arapaho Tribes of Oklahoma, Kiowa Tribe of Oklahoma, Northern Arapaho Tribe, Northern Cheyenne Tribe, Rosebud Sioux Tribe, Southern Ute Indian

Tribe, Standing Rock Sioux Tribe, Ute Mountain Ute Tribe, Ute Tribe of the Uintah and Ouray Agency, and White Mesa Ute Tribe participated in consultations to develop and were invited to execute a separate programmatic agreement addressing the treatment of properties of religious and cultural significance to the signatory tribes, which appears as Appendix D and is incorporated by reference into this Agreement;

NOW, THEREFORE, FHWA, USFS, BLM, ACHP, CDOT, and SHPO agree that each of the I-70 Mountain Corridor Tier 2 undertakings shall be administered in accordance with the following principles and stipulations to satisfy FHWA's, USFS's, and BLM's Section 106 responsibilities for these undertakings.

Principles

FHWA and CDOT shall adhere to the following principles in complying with Section 106 of the National Historic Preservation Act for the Tier 2 undertakings:

1. FHWA and CDOT commit to plan, design, and implement the Tier 2 undertakings in accordance with the principles of Context Sensitive Solutions (CSS) as described in Appendix E.
2. Although many decisions about the I-70 Mountain Corridor Project, including selection of the mode alternative, were made during the Tier 1 process, substantial opportunities will be available during Tier 2 analyses for consulting party input concerning design and construction options and variances.
3. Consistent with CDOT's Environmental Stewardship Guide and with 36 CFR 800.5(a)(1), FHWA and CDOT will take into account direct, indirect, and cumulative effects on historic properties and will consider measures to improve existing conditions affecting historic properties.
4. FHWA and CDOT will seek, discuss, and consider the views of the consulting parties, and where feasible, will seek agreement with them (36 CFR 800.16[f]) when making decisions under the stipulations of this Agreement.
5. As a matter of public policy, reasonableness of cost must be considered when selecting measures to avoid, minimize, or mitigate adverse effects (FHWA policy is that the proposed mitigation measures must represent "a reasonable public expenditure" after considering the impacts of the action and the benefits of the proposed mitigation measures) to historic properties, but cost should not be the only determining factor in mitigation decisions.

Stipulations

FHWA shall ensure that the following measures are carried out:

I. Consultation and Consulting Parties

A. Delegation of Consultation Authority

1. FHWA authorizes CDOT to conduct consultation with the Colorado SHPO and other consulting parties on its behalf, including identification of consulting parties, determining the level of identification, NRHP eligibility determinations, and determinations of effect.
2. FHWA will remain ultimately responsible for all findings and determinations and retains responsibility for complying with all federal requirements pertaining to direct

government-to-government consultation with Indian tribes and requests to ACHP and NPS for participation in cases of adverse effect on NHLs.

3. Except as provided below, FHWA will take the lead in consultation with Indian tribes, in implementation of the dispute resolution clause of this Agreement, and in resolving adverse effects in accordance with 36 CFR 800.6.

B. Consultation with SHPO

As part of initial scoping for individual Tier 2 undertakings, CDOT shall initiate consultation with SHPO as provided in 36 CFR 800.3(c)(1).

C. Consultation with ACHP

FHWA shall notify the ACHP about Tier 2 undertakings when there is a finding of adverse effect and will invite the ACHP's involvement in consultation where the undertaking will adversely affect a NHL.

Such notifications shall include the documentation specified in 36 CFR 800.11(e). ACHP will apply the criteria set forth in Appendix A of 36 CFR Part 800 to determine whether it will participate in consultation to resolve adverse effects.

In addition, FHWA and the consulting parties may seek advice, guidance, and assistance from ACHP on the application of this Programmatic Agreement to Tier 2 undertakings, including the resolution of disagreements, whether or not ACHP is formally involved in the review of the undertaking.

D. Participation by Other Federal Agencies

FHWA shall notify NPS of any Tier 2 undertakings that may affect the Georgetown-Silver Plume NHL and invite their participation in consultations about that undertaking.

For Public Lands that are administered by USFS, FHWA shall consult the appropriate Forest. FHWA shall ensure that complete historic property inventory reports are sent to the appropriate Forest Heritage Staff for review and comments. The Forest shall ensure that the reports are reviewed for adequacy and comments on eligibility of sites and the project's effect are returned to the FHWA within 15 business days.

For Public Lands that are administered by BLM, FHWA shall consult with the appropriate BLM Field Office. FHWA shall ensure that complete historic property inventory reports are sent to the appropriate BLM Cultural Resource Staff for review and comments. The BLM Field Office shall ensure that the reports are reviewed for adequacy and that comments on eligibility and on the project's effect on historic properties are returned to the FHWA within 30 calendar days.

E. Native American Consultation

FHWA shall consult with the tribes that are signatories to the Tribal Programmatic Agreement (Appendix D) according to the provisions of that agreement.

For tribes that are not signatories to the Tribal Programmatic Agreement, FHWA shall consult according to the requirements of 36 CFR Part 800 when properties of religious and cultural significance to such tribes may be affected by a Tier 2 undertaking.

F. Local Governments

CDOT shall consult with local governments about all Tier 2 undertakings that may affect historic properties within their jurisdiction.

Such consultation shall begin early in the scoping process for each individual Tier 2 undertaking and will follow the approach of CSS as outlined in Appendix E.

Where properties within the Georgetown-Silver Plume NHL may be affected by a Tier 2 undertaking, CDOT will consult with all local governments with jurisdiction within the landmark.

G. Historic Preservation Organizations

1. CDOT shall consult with local historic preservation organizations that are consulting parties about all Tier 2 undertakings within their respective areas of interest, as established by each organization in consultation with CDOT.

2. CDOT shall consult with statewide and national historic preservation organizations that are consulting parties about all Tier 2 undertakings within the I-70 Mountain Corridor unless these organizations request a narrower scope of consultation.

3. Such consultation will begin early in the scoping process for each individual Tier 2 undertaking and will follow the approach of CSS as outlined in Appendix E.

H. Additional Consulting Parties

1. Additional local governments and other parties with a demonstrated interest in one or more Tier 2 undertakings or a concern about the effects of the undertaking(s) on historic properties may submit a written request to become a consulting party to FHWA at any time during the term of this Agreement.

2. At FHWA's discretion, such parties may be invited to concur in the Agreement and to participate as consulting parties for subsequent undertakings.

II. The Consultation Process

A. Early Action Projects

Certain projects with independent utility that are covered by the Tier 1 PEIS may need to be carried out before the stipulations of this Agreement can be put in place.

These projects are:

- The Twin Tunnels lighting project
- Empire Junction to Downieville eastbound acceleration lane
- The West Vail Pass auxiliary lanes

Should any additional projects with independent utility analyzed in the Tier 1 PEIS be added to this list of Early Action projects, consultation will be completed as specified in this stipulation.

Some small Tier 2 undertakings may be funded early in Tier 2 before the design guidelines, historic context, and other provisions of this Agreement can be put in place. If this should occur, CDOT shall notify the consulting parties of this circumstance and follow the provisions of this "Early Action" stipulation. This approach will be limited to undertakings that are Categorical Exclusions under NEPA and receive funding prior to the completion of the design guidelines and historic context.

Projects covered by this stipulation will be subject to standard consultation under 36 CFR Part 800, including involvement of consulting parties, identification and evaluation of historic properties, determination of effect, and resolution of any adverse effects.

CDOT shall follow the principles of CSS as described in the Chief Engineer's policy memo # 26 of October 31, 2005 (Appendix F), for these projects.

If any of the Pre-project Consultation products described in Stipulation II.B. have been completed prior to the initiation of a project covered by this Early Actions stipulation, those products will be used to guide consultation, development, and implementation of the undertaking.

B. Pre-project Consultations

1. In order to facilitate planning and streamline development of Tier 2 undertakings, CDOT shall, in consultation with the consulting parties, NPS, and other stakeholders, develop design guidelines and a historic context or contexts for the I-70 Mountain Corridor.
2. These design guidelines and context(s) shall be developed as early as funding for Tier 2 undertakings permits but no later than the initiation of the first Tier 2 undertaking that requires preparation of an Environmental Assessment or Environmental Impact Statement.
3. CDOT will also consult with the consulting parties, NPS, and other corridor stakeholders about broader implementation issues such as appropriate mechanisms (e.g., working groups) for the development of the design guidelines and historic contexts, about planning for historical interpretation within the corridor, and about possible historical and heritage designations, as well as other heritage tourism-related issues.
4. These initiatives are intended to guide the development of Tier 2 undertakings.

C. Consultations about Identification of Historic Properties

1. For each Tier 2 undertaking, CDOT and FHWA shall review existing information about historic properties within the project area of potential effects (APE) and, in consultation with the consulting parties, determine what additional efforts to identify historic properties are needed to adequately evaluate the effects of the undertaking on historic properties.
2. Historic properties identified as a result of Stipulation II.C.1 will be recorded using Colorado Cultural Resource Inventory Forms following the standards in the Colorado Cultural Resource Survey Manual.

D. Consultations about Eligibility of Historic Properties

1. Based on the criteria of eligibility to the NRHP in 36 CFR 60.4 and guidance to be developed in the historic context described in Stipulations II.B.3 and IV.A.1, CDOT shall complete determinations of eligibility for all properties identified under Stipulation IV and request concurrence from SHPO on these determinations.
2. CDOT shall bear in mind that the passage of time, changing perceptions of significance, or incomplete prior evaluations may require the agency to re-evaluate properties previously determined eligible or ineligible.

3. If CDOT and SHPO are unable to reach a consensus about the eligibility of a property that will be directly affected by a Tier 2 undertaking, FHWA will seek a determination of eligibility from the Keeper of the National Register of Historic Places, as provided in 36 CFR 800.4(c)(2).
4. If CDOT and SHPO are unable to reach a consensus about the eligibility of a property that will *not* be directly affected, CDOT and SHPO may agree to treat the property *as if* it were eligible *for the purposes of evaluating effects* or CDOT may seek a determination from the Keeper of the National Register.

E. Consultations about Determinations of Effect

1. For each Tier 2 undertaking, CDOT shall provide the appropriate consulting parties with information about the NRHP listed properties within the APE, any properties found through consensus determinations to be eligible, and any properties being treated as eligible for the purposes of the undertaking.
2. CDOT shall then invite the consulting parties to provide their views on the nature of effects from the undertaking on the characteristics of those properties that qualify them for listing in the NRHP, and shall consider those views in making a determination of effect for the undertaking.
3. If CDOT finds that an undertaking will have no effect on historic properties or no adverse effect on historic properties, the agency shall notify the consulting parties of this finding and provide them with the documentation specified in 36 CFR 800.11(d) or (e), respectively.
4. If no parties object to such findings within 30 days, CDOT will proceed with the undertaking. If any party objects, CDOT shall follow the dispute resolution stipulation of this Agreement to resolve the objection.
5. If documents prepared for NEPA compliance meet the requirements for documentation under 36 CFR 800.11, CDOT and FHWA may submit these documents to the consulting parties in support of findings of effect on historic properties. All NEPA documents for Tier 2 undertakings that will be used in this way should include a separate, clearly identifiable section summarizing the effects of the undertaking on historic properties.

F. Consultation about Resolution of Adverse Effect

1. If CDOT finds that a Tier 2 undertaking will have an adverse effect on historic properties, the agency shall notify ACHP following the procedures specified in 36 CFR 800.6(1) and consult further with the consulting parties about measures to avoid, minimize, or mitigate those adverse effects.
2. When the process of resolving adverse effects has been completed for a Tier 2 undertaking, CDOT shall prepare a supplement to this Agreement, which specifies the measures it will take to avoid, minimize, or mitigate adverse effects. This supplement takes the place of a Memorandum of Agreement for the Tier 2 undertaking.
3. FHWA shall circulate this supplement to the Programmatic Agreement signatories and invited signatories for signature, including ACHP if they have participated in consultations for the undertaking. When fully executed, the supplement will become part of this Agreement.
4. FHWA shall file the executed supplement with ACHP.

5. CDOT shall distribute copies of the fully executed supplement to all Programmatic Agreement signatories and concurring parties.
6. If the signatories to this Programmatic Agreement find themselves unable to reach a satisfactory resolution of adverse effects for a Tier 2 undertaking and one or more signatories terminates consultation, FHWA shall either follow the procedures provided in ACHP's regulation at 36 CFR 800.6(c) to execute a Memorandum of Agreement or comply with the procedures in 36 CFR 800.7.

III. Area of Potential Effects

- A. The APE for each Tier 2 undertaking will be the exterior boundary of the area within which any current and proposed transportation facilities and associated land disturbance can be seen.
- B. If CDOT proposes to define the APE in some other way for a particular undertaking or kind of effect, the agency shall consult with SHPO and the appropriate consulting parties before making this decision.

IV. Level of Effort to Identify and Evaluate Historic Properties

A. Historic Context Development

1. To facilitate planning and streamline development of Tier 2 undertakings, CDOT shall, in consultation with SHPO and the other consulting parties, develop a historic context or contexts for the I-70 Mountain Corridor. One such context might address the development of mining and the attendant town building from Idaho Springs to Bakerville; other contexts might be appropriate for other segments of the corridor.
2. Historic contexts are information about historical trends and properties grouped by an important theme and a particular period of time. These documents link historic properties to important historical trends.
3. The historic context(s) should include an assessment of existing site records and eligibility determinations.
4. The context or contexts will be used to evaluate the National Register eligibility of historic properties and provide information for interpretive materials.

B. Identification of Historic Buildings and Engineering Features

As early as possible (contingent on the timing and extent of available funding which CDOT shall seek), but no later than the identification phase of the first non-Categorical Exclusion Tier 2 undertaking that will affect each of these areas, CDOT shall also complete the following identification efforts in consultation with the consulting parties:

- a. Survey and evaluate historic buildings and features in the Dumont-Downieville-Lawson (DDL) area (between mileposts 233 to 235.5) to a level adequate to evaluate the effects of any Tier 2 undertakings on historic properties eligible to the National Register
- b. Evaluate the appropriateness of the current boundaries of the Georgetown-Silver Plume NHL for use in determining the effect of Tier 2 undertakings on historic properties. This may include identification of currently unrecorded historic mining and railroad features, which will be evaluated at a level adequate to assess the effects of any Tier 2 undertakings on the NHL.

For Tier 2 undertakings that lie outside the boundaries of DDL and the NHL, CDOT shall consult with FHWA, SHPO, and the appropriate consulting parties and land-managing agencies about any additional efforts needed to identify historic structures and features not already identified during Tier 1 that may be affected by the undertaking.

Historic properties identified as a result of the provisions of this stipulation will be recorded using Colorado Cultural Resource Inventory Forms following the standards in the Colorado Cultural Resource Survey Manual.

In addition to meeting the Secretary of the Interior's Standards for Professional Qualifications, consultants selected by CDOT to develop the historic context called for in Stipulations II.B.3 and IV.A.1 and to do fieldwork to identify and make recommendations about the eligibility of historic mining landscapes and features should have demonstrated:

- a. Knowledge of Colorado mining history and familiarity with technical aspects of 19th century mining, milling, and transportation features
- b. Experience in identifying and recording historic mining features and structures
- c. Previous experience with National Register evaluations for mining-related properties

C. Historical Archaeology

In areas identified in the historic context (Stipulations II.B.3 and VI.A.1) as likely to contain subsurface historical remains, CDOT shall implement the following strategy to evaluate the potential for intact NRHP eligible historical archaeological deposits within areas slated for ground disturbance.

Use historical documents to reconstruct past land use up to the date of construction of I-70

Use "as-builts" and other documentation (e.g., historic maps and topographic maps, Sanborn maps, etc.) to evaluate the degree of previous disturbance

If such deposits are determined to be likely to exist, CDOT shall consult with SHPO to develop and then shall implement testing strategies to locate such deposits and evaluate their eligibility.

D. Precontact Archaeology

CDOT shall ensure that any temporary use areas, temporary and permanent easements, and other areas of ground disturbance associated with any Tier 2 undertaking that lie outside the current right-of-way are surveyed for archaeological sites if they have not been previously inventoried and are not already disturbed.

The provisions of the tribal consultation programmatic agreement (Appendix D) shall govern CDOT's activities in identifying and evaluating precontact archaeological sites.

In Glenwood Springs, ground disturbance near the hot springs has the potential to encounter precontact archaeological deposits. CDOT shall consult with SHPO and the City of Glenwood Springs about an appropriate investigative strategy during project planning for any Tier 2 undertaking in that area.

CDOT shall ensure that any precontact archaeological materials exposed during Tier 2 construction projects within the I-70 Mountain Corridor will be subject to the

provisions of CDOT Standard Specification 107.23, "Archaeological and Paleontological Discoveries."

E. Interstate 70

Under the terms of the national Exemption Regarding Historic Preservation Review Process for the Interstate Highway System (70 FR 11928-11931, March 10, 2005), FHWA need not consider the effects of its I-70 Mountain Corridor Tier 2 undertakings on elements of the Interstate System except in the case of the following individual properties, which have been designated as exceptions to the exemption:

- Glenwood Canyon (mileposts 116 to 132)
- Eisenhower-Johnson Memorial Tunnels (milepost 213.65)
- Vail Pass (milepost 180 to 195.2)
- Genesee Park Bridge (milepost 253.53)
- Twin Tunnels (milepost 242.16)

V. Determining the Effect of Tier 2 Undertakings on Historic Properties

CDOT shall ensure that direct, indirect, and cumulative aspects of the following categories of effect are taken into account for Tier 2 undertakings, where appropriate.

A. Physical Destruction or Damage

Avoidance of physical takes of historic structures and features and precontact archaeological sites shall be given full consideration in all cases.

The potential for effects on historic properties as a result of transportation facility construction, construction-related vibration, and blasting shall be assessed where appropriate. The general potential for and nature of such effects shall be considered early in planning; specific details of such assessments may need to be delayed until after the construction contractor has been selected.

B. Visual Effects

1. Visual effects considered will be related to the qualities of significance of the historic properties being affected. At the scoping stage of each Tier 2 undertaking, CDOT will meet with the appropriate consulting parties to discuss visual impact criteria appropriate to evaluating both new and cumulative visual effects of the undertaking on historic properties. Cumulative visual effects include those that result from the incremental consequences of an undertaking when those effects are added to the visual effects of past CDOT undertakings.
2. Depending on the selected mode of transportation and specifics of the design issues for the particular undertaking, some or all of the following points may need to be considered in these consultations:

Minimization and mitigation of visual impacts will take into consideration the qualities of the historic properties, particularly the requirements of Section 110(f) of the National Historic Preservation Act concerning NHLs.

Visible air pollution and light pollution will be considered as possible adverse effects on historic properties.

Both viewscape (the area within which a particular point is visible) and viewshed (the area visible from a particular point—including the transportation facility itself) will be considered.

Visual impacts on the mining-related cultural landscape, such as scars from road cuts, will be taken into account.

Some mitigation measures and project design features, such as noise walls and retaining walls, have the potential for visual impact and will be considered as part of design review.

Shadow effects on historic properties as a result of construction or mitigation measures will be avoided to the maximum possible extent.

C. Noise Effects

1. Minimization and mitigation of noise impacts will take into consideration the qualities of significance of the historic properties, including the requirements of Section 110(f) of the National Historic Preservation Act concerning NHLs.
2. At the scoping stage of each Tier 2 undertaking, CDOT will meet with the appropriate consulting parties to discuss mechanisms for evaluating new and cumulative noise effects of the undertaking. Cumulative noise effects include those that result from the incremental consequences of an undertaking when those effects are added to the noise effects of past CDOT undertakings.
3. Depending on the selected mode of transportation and specifics of the design issues for the particular undertaking, some or all of the following points may need to be discussed in these consultations:
 - a. FHWA and FTA standard noise guidelines may not be sufficient to evaluate the effects on historic properties for the purposes of Section 106 of the National Historic Preservation Act. For the purposes of Section 106 only, if standard noise guidelines prove to be insufficient, CDOT will give serious consideration to adopting other means for evaluating effects on the integrity of historic properties.
 - b. Evaluation of effects from noise will take into account the current high levels of noise in the corridor, including average noise levels, pitch of sounds, and peak and intermittent events.
 - c. Noise impacts on a variety of heritage tourism activities that provide essential financial support for the continued preservation of historic properties will also be considered.

D. Economic Impacts

1. At the scoping stage of each Tier 2 undertaking, CDOT will meet with the appropriate consulting parties to discuss potential economic impacts of the undertaking on historic properties and strategies for minimizing these effects. These effects will generally have to do with potential disruption of heritage tourism.
2. As part of NEPA analysis for each Tier 2 undertaking, CDOT shall seek assistance from the consulting parties and other stakeholders to identify specific time periods and events during which traffic restrictions and closures would be most and least harmful.
3. Depending on the selected mode of transportation and specifics of the design for the particular undertaking, some or all of the following points may need to be discussed during these consultations:

- a. Ways to minimize restrictions on access and other construction impacts
- b. Ways to minimize the effects of changing access patterns on the economic viability of historic properties and the historic landscape
- c. Currently no changes are anticipated in connectivity among the historic communities or in access to trails, fishing locations, and other heritage tourism resources, but if any changes arise, CDOT will consult with local governments and consulting parties to minimize the effects.

VI. Resolution of Adverse Effects

A. I-70 Mountain Corridor Projectwide Mitigation Measures

1. FHWA and CDOT commit to plan, design, and implement the Tier 2 undertakings in accordance with the principles of Context-Sensitive Solutions (CSS) as described in Appendix E.
2. Before approval of any individual Tier 2 undertaking (other than the early actions and other special situations described in Stipulation II.A), CDOT shall, in cooperation with the consulting parties and incorporating the advice obtained as a result of Stipulation II.B, develop design guidelines and an interpretation plan.
3. The design guidelines will establish design elements that are compatible with the historic character of the I-70 Mountain Corridor and will contribute to the sense of place. These design elements may then be incorporated into features such as bridges, median barriers, signage, landscaping, fencing, noise barriers, and gateways to historic communities. Other features of the project, such as access to river rafting locations and bikeways, may also incorporate these design elements.
4. The purpose of the design guidelines is to facilitate development of context sensitive transportation facilities and to create and brand a heritage corridor within the I-70 Mountain Corridor project area. The term "heritage corridor" is used here to describe efforts to convey to the traveling public the historic character and significance of the area through which I-70 passes by using unified design and interpretation.
5. The content of the interpretation plan will be based on the historic context(s) provided for in Stipulations II.B.3 and IV.A.1 and will be developed in consultation with the individual communities.
6. Possible interpretation efforts might include, but are not limited to:
 - a. Roadside exhibits
 - b. Solar-powered, short-range transmitters broadcasting brief historical vignettes to car radios or cell phones
 - c. A book or documentary on the highway and its impacts, both negative and positive, possibly recapturing information about the "lost" properties
 - d. Gateway development for historic communities
 - e. Interpretation of exposed roadside features (tunnels truncated by the original construction, etc.)
 - f. Educational materials for regional schools

B. Resolution of Adverse Effects of Individual Tier 2 Undertakings

At the scoping stage of each Tier 2 undertaking, CDOT shall meet with the appropriate consulting parties to discuss appropriate mechanisms for avoiding, minimizing, and mitigating adverse effects of the specific undertaking.

These discussions shall include direct, indirect, and cumulative effects.

Depending on the selected mode of transportation and on the specific design issues for the particular undertaking, some or all of the following points may be considered in these consultations, as well as newly proposed measures appropriate to the mode and design:

Measures to minimize/mitigate physical destruction and damage

Allow variances from CDOT's design standards (which are based on guidance from the American Association of State Highway and Transportation Officials) within narrowly defined limits—lane widths, shoulder widths, and alignment shifts, both vertical and horizontal.

Precontact archaeological sites that cannot be protected in place will be treated according to the provisions of the tribal consultation programmatic agreement (Appendix D).

Historical archaeological deposits found through testing in the construction areas that cannot be preserved in place will be subject to data recovery carried out in accordance with the Secretary of the Interior's Standards and Guidelines for Archeology and Historic Preservation, coupled with guidelines established by the Colorado Office of Archaeology and Historic Preservation.

Modern explosive techniques that minimize ground and air blasts will be used; monitoring of blasting and other major vibration-causing activities may be required in areas where historic buildings and structures are at risk.

Measures to minimize/mitigate noise effects

Use sound-absorbing noise walls and vegetative buffers.

Work with enforcement agencies to improve compliance with the requirement for engine brake mufflers.

Use arcaded structures like those used in Europe to dampen noise impacts while preserving views of historic towns.

Reconsider noise minimizing measures that are not currently feasible (e.g., "quiet" pavement) as the technology changes in the future.

Carry out post-construction monitoring to evaluate the effectiveness of noise minimizing measures adopted for previous Tier 2 undertakings.

Measures to minimize/mitigate visual effects

Use a variety of landscaping approaches—rocks as well as plants—that are appropriate to the historic character and mountainous setting.

Use stacked rock walls or other more attractive materials instead of standard chain link fencing where appropriate within the limits of historic communities.

Measures to minimize/mitigate economic impacts on historic properties/heritage tourism

- i. CDOT shall ensure that construction contractors are aware of periods of least and greatest impact on heritage tourism from traffic restrictions and closures and include the contractors in meetings with the potentially affected historic communities to discuss scheduling decisions.
- ii. As each construction phase potentially affecting historic communities is conducted, CDOT will work with the communities to select community liaisons who will represent the interests of the community and provide assistance and feedback to the traffic control team concerning construction scheduling and mitigation strategies.
- iii. As part of rebuilding/redesigning interchanges, assist the historic communities to develop gateways that will draw visitors.
- iv. Time and design the construction between Georgetown and Silver Plume such that any needed temporary closure of the Lebanon Mine Tunnel on the loop railway is of limited duration.
- v. Consider visitor safety enhancements for the Lebanon Mine Tunnel.
- vi. Design promotional measures to inform the traveling public about the continued availability of and access to historic properties during construction.
- vii. Adopt Intelligent Traffic Systems, which use communications and information technology to control traffic, inform drivers, and reduce congestion.
- viii. CDOT will work with the owners of historic properties whose access has been impaired by the original construction of I-70 to explore ways of restoring access to those properties.

C. Support for Historic Preservation Efforts in Local Communities

1. The Georgetown-Silver Plume NHL and the City of Idaho Springs have experienced and continue to experience impacts to the historic character of these communities from the presence of I-70.
2. As part of the measures to resolve adverse effects of Tier 2 undertakings on these communities, CDOT will assist the communities with their efforts to preserve their historic character by carrying out the following measures:

CDOT will assist the Town of Georgetown in its historic preservation efforts by working with the town, local preservation organizations, and SHPO to correct information in COMPASS (the Colorado On-line Cultural Resource Database) about the NRHP eligibility of contributing structures within the Georgetown portion of the NHL.

CDOT will assist the Town of Silver Plume in its historic preservation efforts by collecting sufficient information to determine which structures and features within the Silver Plume portion of the NHL are contributing and noncontributing to the significance of the landmark.

CDOT will assist the City of Idaho Springs in its historic preservation efforts by assessing the potential for one or more historic residential districts within the

town, developing an appropriate context or contexts for an NRHP district nomination or nominations, and collecting preliminary information on potentially contributing and noncontributing structures for the district or districts.

CDOT will include the measures described in Stipulation VI.C.2 in the Programmatic Agreement supplement for the first non-Categorical Exclusion Tier 2 undertaking within the jurisdiction of each of these communities.

VII. Coordination with Other Agreements and Plans

CDOT shall ensure that decisions made under the provisions of this Agreement are coordinated appropriately with the following agreements and planning efforts:

Mine Waste MOU with Colorado Department of Public Health and Environment, FHWA, US Environmental Protection Agency, and CDOT

ALIVE (A Landscape level Inventory of Valued Ecosystem components) MOU among FHWA; US Fish and Wildlife Service; BLM; USFS; Colorado Department of Natural Resources, Division of Wildlife; and CDOT

Clear Creek County Greenway Plan (including Whitewater Park)

Clear Creek County Master Plan

Idaho Springs Master Plan

Idaho Springs Preservation Plan for Joint Assets

Georgetown Comprehensive Plan

Georgetown Gateway Master Plan

Management Plan for the Georgetown Silver Plume Loop Railroad

Georgetown Silver Plume Historic District Public Lands Commission Management Plan

Bakerville Neighborhood Plan

- C. For all I-70 Mountain Corridor Tier 2 undertakings only, this Agreement supersedes the Colorado Minor Projects and Historic Bridges Programmatic Agreements among FHWA, CDOT, SHPO, and ACHP, as well as the Memorandum of Agreement concerning Section 106 procedures between CDOT and SHPO.

VIII. Public Participation

Early in the planning process for each Tier 2 undertaking, CDOT shall inform the non-consulting party local governments and the general public of the project and of opportunities for participation in the compliance process for Section 106 of the National Historic Preservation Act.

CDOT shall seek and consider the views of the public in a manner that reflects the nature and complexity of the undertaking, its potential to affect historic properties, and the likely interest of the public in that undertaking.

IX. Historic Preservation Standards and Professional Qualifications

FHWA shall ensure that activities carried out under the terms of this Agreement follow the Secretary of the Interior's Standards and Guidelines for Archeology and Historic Preservation and Professional Qualifications for Archeologists/Historians (48FR190:44716-44742).

X. Ownership and Curation of Collected Materials

All artifacts, specimens, and samples collected from public lands are the property of the United States Government. After completion of the analyses, FHWA shall ensure that all such materials are deposited with a curation facility that meets the criteria in 36 CFR 79.9.

XI. Confidentiality and Disclosure

Information about the location, character, or ownership of a historic property that is acquired in the course of implementing this Agreement may be kept confidential by the Federal agencies or SHPO provided that the requirements of Section 304 of the National Historic Preservation Act and of 36 CFR 800.11(c) are met.

USFS records dealing with historic, prehistoric, paleontological, and Native American religious site localities are exempt from disclosure pursuant to 5 USC 522(b)(5).

XII. USFS Disclaimer

Non-Fund Obligor Document. This Agreement is neither a fiscal nor a funds obligation document. Any endeavor or transfer of anything of value involving reimbursement or contribution of funds between the parties to this instrument will be handled in accordance with applicable laws, regulations, and procedures including those for Government procurement and printing. Such endeavors will be outlined in separate agreements that shall be made in writing by representatives of the parties and shall be independently authorized by appropriate statutory authority. This Agreement does not provide such authority. Specifically, this Agreement does not establish authority for non-competitive award to the cooperator of any contract or other agreement. Any contract or agreement for training or other services must fully comply with all applicable requirements for competition.

Participation in Similar Activities. This instrument in no way restricts the USFS from participating in similar activities with other public or private agencies, organizations, and individuals.

XIII. Dispute Resolution

Should any party to this Agreement object in writing to FHWA or CDOT regarding any action carried out or proposed with respect to any Tier 2 undertaking or to the implementation of this Agreement, the agency shall consult with the objecting party to resolve the objection.

If after initiating such consultation FHWA or CDOT determines that the objection cannot be resolved through consultation, FHWA shall forward all documentation relevant to the objection to ACHP, including the agency's proposed response to the objection.

Within 30 days after receipt of all pertinent documentation, ACHP shall exercise one of the following options:

1. Advise the agency that ACHP concurs in the agency's proposed response to the objection, whereupon the agency will respond to the objection accordingly;
2. Provide the agency with recommendations, which the agency shall take into account in reaching a final decision regarding its response to the objection; or

3. Notify the agency that the objection will be referred for comment pursuant to 36 CFR 800.7(a)(4), and proceed to refer the objection and comment. The agency shall take the resulting comment into account in accordance with 36 CFR 800.7(c)(4).

XIV. Amendment and Termination

Any signatory to this Agreement may request that it be amended, whereupon the parties will consult to reach a consensus on the proposed amendment. Where no consensus can be reached, the Agreement will not be amended.

Once the Final Programmatic EIS for the I-70 Mountain Corridor has been released and the preferred alternative has been identified, the parties to this Agreement will meet or consult electronically to determine whether any amendments to this Agreement should be proposed in response to any provisions within the PEIS.

In the event that Congress amends Section 106 of the National Historic Preservation Act or in the case of substantial changes to 36 CFR 800, the parties to this Agreement will meet to consider whether it would be appropriate to amend the Agreement.

Any signatory to this Agreement may terminate it by providing thirty (30) days notice to the other parties, provided that the signatories and concurring parties will consult during the period prior to termination to seek agreement on amendments or other actions that would avoid termination.

In the event of termination, FHWA shall comply with 36 CFR Part 800 for all remaining Tier 2 undertakings of the I-70 Mountain Corridor Project.

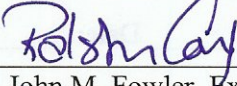
XV. Participation by Additional Federal Agencies

Any additional federal agency that funds or authorizes a Tier 2 component of the I-70 Mountain Corridor Project during the life of this Agreement may choose to meet its Section 106 obligations for that undertaking under the process provided in this Agreement by executing the Additional Signatory Form (Appendix G) and notifying FHWA, ACHP, and SHPO of its intention to do so. Notification to FHWA, ACHP, and SHPO should include an explanation of the nature of the agency's participation in or assistance to the I-70 Mountain Corridor Project.

Execution and implementation of this Agreement and of all supplements to this Agreement evidence that FHWA, USFS, and BLM have taken into account the effects of the I-70 Mountain Corridor undertakings on historic properties and afforded the Advisory Council on Historic Preservation an opportunity to comment on those effects.

Signatories:

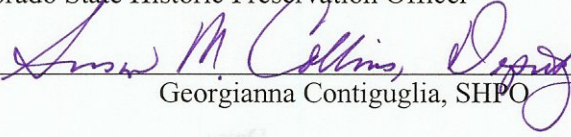
Advisory Council on Historic Preservation

By:  Date: 4/3/08
For John M. Fowler, Executive Director

Colorado Department of Transportation

By:  Date: 2/12/08
Russell George, Executive Director

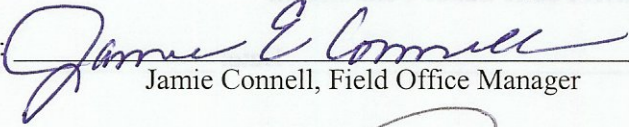
Colorado State Historic Preservation Officer

By:  Date: 2/21/08
Georgianna Contiguglia, SHPO

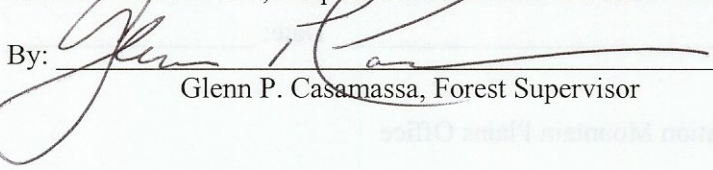
Federal Highway Administration

By:  Date: 2/14/08
Douglas Bennett, Acting Colorado Division Administrator

DOI Bureau of Land Management, Glenwood Springs Field Office

By:  Date: 3/10/08
Jamie Connell, Field Office Manager

USDA Forest Service, Arapaho & Roosevelt National Forests and Pawnee National Grassland

By:  Date: 3-18-08
Glenn P. Casamassa, Forest Supervisor

Concurring:

Clear Creek County

By: _____ Date: _____

Eagle County

By: _____ Date: _____

City of Glenwood Springs

By: _____ Date: _____

City of Idaho Springs

By: _____ Date: _____

Town of Georgetown

By: _____ Date: _____

Town of Silver Plume

By: _____ Date: _____

Georgetown Silver Plume Historic District Public Lands Commission

By: _____ Date: _____

National Park Service, Intermountain Region

By: _____ Date: _____

National Trust for Historic Preservation Mountain Plains Office

By: _____ Date: _____

Colorado Preservation, Inc.

By: _____ Date: _____

Colorado Historical Society

By: _____ Date: _____

Historic Georgetown, Inc.

By: _____ Date: _____

Historical Society of Idaho Springs

By: _____ Date: _____

Mill Creek Valley Historical Society

By: _____ Date: _____

Concurring:

Town of Georgetown

By: Thomas A. [Signature] Date: 5/13/00

Concurring:

Historical Society of Idaho Springs

By: Robert G. Bowland

Date: June 10, 2008

Concurring:

Colorado Preservation, Inc.

By: May Keller-Koep

Date: 6-12-08

Colorado Historical Society

By: _____ Date: _____

Historic Georgetown, Inc.

By: _____ Date: _____

Historical Society of Idaho Springs

By: _____ Date: _____

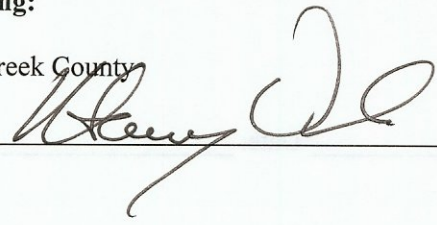
Mill Creek Valley Historical Society

By: Larissa M. Sell President Date: June 17 2008

Concurring:

Clear Creek County

By: _____



Date: _____

6-18-08

Concurring:

Town of Silver Plume

By: _____

A handwritten signature in dark ink, consisting of a large, stylized initial 'B' followed by a cursive flourish.

Date: _____

6/30/08

Concurring:

Historic Georgetown, Inc.

By: Sharon Rossino, Executive Director Date: 7/1/08

Concurring:

Colorado Historical Society

By: Edward O. Schubert Date: July 7, 2008
President

Concurring:

City of Idaho Springs

By: Cynthia Olson Date: 07/08/08

Concurring:

Georgetown Silver Plume Historic District Public Lands Commission

By: Matthew D. Skem, Chairman Date: Sept. 22, 2008

List of Appendices

- A. Purpose and Need for the Mountain Corridor Project**
- B. Section 106 Summary and Evaluation of Relative Effects on Historic Properties**
- C. Parties Informed about the Mountain Corridor Project and Invited to Participate in Section 106 Consultations**
- D. Programmatic Agreement for Tribal Consultation for the Mountain Corridor Project**
- E. Context Sensitive Solutions and the Mountain Corridor Project**
- F. CDOT Chief Engineer's Policy Memo #26 (October 31, 2006) on Context Sensitive Solutions**
- G. Additional Signatory Form**

Appendix A. Purpose and Need for the Mountain Corridor Project¹

Purpose and Need Summary

(from *I-70 Mountain Corridor Tier 1 Draft PEIS, December 2004, Executive Summary*)

Interstate 70 is the only east-west interstate crossing Colorado and is the only continuous east-west highway in the study area. The Corridor serves as the lifeblood of east-west travel in Colorado, providing for the movement of people, goods, and services across the state. It is a major corridor for access to many of Colorado's recreation and tourism destinations. In addition, it is a link in the national interstate highway system, the principal purposes of which are to connect major metropolitan areas and industrial centers by direct routes, and to provide a dependable highway network to serve in national emergencies.

Existing transportation congestion along I-70 is degrading the accessibility of mountain travel for Colorado residents, tourists, and businesses. Congestion is impeding freight-related services and affecting the connectivity of intra- and interstate travel. Tight curves, steep grades, and outmoded interchanges and other safety issues present in various locations along the Corridor contribute to a degradation of mobility. Travel demand in the Corridor is projected to increase over the next 25 years and beyond. Congestion along I-70 is believed to be impeding economic growth in the Corridor communities, which is highly reliant on weekend tourism.

The need to relieve this congestion is especially acute for extended weekend travelers seeking access between the Denver metropolitan area and US 40 (to Grand County), as well as through the Eisenhower-Johnson Memorial Tunnels (EJMT) to the Western Slope. The need primarily results from the number of travelers bound for Corridor destinations from the Denver metropolitan area and from out of state. Motor carriers, which provide freight services necessary to serve mountain residents, businesses, and visitors, as well as interstate commerce, also add to the I-70 traffic.

Weekday commuting traffic into and within the western portions of the Corridor is also becoming congested, particularly in previously more rural Eagle County. In contrast, the portion through Jefferson County is within the greater metropolitan Denver area, where congestion is an acknowledged circumstance.

The underlying **need** represents the transportation challenges of the Corridor:

- Increased capacity
- Improved accessibility and mobility
- Decreased congestion

The overall **purpose** of the proposed action will be to determine the future capacity, mode choice(s), and general location(s) for the future travel demand of the I-70 Mountain Corridor, in a manner that addresses the underlying need, while providing for and accommodating:

- Environmental sensitivity
- Respect for community values
- Improvements to Corridor safety conditions, such as tight curves and lane drops
- Ability to implement – technical feasibility and affordability in terms of capital costs, maintenance and operational costs, user costs, and environmental mitigation costs

These purposes will be considered in the identification of a preferred alternative.

¹ FHWA and CDOT are examining all multimodal alternatives not only for their ability to accommodate the 2025 planning horizon but also for their potential to meet the 50-year vision travel demand. The 50-year vision travel demand represents approximately 45 percent higher volume than the travel demand for 2025, on both the east and west sides of the Continental Divide. The results of this additional examination will be included in the Final PEIS.

Appendix B.

Section 106 Summary and Evaluation of Relative Effects on Historic Properties (updated 03-23-07)

B.1 Introduction

The Federal Highway Administration (FHWA) and the Colorado Department of Transportation (CDOT) circulated a *Draft Programmatic Environmental Impact Statement* (PEIS) for the I-70 Mountain Corridor in December 2004. This Section 106 Summary and Evaluation of Relative Effects on Historic Properties supports the Draft PEIS, providing a review of Section 106 consultation activities associated with the I-70 Mountain Corridor. This document brings together in one place all of the sections of the Draft PEIS that address Section 106 compliance issues, thereby clarifying the merger of the National Environmental Policy Act (NEPA) and Section 106 process. This section includes information for Section 106 consultation with the Advisory Council on Historic Preservation (ACHP), State Historic Preservation Officer (SHPO), and consulting parties. This information is being used for Section 106 consultation purposes, as well as documentation for the NEPA process. Pursuant to Section 110 of the National Historic Preservation Act, and 36 CFR 800.10, due to the special requirements for protecting National Historic Landmarks (NHL), the Georgetown-Silver Plume NHL is identified in each discussion that follows. Additional support information is available in the January 2005 Revised Reconnaissance Survey of the I-70 Mountain Corridor Between Glenwood Springs and C-470 in Colorado (Revised Reconnaissance Survey).

Reference:

Draft PEIS
Revised Reconnaissance Survey (available on the project website at www.i70mtncorridor.com/documents/recon_report_final.pdf). The Revised Reconnaissance Survey updates the Reconnaissance Survey included in the Draft PEIS, Appendix N.

Reference:

Additional information is found in the Draft PEIS Chapter 3, Section 3.15.1, Regulations, Coordination and Approach.

The phased nature of the tiered PEIS process requires an approach specifically tailored for the implementation of Section 106 and is the subject of consultations among the federal agencies and consulting parties involved in the project.

As noted during the Section 106 consulting party meetings on August 18, 2004, and September 22, 2004, and in correspondence with the consulting parties, CDOT and FHWA examined, as part of Tier 1 for the I-70 Mountain Corridor PEIS, the relative effects that the various alternatives being evaluated would have on currently known historic properties and properties that may be eligible for the National Register of Historic Places (NRHP). This approach was developed in consultation with the SHPO and the ACHP.

The purpose of the Tier 1 PEIS is to take a broad view of the transportation issues and to identify a mode(s) of transportation and the general location of improvements; the design specifics are yet to be determined. Therefore, it is not possible to evaluate specific effects on specific historic properties at this stage in the NEPA process. For this reason, the evaluation of effects at Tier 1 consists of an analysis of relative visual, noise, physical, land use, and cumulative effects of the different alternatives on known and potential historic properties within the project's area of potential effect (APE) based on current data. This evaluation of relative effects is then used as part of the evaluation of alternatives under Tier 1. Identification of specific historic properties that might be affected by individual Tier 2 actions would be completed in the areas affected by those actions, and the specific effects of each action on historic properties would be evaluated at that time.

Because specific effects on specific historic properties cannot be determined at this stage in the NEPA process, the outcome of Section 106 for Tier 1 is the Programmatic Agreement among the Federal Highway Administration, the Advisory Council on Historic Preservation, the Colorado State Historic Preservation Officer, the Colorado Department of Transportation, the US Forest Service (USFS), and the US Bureau of Land Management (BLM) regarding implementation of the Interstate 70 Mountain Corridor Project (referred to in this document as the PA) establishing the process through which FHWA and CDOT would take into account the effects of Tier 2 undertakings on historic properties. This PA was developed in consultation with the Section 106 consulting parties.

Reference:

The Programmatic Agreement (PA) is the main text of this document.

The I-70 Mountain Corridor traverses five counties and includes more than 1,400 known historic properties and historic places that are potentially eligible for listing in the NRHP. A significant portion of these properties is in Clear Creek County, and many are encompassed by the Georgetown-Silver Plume NHL and the town of Idaho Springs (including the Idaho Springs Commercial Historic District). Additional historic areas include the Lawson-Downieville-Dumont area, the Fall River area west of Idaho Springs, and the Hot Springs Historic District in Glenwood Springs (Garfield County). Individual historic properties are also found throughout the five counties traversed by the I-70 Mountain Corridor.

Reference:

Additional information is found in Appendix N of the Draft PEIS and is updated in the Revised Reconnaissance Survey.

B.2 Project Purpose and Need Statement and Summary of Proposed Alternatives

Current travel demand is exceeding capacity in portions of the I-70 Mountain Corridor, causing congestion, which is projected to increase over the next 25 years and beyond. Tight curves, steep grades, and closely spaced interchanges in many locations along this Corridor further decrease mobility and safety for Corridor travelers.

Reference:

Draft PEIS – Executive Summary and Chapter 1, Purpose of and Need for Action

The underlying **need** represents the transportation challenges of the Corridor—to **increase capacity, improve accessibility and mobility, and decrease congestion**. The measure of meeting the underlying need is based on the **2025 Baseline travel demand**, a modeled projection of what the travel conditions would be like if all of the demand for travel on a peak day in 2025 were to be satisfied on the existing highway network without any future changes to the capacity of I-70. Alternatives would meet the underlying need by addressing capacity deficiencies, providing I-70 users with transportation mode choice(s), reducing hours of congestion, and improving travel time from the 2025 Baseline travel demand conditions, particularly during periods of peak use in the Corridor.

The Preferred Alternative would address the underlying need while providing for and accommodating the following purposes:

- Environmental sensitivity
- Respect for community values
- Improvements to Corridor safety conditions, such as tight curves and lane drops
- Ability to implement—technical feasibility and affordability in terms of capital costs, maintenance and operational costs, user costs, and environmental mitigation costs.

The Draft PEIS included an analysis of a range of alternatives. As a result of this analysis, the alternatives were grouped as to whether they are preferred or not preferred as shown below. The Draft PEIS included an analysis of the environmental impacts of these alternatives. This analysis included an evaluation of effects on historic properties and other properties that may be potentially eligible for listing in the NRHP.

- Reference:**
- Draft PEIS –
- Executive Summary
 - Chapter 2, Description and Comparison of Alternatives

Preferred Group of Alternatives

Other (Not Preferred) Group of Alternatives

Transit Alternatives

- Dual-Mode Bus in Guideway
- Diesel Bus in Guideway

Highway Alternatives

- Six-Lane Highway 55 mph
- Six-Lane Highway 65 mph
- Reversible/HOV/HOT Lanes

Preservation Alternatives

- Build Six-Lane Highway and Preserve for Rail with IMC
- Build Six-Lane Highway and Preserve for AGS
- Build Six-Lane Highway and Preserve for Dual-Mode Bus in Guideway
- Build Six-Lane Highway and Preserve for Diesel Bus in Guideway

Minimal Action Alternative

- Minimal Action (as a stand-alone alternative)

Transit Alternatives

- Rail with IMC
- AGS

Combination Alternatives (Build Simultaneously)

- Six-Lane Highway with Rail and IMC
- Six-Lane Highway with AGS
- Six-Lane Highway with Dual-Mode Bus in Guideway
- Six-Lane Highway with Diesel Bus in Guideway

Preservation Alternatives

- Build Rail with IMC and Preserve for Highway
- Build AGS and Preserve for Highway
- Build Dual-Mode Bus in Guideway and Preserve for Highway
- Build Diesel Bus in Guideway and Preserve for Highway

B.3 Determination of the Area of Potential Effect

As defined in 36 CFR 800.16 (d), “area of potential effect” is the “geographic area or areas within which an undertaking may directly or indirectly cause changes in the character or use of historic properties, if any such properties exist. The area of potential effect is influenced by the scale and nature of an undertaking and may be different for different kinds of effects caused by the undertaking.” In many instances, the APE is not simply the project’s physical boundaries, or right-of-way. The methods of determining the APE, identifying historic properties, and assessing effects for purposes of the I-70 PEIS are described below.

- Reference:**
- Draft PEIS, Chapter 3, Section 3.15.2, Affected Environment
 - Revised Reconnaissance Survey

The APE for Tier 1 was defined in consultation with the Colorado SHPO and other consulting parties. The APE includes areas of direct impact and areas from which I-70 could be seen. The APE runs along the Corridor and extends between the project termini at Glenwood Springs (milepost 116) and C-470 (milepost 260). The width of the APE varies along the Corridor. Between the Glenwood Springs interchange (milepost 116) and approximately 9 miles east of the Garfield/Eagle County line (milepost 139.5), the width of the existing right-of-way is the APE. Except for the interchange itself, minimal changes to the existing I-70 are expected to occur in this location. In other areas, the APE extends up to 3 miles along either side of the interstate, following ridgelines and encompassing the I-70 viewshed (area from which I-70 can be seen).

B.4 Identification of Historic Properties

Types of Historic Properties Within the Area of Potential Effect

The I-70 Mountain Corridor contains numerous National Register-listed historic districts and additional areas that may be potential historic districts. The Corridor also includes numerous individual historic properties, listed and eligible for listing in the NRHP, and some are listed on the Colorado State Register of Historic Places (SRHP). Many sites need additional information before their National Register eligibility can be determined.

Reference:

NRHP criteria are summarized in –

- Draft PEIS, Section 3.15
- Revised Reconnaissance Survey

Process for Identifying Historic Properties within the Area of Potential Effect

Given the phased nature of this undertaking, FHWA and CDOT conducted a phased identification of historic properties within the APE, pursuant to 36 CFR 800.4(b)(2). The evaluation of effects at Tier 1 consists of an analysis of relative physical, noise, visual, land use, and cumulative effects of the different alternatives on known and potential historic properties within the project's APE, based on current data.

The original historic property Reconnaissance Survey (August 2004) included a records and file search conducted at the Colorado Office of Archaeology and Historic Preservation (OAHp), a windshield survey along I-70, and collection of property information from local interested parties, such as historical societies and commissions. The windshield survey (an informal drive-by survey that does not require property access) was conducted along the Corridor to identify properties that may not have been previously recorded. Input by local interested parties has also been used to identify previously unrecorded properties.

Reference:

See Appendix N of the Draft PEIS for complete text of original survey.

Historic property data, initially gathered within a 2-mile-wide study corridor along I-70, were obtained from a file search conducted at the OAHp in 2000. Subsequently, a file search was conducted for historic sites in specific areas within the viewshed of I-70 that are wider than the 2-mile corridor. In fall 2003, the OAHp file search was updated for a 3-mile corridor along either side of I-70.

In addition to the records searches and field surveys described above, some of the consulting parties and local interested parties provided additional information on properties not included in the PEIS and original Reconnaissance Survey (August 2004). This additional information is included in the Revised Reconnaissance Survey.

Reference:

See Revised Reconnaissance Survey at www.i70mtncorridor.com/documents/recon_report_final.pdf

Historic and Archaeological Resources

The file search of the OAHp records found 1,477 previously recorded historic properties within 3 miles on either side of I-70 (October 2003). Three existing historic districts are found in the Corridor: Georgetown-Silver Plume NHL (5CC.3), Idaho Springs Commercial District (5CC.201), and Hot Springs Historic District (5GF.1050). No traditional cultural properties of concern to Native Americans have been identified to date. The full file search list is provided in the Revised Reconnaissance Survey. Twenty-nine additional properties were identified based on the windshield survey and information from local interested parties. The 29 properties included 26 individual properties, plus a potential Commercial Historic District in Glenwood Springs, a Silver Mining Heritage Area, and the Lawson-Downieville-Dumont area (a property that includes 38 individual potential historic sites).

Reference:

- Draft PEIS, Section 3.15.2.2
- Revised Reconnaissance Survey

Five portions of I-70 have been identified as NRHP eligible and are exceptions to the recently approved exemption.

National Historic Landmarks

Georgetown-Silver Plume NHL (5CC.3). The Georgetown-Silver Plume NHL represents one of the most scenic and historic of all of Colorado's mining districts. Gold was first discovered along Clear Creek in 1859 and resulted in Georgetown's first boom. Prospectors moved into the area, establishing satellite villages such as Silver Plume. The area also became the center of the silver craze of 1867. The district was listed on the NRHP as a NHL on November 13, 1966, under all four National Register criteria:

Reference: See Revised Reconnaissance Survey

- It is significant under NRHP Criterion A for its associations with the early mining history of Colorado.
- Some of the elements within the NHL District are also considered significant for associations with persons of note (Criterion B).
- There are architectural values in the Landmark (Criterion C).
- Information contained in other features of the Landmark is important to history (Criterion D).

The Georgetown-Silver Plume NHL includes many contributing and noncontributing properties. To date, 384 individual properties have been recorded within the district boundaries. Most of these, however, have not been formally evaluated regarding their individual eligibility or contributing status within the NHL.

The Georgetown-Silver Plume NHL includes the entire commercial and residential areas of both the Georgetown and Silver Plume communities, as well as the Georgetown Loop Railroad grade located between the two communities. The Victorian homes and buildings represent the peak of the silver mining industry from 1885 to 1905. The Georgetown Loop Railroad was an engineering marvel of the late Nineteenth Century when it was built. After the line was abandoned and the tracks removed before World War II, it sat derelict until the 1970s when the historic rail line was rebuilt as a tourist attraction.

Historic Districts

Hot Springs Historic District (5GF.1050). The hot springs bathhouse, natatorium, and Yampa Spring were developed between the late 1880s and early 1890s on what was at that time an island in the Colorado River, by the Glenwood Hot Springs Company, a combination of local, East Coast, and English investors, led by prominent mining engineer and Glenwood developer, Walter Devereux. With the completion of the Hotel Colorado (5GF.767) to the north of the natatorium in 1893, the resort was visited by many of the business and social elite of Colorado. The historic district also includes the Glenwood Springs Train Station (Denver and Rio Grande Railroad Station, 5GF.1050.3).

Idaho Springs Commercial District (5CC.201). The currently defined Idaho Springs district is located north of I-70. The district contains various late-Nineteenth Century commercial buildings focused on Main Street. Today many of the businesses are service and tourist oriented and rely on both local and visitor traffic. Most of the 36 recorded properties within the Idaho Springs Commercial District have not been evaluated for their NRHP status.

B.5 Analysis of Relative Effects on Historic Properties

As noted above, the purpose of the Tier 1 PEIS is to take a broad view of the transportation issues and to identify a mode(s) of transportation and the general location of improvements; the design specifics are yet to be determined. Therefore, it is not possible to evaluate specific effects on specific properties at this stage in the Section 106 process. For this reason, the evaluation of effects at Tier 1 consists of an analysis of the relative direct (physical destruction or damage) and indirect (noise, visual, land use changes, and cumulative) effects of the different alternatives on known and potential historic properties within the APE based on current data. Methods used for evaluating potential direct and indirect effects on historic properties (except land use changes) were presented and discussed with the Colorado SHPO and other consulting parties at a meeting on September 22, 2004. The following methods were used for this effects evaluation:

Reference:

- The Draft PEIS used the terms **potential damage or alteration**, **potential noise effects**, and **potential visual effects** for historic properties in Section 3.15.3, Environmental Consequences.
- Land use impacts were discussed in Chapter 3, Section 3.10, Land Use.
- Cumulative impacts were addressed in Chapter 4.

- For possible direct effects from alternative footprints and construction disturbance zones, an area 500 feet from the outer edges of each side of the existing pavement of I-70 was examined. For the purposes of this study, a 15-foot zone outside the alternative footprint was assumed for the area that would likely be disturbed by construction activities.
- For potential noise effects, FHWA's standard noise abatement criteria were applied to determine if there would be significant increases based on human noise perceptions. When increases in noise are perceived by the human ear, they may diminish the characteristics that qualify these historic properties for inclusion in the National Register, depending on the nature and function of the properties.
- The analysis of visual effects on historic properties is based on a broad landscape and viewshed approach. This viewshed extends to the boundaries of the APE, which is generally 3 miles from the current corridor. Changes to the visual setting, as with perceptible increases in noise, may diminish the characteristics that qualify these historic properties for inclusion in the National Register.
- The analysis of land use and growth effects is based on the potential for induced growth due to accessibility and availability of infrastructure to support growth. It should be noted that large portions of the I-70 Mountain Corridor (64 to 75 percent of the Corridor counties) are federal land, not available for development. In addition, geographic land use constraints in the mountainous terrain further restrict development potential on remaining privately held properties.
- Cumulative effects analysis examines effects that may diminish the historic setting and sense of place based on past actions, present activities, and future induced growth and direct effects on historic properties and/or communities, as well as noise and visual effects.

Under 36 CFR 800.5, assessment of effects is divided into two findings: adverse effect and no adverse effect. A third finding is possible: that of no historic properties affected. Per 36 CFR 800.5, impact definitions are for adverse effects. For the Tier 1 PEIS, identification of potential effects has been made for both direct and indirect effects as described in the following sections. Only the potential for effect is identified at Tier 1. Because this analysis is for relative effects based on mode choice(s) and general alternative location(s), specific effects on specific properties or districts are not identified. This activity will occur for Tier 2 undertakings with direction provided in the PA.

Direct Effects

- 36 CFR 800.5(a)(2)(i)** refers to physical destruction of or damage to all or part of the property.
- 36 CFR 800.5(a)(2)(ii)** refers to alteration of a property.

36 CFR 800.5(a)(2)(iii) refers to removal of the property from its historic location.

36 CFR 800.5(a)(2)(iv) refers to a change of the character of the property's use or of physical features within the property's setting that contribute to its historic significance.

Assessments of these relative effects are based on the overlay of the footprint and construction disturbance zone onto maps of known and potential historic properties.

Potential Direct Effects (Destruction or Alteration)

Fifteen known historic properties may be subject to direct effects as a result of an overlay of alternative footprints or construction effects on maps of known and potential historic properties. Note that, for mines, the direct effects are only on mining-related waste. These properties are:

Reference:

For additional information on these specific properties, see:

- Draft PEIS Section 3.15.3.1
- Revised Reconnaissance Survey

- Hot Springs Historic District (5GF.1050)
- Hot Springs Lodge and Pool (Glenwood Hot Springs Bathhouse, Natatorium, Yampa Spring, 5GF.1050.2) in the Hot Springs Historic District
- Glenwood Springs Viaduct F-07-A (5GF.2717)
- Georgetown-Silver Plume NHL (5CC.3)
- Dunderberg Mine (5CC.3.107) eligible as a contributing element to Georgetown-Silver Plume NHL
- Mendota Mine (5CC.3.217) with associated Burleigh Tunnel and Mine (5CC.3.108) eligible as a contributing element to Georgetown-Silver Plume NHL
- Toll House or Mine Manager's House (Julius G. Pohle House, 5CC.13) property and structures in Georgetown-Silver Plume NHL
- Big Five Mines (5CC.328)
- Darragh Placer (5CC.985)
- Multicomponent site (5CC.389)
- Two Barns in Lawson (identified in Reconnaissance Survey; have not been evaluated in terms of National Register eligibility)
- Loveland Ski Area Lease (identified in Reconnaissance Survey; has not been evaluated for eligibility at this time)
- Eisenhower-Johnson Memorial Tunnels
- Vail Pass Highway Segment
- Twin Tunnels

The comparison of direct effects by alternative reveals only minor differences:

- All alternatives would include components of the Minimal Action alternative and are expected to have an effect on the Hot Springs Historic District (5GF.1050), specifically the Hot Springs Lodge and Pool (5GF.1050.2). The Minimal Action alternative would include improvements to the Glenwood Springs interchange 116 and upgrades to all existing ramps, including widening and lengthening, and signalization of the intersections on SH 82 at the bottom of the I-70 ramps. The Minimal Action alternative could have the potential to affect access to and parking at the Hot Springs Lodge and Pool.
- The Minimal Action alternative would include minor improvements to intersections and roads that provide for the movement of vehicles from I-70 interchange 116 to and from SH 82. Although it is possible that there would be an effect on the Glenwood Springs Viaduct F-07-A (5GF.2717), none is identified at this time. No modifications have been identified for the viaduct as a part of these improvements. This Minimal Action component would be included in all of the alternatives.

- All alternatives may directly affect the Georgetown-Silver Plume NHL (5CC.3). Specifically, the following three properties within the NHL may be affected: the Toll House (5CC.13), the Dunderberg Mine (5CC.3.107), and the Mendota Mine (5CC.3.217) with associated Burleigh Tunnel and Mine (5CC.3.108).
 - The NRHP listed Toll House or Mine Manager’s House (Julius G. Pohle House, 5CC.13) is within the I-70 right-of-way. Due to the constraining topography and rockfall hazards along Georgetown Hill, each alternative would involve widening to the south side of I-70 along the eastbound lane, which is adjacent to the Toll House (5CC.13).
 - The Mendota and associated Burleigh Mine tailings would be affected by construction activities for all alternatives, including the Minimal Action alternative.
 - Surface area of the Dunderberg Mine tailings has previously been disturbed by construction of I-70 and reclamation of tailings piles. These tailings may be further affected by the footprint and construction activities of all alternatives.
- Portions of the Big Five Mines (5CC.328) sites are already overlain by the interstate. Small additional encroachments may occur as a result of all alternative and construction activities.
- The two barns located in Lawson (not yet evaluated for National Register eligibility) would be affected by the Reversible HOV/HOT Lanes alternative and all four of the Combination alternatives. Effects would only be construction related.
- The Darragh Placer tailings may be affected by construction activities for all alternatives, including the Minimal Action alternative. For the Rail with IMC and AGS alternatives, the project footprint itself may also affect the tailings.
- The Multicomponent Site (5CC.389) may be directly affected by any highway modifications or disturbance within the I-70 right-of-way associated with alternative footprints or construction.
- The potentially eligible Loveland Ski Area may be directly affected by all alternatives, except the Minimal Action alternative.
- The eligible I-70 Eisenhower-Johnson Memorial Tunnels would be directly affected by all alternatives, except the Minimal Action alternative, due to their proximity to a proposed third bore.
- Although the eligible Vail Pass Highway Segment and related structures would remain, they could be affected by all alternatives, except the Minimal Action alternative, due to modifications to the highway and structures.
- The Twin Tunnels would be directly affected by all alternatives, except the Minimal Action alternative, due to the need for an additional bore.

Indirect Effects

36 CFR 800.5(a)(2)(v) refers to the introduction of visual or audible elements that diminish the integrity of the property’s significant historic features. **36 CFR 800.5 (a)(1)** refers to the adverse effects that may include reasonably foreseeable effects caused by the undertaking that may occur later in time, be farther removed in distance, or be cumulative.

Reference:

Draft PEIS –

- Section 3.15.3.2 and 3.15.3.3
- Section 3.10, Land Use

Noise Analysis – Audible Elements

Under Section 106, when audible elements are introduced, they are evaluated in regard to whether they diminish the integrity of a property’s significant historic features. While FHWA noise guidelines and criteria were used for Tier 1 analyses, Section 106 regulations are also taken into account in the discussion that follows.

Reference:

Draft PEIS Section 3.15.3.2

Under Tier 1, noise analyses were not conducted for individual properties identified during the Reconnaissance Survey. Rather, existing noise levels were measured for four historic communities: Silver Plume; Georgetown; Lawson, Downieville, Dumont; and Idaho Springs. No noise analysis was conducted for Glenwood Springs due to the Minimal Action activities proposed for that area. Guidance for analyzing effects on historic properties due to noise for Tier 2 is included in the PA.

Except for one alternative, the Combination Six-Lane Highway with Rail and IMC alternative, all alternatives would have minimal noise increases on Silver Plume and Georgetown (including the NHL District) and for the Lawson-Downieville-Dumont area. Minimal noise increases are defined as increases of between 1 and 3 dB(A), which are generally not perceptible to the human ear. Given that the historic properties within these locations are either residential or commercial, these minimal increases should not diminish those characteristics that qualify these properties for inclusion in the National Register.

The Combination Six-Lane Highway with Rail and IMC alternative may potentially result in a 4 B(A) increase in noise for the Georgetown-Silver Plume NHL. This noise increase would be audible to the human ear and would have the potential to affect the NHL.

The topography and setting for the Idaho Springs area promotes a different situation. Perceived noise effects would range from barely audible (1 to 2 dB(A) increases) to twice as loud as existing conditions (10 dB(A) increases). No perceptible noise increases would be associated with the Minimal Action, Rail with IMC, and AGS alternatives. The remaining alternatives would have the potential to affect historic properties in Idaho Springs. Combination alternatives are expected to result in a 4 to 10 dB(A) increase in noise through the Idaho Springs area.

Visual Elements – Visual Intrusion

The first step in completing a visual resource inventory was the development of distinct Scenery Analysis Units (SAUs) across the I-70 Corridor as defined by distinct landform character, vegetative appearance, and community values or place identity. Under Section 106, visual elements that are introduced are evaluated with regard to whether they diminish the integrity of the property’s significant historic features. At the Tier 1 level, analysis is not property-specific—rather, it addresses the setting in which a historic property exists. Visual effects are identified by the level of intrusion (low to high) and a contrast range (weak to very strong). Identification of visual intrusion and contrast under Tier 1 suggests a potential for effect. Guidance for evaluating visual effects on historic properties in Tier 2 is included in the PA.

Reference: Draft PEIS Section 3.15.3.3
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Each alternative considered in the Draft PEIS would include various components that could affect the visual setting along the Corridor. Some components would be more likely to attract attention than others. Elements common to all project alternatives would include cut-and-fill slopes and retaining walls in select locations where terrain changes would be necessary to accommodate the alignment within the mountainous terrain. Vertical elements, such as elevated structures and retaining walls, would tend to attract more attention from views that are inferior (below) or normal (even) to the alternative. Horizontal elements, such as additional pavement and median treatment, would attract attention from views that are superior (above) to the alternative; however, they would not attract attention from views that are inferior (below) or normal (even) to the alternative. Appendix L of the Draft PEIS documented the degree of visual contrast associated with terrain changes and the addition of structural elements.

The Draft PEIS grouped representative historic properties by community. The same communities were included as described for the noise impact analysis discussed above. All action alternatives are anticipated to result in potential visual effects on historic districts and sites ranging from low to high depending on the level of visual contrast anticipated within the setting and the proximity in

which it is viewed. The AGS alternative, which would be a completely elevated system, is anticipated to result in changes that would attract attention and dominate the setting (strong contrast). The AGS and Combination Six-Lane Highway with AGS Preservation alternatives would provide the strongest visual intrusion into all four historic communities: Silver Plume, Georgetown, Lawson-Downieville-Dumont, and Idaho Springs. Changes associated with the Highway alternatives would range from very strong to weak contrast. Areas of large-scale retaining walls and major cut-and-fill slopes would result in changes that attract attention (strong contrast). Areas of elevated structures (Idaho Springs and Floyd Hill) would attract attention and dominate the setting (very strong contrast). The Minimal Action alternative is anticipated to result in the least visual effects.

As with noise, Idaho Springs' topography and setting would result in a strong visual intrusion for all alternatives, except the Minimal Action alternative. All other alternatives would create a moderate level of visual intrusion and contrast for Silver Plume, Georgetown, and Lawson-Downieville-Dumont. Therefore, these alternatives would have the potential to affect the historic properties in these communities, including the Georgetown-Silver Plume NHL.

Land Use Analysis – Induced Growth

Indirect effects associated with growth and development will be influenced by geographic land use constraints in the mountainous terrain of the Corridor. Additionally, Clear Creek County, the location of many historic properties, has limited available land for development (much of which is not easily accessible and lacks infrastructure). Within the NHL, both the Georgetown comprehensive land use plan and the Silver Plume Planning Commission historic preservation plan include preservation elements. The Clear Creek County 2030 Master Plan (2004) includes the Clear Creek Valley (Twin Tunnels to Empire) as a significant area and includes the following protection notation:

Reference:
Draft PEIS Chapter 3, Section 3.10, Land Use

Protect environmental, cultural, and historic sensitive areas, and designate future land uses consistent with the preservation of these areas.

In Glenwood Springs, in the vicinity of the Hot Springs Historic District, there are also minimal growth opportunities. There will be limited potential for land use change and growth opportunities for any privately owned properties in the I-70 Corridor.

Outside Clear Creek County in the Corridor, the No Action and Minimal Action alternatives would have the potential to suppress growth due to congestion and increased travel times. The Transit, Highway, and Combination alternatives would have the potential to induce peak seasonal traffic, to differing degrees, due to increased access and decreased travel times. Unlike the Highway alternatives, Transit alternatives would require local transit feeder systems for travel to off-Corridor locations. The potential for inducement of growth, therefore, would be different between Highway and Transit alternatives. Whereas growth associated with Highway alternatives is anticipated to occur within both rural and urban locations following current trends, growth associated with Transit alternatives is anticipated to be more focused on urban locations. Analysis of the effects of induced growth on potential historic properties or areas focused on areas that were adjacent to I-70. These areas are located in Clear Creek County and Glenwood Springs. Specific growth-induced effects on historic properties outside Clear Creek County and Glenwood Springs would be addressed during Tier 2 analysis. At this time, no effects have been identified.

Cumulative Effects

36 CFR 800.5(a)(1) refers to the adverse effects that may include reasonably foreseeable effects caused by the undertaking that may be cumulative.

Reference:
Draft PEIS Chapter 4, Cumulative Impacts

Tier 1 analysis includes an examination of cumulative effects on historic communities, focusing on direct physical effects and visual and noise effects.

The initial construction of I-70 resulted in property encroachment and the loss of structures. The extent of lost structures and developed lands was documented only for communities in Clear Creek County. A total of approximately 35 acres of developed lands was lost from the original construction of I-70 within the county (based on 1956 and 1957 photography). The following losses were identified for Clear Creek County communities:

- Idaho Springs: approximately 8 acres lost within 161 acres of developed land
- Dumont: approximately 4 acres lost within 45 acres of developed land
- Downieville: approximately 6 acres lost within 16 acres
- Lawson: approximately 2 acres lost within 23 acres
- Georgetown: approximately 3 acres lost within 65 acres
- Silver Plume: approximately 12 acres lost within 65 acres
- Historic structures lost to I-70: approximately 80
- Loss of forest due to the I-70 construction: approximately 175 acres

Additional losses within these historic communities and further alteration to their visual historic setting could result in cumulative effects on the Georgetown-Silver Plume NHL; the Lawson-Downieville-Dumont historic area; and the Idaho Springs historic area.

Ambient noise in Clear Creek County has been increasing over the decades. Mining ushered in noise from steam trains, mills, blasting, and other mining-related activities. Construction of US 6 and ultimately I-70 and associated traffic have created an ambient noise in this portion of the Corridor ranging from 60 to 70 dB(A) as a result of increases in traffic volumes, speeds, and trucks. The result for all Clear Creek County historic communities (including the Georgetown-Silver Plume NHL and the Idaho Springs Commercial District) is that even with a minimal noise increase of between 1 and 3 dB(A), there may be a cumulative effect on historic properties associated with all of the project alternatives.

B.6 Preliminary Findings of Relative Effects

FHWA finds that there will be a potential for effects on NRHP-eligible and listed properties as a result of all of the action alternatives. The following discussions summarize the nature of these potential effects.

Fifteen known historic properties may be subject to direct effect or damage or alteration associated with alternative footprints or construction effects (see Table 1). Note that some of the historic mine properties are part of Superfund cleanup activities. The Mine-Related Materials Memorandum of Understanding provides the steps that will be followed to characterize and clean up historic mine and mill site wastes. Disturbance of these materials will be avoided and minimized to the extent possible. The Minimal Action alternative would have the least direct effects (8 properties), while the Rail with IMC and AGS alternatives would have the most direct effects (13 properties). The remaining alternatives may potentially affect the same number of historic properties (12 properties).

These same known historic properties are also subject to construction effects (see Table 1). The Minimal Action alternative would have the least construction effects (10 properties). The Rail with IMC, AGS, Dual-Mode and Diesel

Reference:

The Draft PEIS did not use Section 106 terminology but addressed impacts and cited the appropriate references to 36 CFR 800 of the National Historic Preservation Act.

Reference:

Draft PEIS, Chapter 3, Section 3.15.3.1 and Table 3.15-3

Bus in Guideway, and Six-Lane Highway alternatives would affect 14 properties. The remaining alternatives (Reversible/HOV/HOT Lanes alternative and all of the Combination Highway/Transit alternatives would affect all 15 known historic properties.

Auditory effects that may diminish the National Register characteristics of historic properties within the APE have been identified. Based on the noise analysis used for Tier 1 relative effects, the Combination Six-Lane Highway with Rail and IMC alternative would have the most potential for affecting historic properties in Clear Creek County. The Idaho Springs Commercial Historic District and other Idaho Springs historic properties may be affected by the Bus in Guideway, Highway, and Combination alternatives. Minimal Action, Rail with IMC, and AGS alternatives would have no noise effects on historic properties.

Reference:
Draft PEIS Chapter 3,
Section 3.15.3.2

Visual effects that may diminish the National Register characteristics of historic properties have been identified within the APE. The AGS alternative, which would be a completely elevated system, and the Combination Six-Lane Highway with AGS Preservation alternative may result in the highest level of visual intrusion and contrast within the areas of Georgetown, Silver Plume, Lawson-Downieville-Dumont, and Idaho Springs. Except for the Minimal Action alternative, all remaining alternatives would create a moderate level of visual intrusion and contrast for Silver Plume, Georgetown, and Lawson-Downieville-Dumont. Idaho Springs Commercial Historic District and other Idaho Springs historic properties would have the potential to be affected by the highest level of intrusion and contrast with all alternatives. Therefore, all alternatives would have the potential to affect the historic properties in these communities.

Reference:
Draft PEIS Chapter 3,
Section 3.15.3.3

The undertaking is not expected to induce development or growth that would result in a change in the setting or character or use of historic properties in Clear Creek County or Glenwood Springs in Garfield County. Analysis of the effects of induced growth on potential historic properties or areas focused on areas that were adjacent to I-70. These areas are located in Clear Creek County and Glenwood Springs. Growth effects associated with historic properties in these other locations will be addressed in Tier 2.

Reference:
Draft PEIS Chapter 3, Section
3.10, Land Use

Cumulative effects on historic properties in Clear Creek County may result from all of the action alternatives.

Reference:
Draft PEIS Chapter 4, Cumulative
Impacts

Georgetown – Silver Plume NHL

Pursuant to Section 110 of the National Historic Preservation Act, and 36 CFR 800.10, there are special requirements for protecting NHLs. Therefore, this document includes an additional section discussing relative effects on the Georgetown-Silver Plume NHL.

Reference:
This information was found
throughout the Draft PEIS,
Chapter 3, Section 3.15.

The following direct effects have been identified for the Georgetown-Silver Plume NHL:

- **Toll House or Mine Manager’s House (Julius G. Pohle House, 5CC.13).** This property is within the I-70 right-of-way and would be potentially affected by all alternatives. Due to the constraining topography and rockfall hazards along Georgetown Hill, each alternative would involve widening to the south side of I-70 along the eastbound lane, which is adjacent to the Toll House (5CC.13).
- **Mendota Mine (5CC.3.217) and associated Burleigh Tunnel and Mine (5CC.3.108), eligible as a contributing element to the NHL.** For all alternatives, mine tailings that overlap the I-70 right-of-way may be disturbed by construction activities only.

- **Dunderberg Mine (SCC.3.107) eligible as a contributing element to the NHL.** Mine tailings that overlap the I-70 right-of-way may be disturbed by project footprints and construction activities for all alternatives.

No additional right-of-way intrusion into the NHL has been identified. Note that due to the close proximity of the two mines, the effects on the Burleigh Tunnel and Mine (SCC.3.108), just east of the Mendota Mine, were included in the discussion for the Mendota Mine in the Draft PEIS.

Indirect effects on the NHL include moderate to high-level visual intrusions and moderate to very strong visual contrast associated with all alternatives, except the Minimal Action alternative. As a result, all of the alternatives, except the Minimal Action alternative, would have the potential to affect the NHL. In addition, all alternatives may have noise- and visual-related cumulative effects on the NHL.

B.7 Conclusion

All of the project alternatives would have the potential to affect historic properties in the I-70 Mountain Corridor. As noted above, specific effects on historic properties cannot be determined at this stage in the NEPA process. Therefore, the outcome of Section 106 for Tier 1 is a Programmatic Agreement (PA). The PA stipulates how adverse effects resulting from individual Tier 2 undertakings may be avoided, minimized, or mitigated. The PA also includes stipulations for identifying and evaluating additional National Register properties within the APEs associated with these future individual undertakings.

Reference:

The Programmatic Agreement referenced is the main text of this document.

	Transit Alternatives										Highway Alternatives						Combination Highway/Transit Alternatives							
	1	2	3	4	5	6	7	8	9	10	11	12	6	7	8	9	10	11	12	9	10	11	12	
	Minimal Action	Rail with IMC	AGS	Dual-Mode Bus in Guideway	Diesel Bus in Guideway	6-Lane Highway 55 mph	6-Lane Highway 65 mph	Reversible/HOV/HOT Lanes	6-Lane Highway with Rail and IMC	6-Lane Highway with AGS	6-Lane Highway with Dual-Mode Bus in Guideway	6-Lane Highway with Diesel Bus in Guideway	6-Lane Highway 55 mph	6-Lane Highway 65 mph	Reversible/HOV/HOT Lanes	6-Lane Highway with Rail and IMC	6-Lane Highway with AGS	6-Lane Highway with Dual-Mode Bus in Guideway	6-Lane Highway with Diesel Bus in Guideway	6-Lane Highway with Rail and IMC	6-Lane Highway with AGS	6-Lane Highway with Dual-Mode Bus in Guideway	6-Lane Highway with Diesel Bus in Guideway	
Potential Damage or Alteration (number of sites directly affected by each alternative)																								
	Footprint	Construction	Footprint	Construction	Footprint	Construction	Footprint	Construction	Footprint	Construction	Footprint	Construction	Footprint	Construction	Footprint	Construction	Footprint	Construction	Footprint	Construction	Footprint	Construction	Footprint	Construction
Georgetown-Silver Plume NHL (Toll House & mine tailings)	3	4	3	4	3	4	3	4	3	4	3	4	3	4	3	4	3	4	3	4	3	4	3	4
Lawson-Downieville-Dumont (2 barns only)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	1	0	1	0	1
Idaho Springs (mine tailings only)	1	2	2	2	2	2	1	2	1	2	1	2	1	2	1	2	1	2	1	2	1	2	1	2
Hot Springs Historic District, Pool/Lodge, and Glenwood Springs Viaduct	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3
Loveland Ski Area	0	0	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Multicomponent Site	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Eisenhower-Johnson Memorial Tunnels	0	0	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Vail Pass Highway Segment	0	0	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Twin Tunnels	0	0	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Total Properties Affected through Damage or Alteration	8	10	13	14	13	14	12	14	12	14	12	14	12	14	12	15	12	15	12	15	12	15	12	15
Potential Effect Due to Noise Impacts¹																								
Georgetown-Silver Plume NHL	No Effect (1-3 dBA)	No Effect (1-3 dBA)	No Effect (1-3 dBA)	No Effect (1-3 dBA)	No Effect (1-3 dBA)	No Effect (1-3 dBA)	No Effect (1-3 dBA)	No Effect (1-3 dBA)	No Effect (1-3 dBA)	No Effect (1-3 dBA)	No Effect (1-3 dBA)	No Effect (1-3 dBA)	No Effect (1-3 dBA)	No Effect (1-3 dBA)	No Effect (1-3 dBA)	Potential Effect (4 dBA)	No Effect (1-3 dBA)	No Effect (1-3 dBA)	No Effect (1-3 dBA)	No Effect (1-3 dBA)	No Effect (1-3 dBA)	No Effect (1-3 dBA)	No Effect (1-3 dBA)	No Effect (1-3 dBA)
Lawson-Downieville-Dumont	No Effect (1-3 dBA)	No Effect (1-3 dBA)	No Effect (1-3 dBA)	No Effect (1-3 dBA)	No Effect (1-3 dBA)	No Effect (1-3 dBA)	No Effect (1-3 dBA)	No Effect (1-3 dBA)	No Effect (1-3 dBA)	No Effect (1-3 dBA)	No Effect (1-3 dBA)	No Effect (1-3 dBA)	No Effect (1-3 dBA)	No Effect (1-3 dBA)	No Effect (1-3 dBA)	Potential Effect (4 dBA)	No Effect (1-3 dBA)	No Effect (1-3 dBA)	No Effect (1-3 dBA)	No Effect (1-3 dBA)	No Effect (1-3 dBA)	No Effect (1-3 dBA)	No Effect (1-3 dBA)	No Effect (1-3 dBA)
Idaho Springs	No Effect (1-3 dBA)	No Effect (1-3 dBA)	No Effect (1-3 dBA)	Potential Effect (1-7 dBA)	Potential Effect (2-7 dBA)	Potential Effect (3-7 dBA)	Potential Effect (3-7 dBA)	Potential Effect (3-7 dBA)	Potential Effect (3-7 dBA)	Potential Effect (3-7 dBA)	Potential Effect (3-7 dBA)	Potential Effect (3-7 dBA)	Potential Effect (3-7 dBA)	Potential Effect (3-7 dBA)	Potential Effect (3-7 dBA)	Potential Effect (4-10 dBA)	Potential Effect (4-10 dBA)	Potential Effect (4-10 dBA)	Potential Effect (4-10 dBA)	Potential Effect (4-10 dBA)	Potential Effect (4-10 dBA)	Potential Effect (4-10 dBA)	Potential Effect (4-10 dBA)	Potential Effect (4-10 dBA)
Potential Effect Due to Visual Intrusion²																								
Potential Visual Intrusion to Georgetown-Silver Plume NHL	No Effect	Potential Effect - Moderate Level Intrusion and Contrast	Potential Effect - Highest Level Intrusion and Contrast	Potential Effect - Moderate Level Intrusion and Contrast	Potential Effect - Moderate Level Intrusion and Contrast	Potential Effect - Moderate Level Intrusion and Contrast	Potential Effect - Moderate Level Intrusion and Contrast	Potential Effect - Moderate Level Intrusion and Contrast	Potential Effect - Moderate Level Intrusion and Contrast	Potential Effect - Moderate Level Intrusion and Contrast	Potential Effect - Moderate Level Intrusion and Contrast	Potential Effect - Moderate Level Intrusion and Contrast	Potential Effect - Moderate Level Intrusion and Contrast	Potential Effect - Moderate Level Intrusion and Contrast	Potential Effect - Moderate Level Intrusion and Contrast	Potential Effect - Moderate Level Intrusion and Contrast	Potential Effect - Moderate Level Intrusion and Contrast	Potential Effect - Moderate Level Intrusion and Contrast	Potential Effect - Moderate Level Intrusion and Contrast	Potential Effect - Moderate Level Intrusion and Contrast	Potential Effect - Moderate Level Intrusion and Contrast	Potential Effect - Moderate Level Intrusion and Contrast	Potential Effect - Moderate Level Intrusion and Contrast	Potential Effect - Moderate Level Intrusion and Contrast
Potential Visual Intrusion to Lawson-Downieville-Dumont	No Effect	Potential Effect - Moderate Level Intrusion and Contrast	Potential Effect - Highest Level Intrusion and Contrast	Potential Effect - Moderate Level Intrusion and Contrast	Potential Effect - Moderate Level Intrusion and Contrast	Potential Effect - Moderate Level Intrusion and Contrast	Potential Effect - Moderate Level Intrusion and Contrast	Potential Effect - Moderate Level Intrusion and Contrast	Potential Effect - Moderate Level Intrusion and Contrast	Potential Effect - Moderate Level Intrusion and Contrast	Potential Effect - Moderate Level Intrusion and Contrast	Potential Effect - Moderate Level Intrusion and Contrast	Potential Effect - Moderate Level Intrusion and Contrast	Potential Effect - Moderate Level Intrusion and Contrast	Potential Effect - Moderate Level Intrusion and Contrast	Potential Effect - Moderate Level Intrusion and Contrast	Potential Effect - Moderate Level Intrusion and Contrast	Potential Effect - Moderate Level Intrusion and Contrast	Potential Effect - Moderate Level Intrusion and Contrast	Potential Effect - Moderate Level Intrusion and Contrast	Potential Effect - Moderate Level Intrusion and Contrast	Potential Effect - Moderate Level Intrusion and Contrast	Potential Effect - Moderate Level Intrusion and Contrast	Potential Effect - Moderate Level Intrusion and Contrast
Potential Visual Intrusion to Idaho Springs	Potential Effect - Moderate Level Intrusion and Contrast	Potential Effect - Highest Level Intrusion and Contrast	Potential Effect - Highest Level Intrusion and Contrast	Potential Effect - Highest Level Intrusion and Contrast	Potential Effect - Highest Level Intrusion and Contrast	Potential Effect - Highest Level Intrusion and Contrast	Potential Effect - Highest Level Intrusion and Contrast	Potential Effect - Highest Level Intrusion and Contrast	Potential Effect - Highest Level Intrusion and Contrast	Potential Effect - Highest Level Intrusion and Contrast	Potential Effect - Highest Level Intrusion and Contrast	Potential Effect - Highest Level Intrusion and Contrast	Potential Effect - Highest Level Intrusion and Contrast	Potential Effect - Highest Level Intrusion and Contrast	Potential Effect - Highest Level Intrusion and Contrast	Potential Effect - Highest Level Intrusion and Contrast	Potential Effect - Highest Level Intrusion and Contrast	Potential Effect - Highest Level Intrusion and Contrast	Potential Effect - Highest Level Intrusion and Contrast	Potential Effect - Highest Level Intrusion and Contrast	Potential Effect - Highest Level Intrusion and Contrast	Potential Effect - Highest Level Intrusion and Contrast	Potential Effect - Highest Level Intrusion and Contrast	Potential Effect - Highest Level Intrusion and Contrast
Potential Effects Due to Induced Growth³																								
Clear Creek County: Georgetown-Silver Plume NHL, Lawson-Downieville-Dumont, Idaho Springs	No Effect	No Known Effect at This Time	No Known Effect at This Time	No Known Effect at This Time	No Known Effect at This Time	No Known Effect at This Time	No Known Effect at This Time	No Known Effect at This Time	No Known Effect at This Time	No Known Effect at This Time	No Known Effect at This Time	No Known Effect at This Time	No Known Effect at This Time	No Known Effect at This Time	No Known Effect at This Time	No Known Effect at This Time	No Known Effect at This Time	No Known Effect at This Time	No Known Effect at This Time	No Known Effect at This Time	No Known Effect at This Time	No Known Effect at This Time	No Known Effect at This Time	No Known Effect at This Time
Hot Springs Historic District, Pool/Lodge, and Glenwood Springs Viaduct	No Effect	No Known Effect at This Time	No Known Effect at This Time	No Known Effect at This Time	No Known Effect at This Time	No Known Effect at This Time	No Known Effect at This Time	No Known Effect at This Time	No Known Effect at This Time	No Known Effect at This Time	No Known Effect at This Time	No Known Effect at This Time	No Known Effect at This Time	No Known Effect at This Time	No Known Effect at This Time	No Known Effect at This Time	No Known Effect at This Time	No Known Effect at This Time	No Known Effect at This Time	No Known Effect at This Time	No Known Effect at This Time	No Known Effect at This Time	No Known Effect at This Time	No Known Effect at This Time
Potential Effects Due to Cumulative Impacts⁴																								
Georgetown-Silver Plume NHL	Potential Noise and Visual Effects	Potential Noise and Visual Effects	Potential Noise and Visual Effects	Potential Noise and Visual Effects	Potential Noise and Visual Effects	Potential Noise and Visual Effects	Potential Noise and Visual Effects	Potential Noise and Visual Effects	Potential Noise and Visual Effects	Potential Noise and Visual Effects	Potential Noise and Visual Effects	Potential Noise and Visual Effects	Potential Noise and Visual Effects	Potential Noise and Visual Effects	Potential Noise and Visual Effects	Potential Noise and Visual Effects	Potential Noise and Visual Effects	Potential Noise and Visual Effects	Potential Noise and Visual Effects	Potential Noise and Visual Effects	Potential Noise and Visual Effects	Potential Noise and Visual Effects	Potential Noise and Visual Effects	Potential Noise and Visual Effects
Lawson-Downieville-Dumont	Potential Noise and Visual Effects	Potential Noise and Visual Effects	Potential Noise and Visual Effects	Potential Noise and Visual Effects	Potential Noise and Visual Effects	Potential Noise and Visual Effects	Potential Noise and Visual Effects	Potential Noise and Visual Effects	Potential Noise and Visual Effects	Potential Noise and Visual Effects	Potential Noise and Visual Effects	Potential Noise and Visual Effects	Potential Noise and Visual Effects	Potential Noise and Visual Effects	Potential Noise and Visual Effects	Potential Noise and Visual Effects	Potential Noise and Visual Effects	Potential Noise and Visual Effects	Potential Noise and Visual Effects	Potential Noise and Visual Effects	Potential Noise and Visual Effects	Potential Noise and Visual Effects	Potential Noise and Visual Effects	Potential Noise and Visual Effects
Idaho Springs	Potential Noise and Visual Effects	Potential Noise and Visual Effects	Potential Noise and Visual Effects	Potential Noise and Visual Effects	Potential Noise and Visual Effects	Potential Noise and Visual Effects	Potential Noise and Visual Effects	Potential Noise and Visual Effects	Potential Noise and Visual Effects	Potential Noise and Visual Effects	Potential Noise and Visual Effects	Potential Noise and Visual Effects	Potential Noise and Visual Effects	Potential Noise and Visual Effects	Potential Noise and Visual Effects	Potential Noise and Visual Effects	Potential Noise and Visual Effects	Potential Noise and Visual Effects	Potential Noise and Visual Effects	Potential Noise and Visual Effects	Potential Noise and Visual Effects	Potential Noise and Visual Effects	Potential Noise and Visual Effects	Potential Noise and Visual Effects

¹ Potential Noise effects on Glenwood Springs historic properties were not estimated due to the minimal improvements proposed. Noise effects were not estimated for other individual historic properties in the Corridor, including the Loveland Ski Area and Multicomponent Site.

² Potential Visual effects on Glenwood Springs were identified as low due to the minimal improvements proposed. Visual analysis was conducted for the entire Corridor and additional information is available in Chapter 3, Section 3.13 of the Draft PEIS, Visual Analysis. Impacts on the Loveland Ski Area have not been evaluated at this time.

³ Potential induced growth impacts on other historic properties have not been examined at Tier 1.

⁴ No cumulative impacts have been identified for historic properties outside Clear Creek County.

Footprint: Impacts associated with the footprint would be considered permanent because the given resource would be covered by the transportation facility (such as additional traffic lanes, rail, or guideways).
Construction: Impacts associated with construction disturbance would be considered temporary because this area could later be reclaimed.

Legend:

- Potential Effects due to Noise Impacts
- Potential Effects due to Highest Visual Intrusion
- Potential Noise and Visual Effects due to Cumulative Impacts

Appendix C. Parties Informed about the Mountain Corridor Project and Invited to Participate in Section 106 Consultations

Agency Team

Federal Highway Administration (FHWA)
Colorado Department of Transportation (CDOT)
Advisory Council on Historic Preservation (ACHP)
State Historic Preservation Officer (SHPO)

National Park Service (NPS)
Bureau of Land Management (BLM)
United States Forest Service (USFS)
United States Army Corps of Engineers (USCOE)

SRI Foundation
J.F. Sato and Associates

Consulting Parties and Those Invited to Be Consulting Parties

Clear Creek County
Eagle County
City of Glenwood Springs
City of Idaho Springs
Town of Georgetown
Town of Silver Plume
Georgetown Silver Plume Historic District Public Lands Commission

National Trust for Historic Preservation Mountain Plains Office
Colorado Preservation Inc.
Historic Georgetown Inc.
Historical Society of Idaho Springs
Mill Creek Valley Historical Society
Colorado Historical Society

Denver Landmark Preservation Commission
Town of Breckenridge
Jefferson County Historical Commission
Jefferson County Historical Society
Summit County
Summit County Historic Preservation Commission

Consulting Parties Included by Reference

Cheyenne and Arapaho Tribes of Oklahoma

Kiowa Tribe of Oklahoma

Northern Arapaho Tribe

Northern Cheyenne Tribe

Rosebud Sioux Tribe

Southern Ute Indian Tribe

Standing Rock Sioux Tribe

Ute Mountain Ute Tribe

Ute Tribe of the Uintah and Ouray Agency

White Mesa Ute Tribe

Appendix D

Programmatic Agreement for Tribal Consultation for the Mountain Corridor Project

PROGRAMMATIC AGREEMENT

Between

**FEDERAL HIGHWAY ADMINISTRATION
COLORADO DEPARTMENT OF TRANSPORTATION
UNITED STATES DEPARTMENT OF AGRICULTURE, FOREST SERVICE,
ROCKY MOUNTAIN REGION
UNITED STATES DEPARTMENT OF THE INTERIOR, BUREAU OF LAND MANAGEMENT
COLORADO STATE HISTORIC PRESERVATION OFFICE**

And the Federally Recognized Tribes

**CHEYENNE AND ARAPAHO TRIBES OF OKLAHOMA
KIOWA TRIBE OF OKLAHOMA
NORTHERN ARAPAHO TRIBE
NORTHERN CHEYENNE TRIBE
ROSEBUD SIOUX TRIBE
SOUTHERN UTE INDIAN TRIBE
STANDING ROCK SIOUX TRIBE
UTE MOUNTAIN UTE TRIBE
UTE TRIBE OF THE UINAH AND OURAY AGENCY
WHITE MESA UTE TRIBE**

Regarding the

SECTION 106 TRIBAL CONSULTATION PROCESS FOR THE INTERSTATE 70 MOUNTAIN CORRIDOR PROGRAMMATIC ENVIRONMENTAL IMPACT STATEMENT

Whereas 36 CFR Part 800.16, Protection of Historic Properties, provides definitions and procedures for consultation between federal agencies and Native American tribes for federal undertakings; and

Whereas the Federal Highway Administration (FHWA), as lead federal agency, is responsible for compliance with the provisions of the National Environmental Policy Act (NEPA) and Section 106 of the National Historic Preservation Act (NHPA) and its implementing regulations; and

Whereas FHWA Colorado Division and the Colorado Department of Transportation (CDOT), in cooperation with the United States Department of Agriculture Forest Service (USFS) and the United States Department of the Interior Bureau of Land Management (BLM), are engaged in long-term planning for transportation improvements to the Interstate 70 Mountain Corridor between Denver and Glenwood Springs, Colorado, a distance of approximately 140 miles, to be documented in the Record of Decision (ROD) for the Programmatic Environmental Impact Statement (PEIS); and

Whereas FHWA and CDOT have determined that proposed transportation improvements described in the PEIS and ROD constitute an undertaking that may have an effect upon historic properties included in or eligible for listing in the National Register of Historic Places, and/or upon localities of cultural or religious significance to Native Americans; and

Whereas FHWA and CDOT have established a government-to-government relationship with the above-listed tribes for the purpose of facilitating Section 106 consultation within the Area of Potential Effect (APE) identified in the PEIS and ROD; and

Whereas the consulting tribes and principal agencies have agreed that a Programmatic Agreement (PA) is appropriate and necessary in order to outline specific protocol for tribal consultation within the I-70 Mountain Corridor for all subsequent transportation improvement projects specifically discussed in the PEIS and ROD; now

Therefore FHWA, CDOT, USFS, BLM, State Historic Preservation Officer (SHPO) and the federally recognized signatory Tribes do hereby agree to the following stipulations to satisfy Section 106 responsibilities for all aspects of Native American consultation for future undertakings within the Interstate 70 Mountain Corridor APE:

1. Agreement Period. This agreement becomes effective upon the signature of the Federal and State agencies and any Signatory Tribes, but its provisions will not affect any party until and unless that party signs the PA. The PA shall remain in effect until all transportation improvements within the Mountain Corridor Area of Potential Effect, as discussed in the PEIS, have been successfully completed. The PA will be included as part of the PEIS and the ROD.

2. Consultation. In correspondence dated February 12, 2001, FHWA delegated to CDOT the coordination and facilitation of all Section 106 tribal consultation for federal-aid transportation projects undertaken by CDOT (per 36 CFR Part 800.2(a)). CDOT will provide FHWA with all documentation necessary to fulfill NEPA and Section 106 requirements, as well as those outlined in Executive Order 13007, *Indian Sacred Sites*, as part of its environmental process. Unless otherwise stipulated in this agreement, tribal consultation for lands under the direct administration of USFS, BLM or any other federal land managing agency will be addressed individually by each agency, at its discretion, using internal policies, guidelines and procedures.

CDOT will provide general information to tribal governments for various stages of project development within the PEIS corridor that do not involve localities of cultural and religious significance to a tribe.

Consultation is ongoing between the agencies and the signatory Tribes, and serves to facilitate interaction between the principal parties to ensure that tribal concerns are appropriately and effectively addressed as the consultation process moves forward.

3. Point of Contact.

- a. On behalf of FHWA, the Manager of the Cultural Resource Section in the CDOT Environmental Programs Branch will serve as the primary point of contact for all aspects of the tribal consultation process.
- b. The FHWA point of contact for correspondence shall be the Colorado Division Environmental Program Manager, located in Lakewood, Colorado. An organizational chart showing pertinent contact information for FHWA and CDOT is included as Attachment 1.
- a. All parties to this agreement will be notified in writing should changes to this arrangement take effect.

4. Project Specific Consultation. For each transportation undertaking within the Interstate 70 Mountain Corridor as discussed in the PEIS and ROD, CDOT shall consult with the signatory Tribes as early as practicable in the project planning, design and environmental document development process by notifying the Tribes in writing of the following:

- a. The exact location of the undertaking.
- b. The nature and extent of the proposed project (i.e., highway widening, new interchange construction) and its proposed impact on the environment.
- c. Results obtained from the Section 106 cultural resources inventory, including descriptions of, and National Register eligibility determinations for, sites affiliated with Native American occupation or use.
- d. The potential of the project to impact National Register-eligible sites and/or those localities of cultural or religious significance to any of the signatory Tribes.
- e. As early in the project planning and development process as possible, the signatory Tribes shall, at their discretion, notify CDOT and FHWA of the presence of specific sites or areas deemed by them as Traditional Cultural Properties (TCPs) and/or Sacred Sites. Such sites will be identified according to Executive Order 13007, *Indian Sacred Sites*, as well as individual Tribes' traditions, processes and procedures, and evaluated for significance by the agencies according to National Register Technical Bulletin 38, *Guidelines for Evaluating and Documenting Traditional Cultural Properties*, and other means, as appropriate.
- f. Tribal access to any areas within the APE identified as having cultural or religious significance will be agreed upon as mitigation of adverse effects and specifically addressed in project-specific NEPA documents.
- g. To the extent allowed by law, CDOT shall ensure that sensitive information provided by the Tribes will be protected and will not be released in a public forum without the express written consent of the pertinent Tribe(s). Each signatory Tribe also commits to keep the locations of identified sensitive sites or places confidential, even if such places are not considered of importance by that Tribe.

5. Timing. Any signatory Tribe with an interest in a specific undertaking shall provide CDOT with written notification to that effect within sixty (60) days of receipt of CDOT's request for review and comment. Failure of a signatory Tribe to respond within the 60-day period will not prevent the Tribe from entering consultation at a later point. However, if the Tribe enters the consultation process after the initial 60-day period CDOT and FHWA shall continue the consultation without being required to reconsider previous determinations of findings, unless significant new information is introduced.

6. Treatment. CDOT shall provide the signatory Tribes an opportunity to comment on CDOT's treatment plan for any sites with cultural and religious significance to the Tribes, as follows:

- a. Wherever feasible, the historic property will be avoided by the proposed transportation activity and preserved in place.
- b. Where avoidance is not a feasible alternative and this determination has been documented accordingly, treatment shall be carried out in accordance with the Secretary of the Interior's Standards and Guidelines for Archaeology and Historic Preservation, coupled with guidelines established by the Colorado Office of Archaeology and Historic Preservation.
- c. For historic properties of cultural and religious significance to signatory tribes located on lands administered by USFS or BLM, Section 106 consultation will be facilitated by the pertinent agency unless otherwise stipulated. All treatment provisions specific to the agency will be followed, as appropriate.

In the event that one or more signatory Tribes objects to the treatment plan within sixty (60) days of receipt of the proposed treatment plan, CDOT shall review the documentation provided by the Tribe to support its objection and make a reasoned response to the Tribe. If the Tribe(s) continues to object,

CDOT shall provide FHWA with a copy of the documentation along with copies of the results of consultation with all parties. FHWA shall review this documentation and:

- d. Consult with the Tribe(s) to resolve the objection, or pursue consultation with CDOT, the State Historic Preservation Officer, and, if appropriate, the Advisory Council on Historic Preservation toward the same end; and
- e. Notify all consulting parties of the outcome of negotiations.

7. Construction Monitoring and Emergency Discoveries. The lead federal agency (FHWA) shall establish a construction monitoring program for I-70 Mountain Corridor construction projects specifically and only for previously identified areas of cultural and religious significance to the signatory Tribes. The monitoring program will proceed according to the following process:

- a. If a Tribal monitor is assigned, that individual will coordinate with the lead agency in assessing the required level of effort. CDOT will coordinate the tribal monitor, including appropriate payments thereto, according to the CDOT compensation policy established for these types of services.
- b. Prior to commencement of a monitoring program, the signatory Tribes shall detail in writing the nature of artifacts or objects of cultural and religious significance. Any discoveries of such artifacts or objects made by the monitor shall be reported immediately to the CDOT Engineer and the CDOT Staff Archaeologist/Cultural Resource Manager. Section 107.23 of CDOT's *Standard Specifications for Road and Bridge Construction* (Attachment 2), which outlines CDOT's policies for emergency discoveries during construction, are incorporated into this agreement by reference. These procedures are consistent with the process outlined for emergency situations under 36 CFR 800.12.
- c. Construction shall cease in the area of the find until the nature and significance of the discovery has been ascertained by all parties, and appropriate consultation involving the monitoring Tribe(s), CDOT, FHWA, the State Historic Preservation Officer (SHPO), and any other pertinent entities or agencies is completed.
- d. Construction will not resume in the area of the discovery until the lead federal agency, in consultation with the signatory Tribes, is satisfied that the find will be avoided or adverse effects mitigated.
- e. At the conclusion of this process, the CDOT Cultural Resource Manager/Staff Archaeologist will provide the Engineer with authorization to resume construction.

8. Native American Graves. In the event that Native American burials are anticipated or inadvertently discovered during controlled archaeological excavations or any phase of construction within the I-70 Mountain Corridor APE, CDOT shall seek to avoid direct and indirect impacts to the site(s) as the primary mitigation alternative. Treatment of sites containing human remains, funerary objects, sacred objects or objects of cultural patrimony shall proceed according to applicable law, as follows:

- a. Such discovery on lands owned and administered by the State of Colorado (assuming federal transportation funds are involved in the undertaking), USFS, BLM or any other federal agency, in addition to temporary easements acquired by CDOT for construction purposes, shall be subject to the provisions of the Colorado Historical, Prehistorical, and Archaeological Resources Act (CRS 24-80-40) and the Native American Graves Protection and Repatriation Act (NAGPRA; 43 CFR 10), as appropriate, and any agency-specific rules and procedures for handling such matters. In the case of federal lands (excluding dedicated CDOT highway right-of-way not located on lands under federal jurisdiction), CDOT and FHWA will defer all tribal consultation and decisions in this regard to the appropriate agency.

- b. The consulting signatory Tribe(s) shall respond to CDOT or the appropriate federal agency in writing within four (4) working days of notification of the discovery regarding the specific nature and extent of their interest in further consultation.

If it is determined that avoidance of a burial site on lands administered by the State of Colorado is not a feasible alternative, CDOT shall:

- c. Develop and implement a treatment plan in accord with Article 6 above, following the permitting, excavation and non-destructive analysis procedures stipulated by the Colorado Office of Archaeology and Historic Preservation.
- d. Coordinate a mutually agreeable plan with the consulting signatory Tribe(s) for Native American monitoring of the disinterment and the performance of ceremonies, rituals or other observances desired by the consulting Tribes before, during and/or after the excavation.

During the excavation of any Native American graves, CDOT shall take measures to ensure:

- e. The respectful, dignified treatment of burials at all times during the disinterment and analysis process.
- f. Security for the site and the grave(s) to prevent vandalism when archaeologists and/or Native American representatives are not present.
- g. That no photographs are taken of human remains or open graves other than photo-documentation needed for recordation of the excavation.
- h. That media exposure to the burial site is minimized, including but not limited to keeping the site location confidential.
- i. Off-site security for exhumed burials and funerary objects during and after excavation.

At the completion of the excavations, analysis, and reporting required by the treatment plan and the State of Colorado Archaeological Permit, in accordance with 43 CFR 10, the regulations implementing NAGPRA, CDOT and FHWA shall:

- j. Complete an inventory, as per 43 CFR 10.9.
- k. Complete a Repatriation Agreement in consultation with the culturally affiliated signatory Tribes.
- l. Transfer custody of the objects to the agreed upon, proper recipient.
- m. Where feasible and agreed upon by the lead federal agency and the culturally affiliated signatory Tribes, make arrangements for a parcel of land to be used for reburial of the remains in perpetuity by the signatory Tribes.

9. Amendment and Termination. Any party to this consultation agreement may request that it be amended, whereupon the parties shall consult to consider such amendment. Any party to this agreement may terminate its participation by providing sixty (60) days' written notice to the other parties, provided that the parties will consult during the period prior to the termination to seek agreement on amendments or other actions that would avoid termination.

10. Severability. In the event any one or more of the provisions contained in this agreement shall for any reason be held to be invalid, illegal, or unenforceable in any respect, such invalidity, illegality, or unenforceability shall not affect any other provision thereof and this agreement shall be construed as if such invalid, illegal, or unenforceable provision had never been contained herein.

Nothing in this Agreement shall preclude federal agencies or federal officials from fulfilling their responsibilities under the National Environmental Policy Act (NEPA) as codified in 42 USC Section 4321 et seq., or any of NEPA's implementing regulations.

11. Signatory Warranty. The undersigned signatories represent and warrant that each has full and complete authority to enter into this contract on behalf of their respective organizations. These representations and warranties are made for the purpose of inducing the parties to enter into this contract.

12. BLM Non-Funding Stipulation. This instrument is neither a fiscal nor a funds obligation document. Any endeavor or transfer of anything of value involving reimbursement of funds between parties to this instrument will be handled in accordance with applicable laws, regulations, and procedures, including those for Government procurement and printing. Such endeavors will be outlined in separate agreements that shall be made in writing by representatives of the parties and shall be independently authorized by appropriate statutory authority. This instrument does not provide such authority. Specifically, this instrument does not establish authority for noncompetitive award to the cooperator of any contract or other agreement. Any contract or agreement for training or other services must fully comply with all applicable requirements for competition.

13. USDA Forest Service Rider

a. **DISPUTE RESOLUTION STIPULATION.** Should a SHPO or any other consulting party object within 30 days to any finding or action proposed pursuant to this agreement, the specific Forest shall consult with SHPO and the objecting party to resolve the objection. If the Forest determines that the objection cannot be resolved, the specific Forest shall forward all documentation relevant to the dispute to the Council. Within 30 days after receipt of all pertinent documentation, the Council will either:

1. Provide the Forest with recommendations, which the Forest will take into account in reaching a final decision regarding the dispute; or
2. Notify the Forest that it will comment pursuant to 36 CFR 800.7(c), and proceed to comment. Any Council comment provided in response to such a request will be taken into account by the Forest Service in accordance with 36 CFR 800.7(c)(4) with reference to subject of the dispute.
3. Any recommendation or comment provided by the Council will be understood to pertain only to the subject of the dispute; the Forest's responsibility to carry out all actions under this agreement that are not the subjects of the dispute will remain unchanged.

b. **QUALIFICATIONS.** The Forest Service shall follow the Secretary of the Interior's Standards and Guidelines for Archeology and Historic Preservation and Professional Qualifications for Archeologists/Historians (48FR190:44716-44742), throughout the implementation of this agreement.

c. **TERMINATION.** The Regional Forester may terminate this agreement by providing thirty (30) days written notice to the other parties, provided that the parties consult during the period prior to termination to seek agreement on amendments or other actions that would avoid termination. In the event this agreement is terminated, the Regional Forester will comply with 36 CFR 800 with regard to individual undertakings covered by this agreement.

d. **NON-FUND OBLIGATING DOCUMENT.** This agreement is neither a fiscal nor a funds obligation document. Any endeavor or transfer of anything of value involving reimbursement or contribution of funds between the parties to this instrument will be handled in accordance with applicable laws, regulations, and procedures including those for Government procurement and printing. Such endeavors

will be outlined in separate agreements that shall be made in writing by representatives of the parties and shall be independently authorized by appropriate statutory authority. This agreement does not provide such authority. Specifically, this agreement does not establish authority for non-competitive award to the cooperator of any contract or other agreement. Any contract or agreement for training or other services must fully comply with all applicable requirements for competition.

f. FREEDOM OF INFORMATION ACT (FOIA). Any information furnished to the Forest Service under this instrument is subject to the FOIA. However, certain sensitive spatial and non-spatial information will be protected per the NHPA (1966, with revisions).

g. PARTICIPATION IN SIMILAR ACTIVITIES. This instrument in no way restricts the Forest Service or the Cooperators from participating in similar activities with other public or private agencies, organizations, and individuals.

AGENCIES

FEDERAL HIGHWAY ADMINISTRATION

By: William C. Jones Date: 4/22/04
William C. Jones, Division Administrator

COLORADO DEPARTMENT OF TRANSPORTATION

By: Tom Norton Date: 11/11/03
Tom Norton, Executive Director

USDA FOREST SERVICE, ROCKY MOUNTAIN REGION

By: Breg Bruffeth Date: 4/13/2004
for Rick D. Cables, Regional Forester

USDI BUREAU OF LAND MANAGEMENT

By: Ron Wenker Date: 2/20/04
Ron Wenker, State Director

STATE HISTORIC PRESERVATION OFFICE

By: Georgianna Contiguglia Date: 11/17/03
Georgianna Contiguglia, State Historic Preservation Officer

SIGNATORY TRIBE

SOUTHERN UTE INDIAN TRIBE

By: Howard Richards SR.
Howard Richards, Chairman

Date: MAY 12, 2004

SIGNATORY TRIBE

CHEYENNE AND ARAPAHO TRIBES OF OKLAHOMA

By: Bill Blind Date: June 14, 2004
Bill Blind, Vice-Chairman

SIGNATORY TRIBE

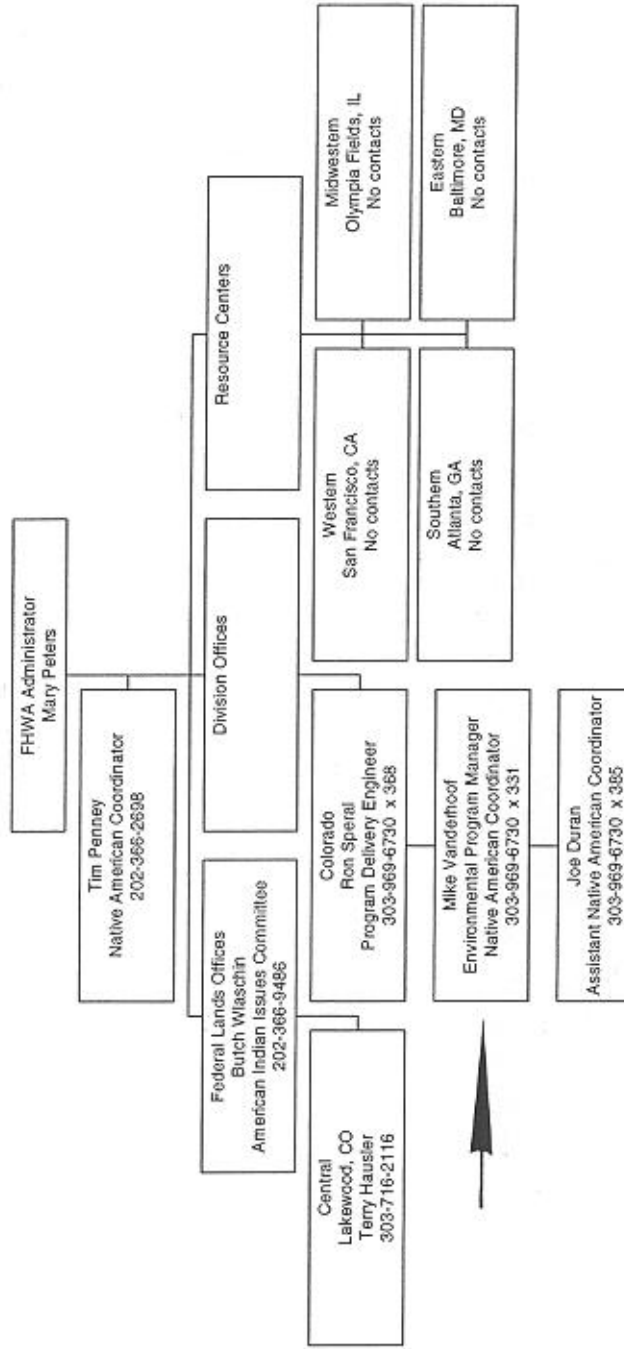
KIOWA TRIBE OF OKLAHOMA

By: Billy Evans Horse
Billy Evans Horse, Chairman

Date: Oct. 27, 04

ATTACHMENT 1

Federal Highway Administration Field Offices Native American Coordinators



Colorado Department of Transportation
Section 106 Native American Liaison
Dan Jepson, (303)757-9631

ATTACHMENT 2

**STANDARD SPECIFICATION 107.23,
ARCHAEOLOGICAL AND PALEONTOLOGICAL DISCOVERIES**
(Excerpted from Colorado Department of Transportation Standard Specifications
for Road and Bridge Construction, 1999)

When the contractor's operations, including materials pits and quarries, encounter plant or animal fossils, remains of prehistoric or historic structures, prehistoric or historic artifacts (bottle dumps, charcoal from subsurface hearths, old pottery, potsherds, stone tools, arrowheads, etc.), the Contractor's affected operations shall immediately cease. The Contractor shall immediately notify the Engineer, or other appropriate agency for contractor source pits or quarries, of the discovery of these materials. When ordered to proceed, the Contractor shall conduct affected operations as directed. Additional work, except that in contractor source materials pits or quarries under subsection 106.02(b), will be paid for by the Department as provided in subsection 104.02 when contract unit prices exist, or as extra work as provided in subsection 104.03 when no unit prices exist. Delays to the Contractor, not associated with work in contractor sources, because of the materials encountered may be cause for extension of contract time in accordance with subsection 108.06. If fossils, prehistoric or historic structures, or prehistoric or historic artifacts are encountered in a contractor source materials pit or quarry, all costs and time delays shall be the responsibility of the Contractor.

Appendix E.

Context Sensitive Solutions and the Mountain Corridor Project

Using Context Sensitive Solutions in the Tier 2 NEPA and Section 106 Processes

The Section 106 process for Tier 2 undertakings, as established in this PA, involves participation by the consulting parties in many aspects of agency decision-making. CDOT is committed to initiating a context sensitive solutions (CSS) program that would engage Mountain Corridor consulting parties and other stakeholders in the process of developing solutions during the Tier 2 NEPA and Section 106 processes and continue throughout the implementation of design and construction phases. Table E-1 illustrates the consultation process interface between the Section 106 and NEPA activities emphasizing CSS.

Measuring Context Sensitive Solutions Performance for Section 106 Issues

By partnering and collaborating with the agencies, consulting parties, and other stakeholders, CDOT will develop effective transportation solutions in a manner that:

- Satisfies the project need and achieves purposes to the extent practicable, while recognizing fiscal constraints
- Fits into the context of the Corridor
- Avoids or minimizes adverse effects on historic properties and other impacts
- Adds value to the communities and environment of the Corridor
- Achieves a level of excellence.

As part of initiating consultation at the beginning of each Tier 2 undertaking, CDOT will convene a charrette-style meeting (collaborative session in which a group of participants explore solutions) among FHWA, CDOT, SHPO and the appropriate consulting parties to develop a vision and historic preservation goals for the project. In this or subsequent meetings, the parties will establish context-sensitive solutions performance measures for the project. The ideal outcome for each Tier 2 undertaking would be a Section 106 finding of “no historic properties affected” or “no adverse effect.” For undertakings found to have an “adverse effect on historic properties,” a PA supplement for that undertaking will be executed. Subsequent to the PA supplement, the agencies and appropriate consulting parties will meet to evaluate the Section 106 process and outcome for that undertaking in terms of the previously established context-sensitive solutions performance measures.

Sample evaluation measures might include (but are not limited to):

- Project design consistency with and/or enhancement of historic community setting and features of the surrounding area and community.
- Project design consistent with or providing enhancement of the historic integrity of the surrounding community, including historic districts, the national historic landmark district, individual buildings, and their context included within boundaries listed or determined to be eligible for the National Register of Historic Places.
- Project design that promotes preservation of integrity of archaeologically significant structures or sites.

Guidance for development of effectiveness measures might include National Cooperative Highway Research Program (NCHRP) Document 69: *Performance Measures for Context Sensitive Solutions – A Guidebook for State DOTs* (October 2004) or other current NCHRP and USDOT materials available at that time.

**Table E-1.
Section 106 and NEPA Process Interface Emphasizing Context Sensitive Solution (CSS) Activities for I-70 Mountain Corridor Tier 2 Projects**

Tier 2 Section 106 Consultation Process	Tier 2 NEPA Process	Tier 2 Context Sensitive Solution (CSS) Activities	Tier 1 PA Stipulations
Initiate Section 106 consultation (with interested tribes and parties)	Initiate NEPA study – Scoping <ul style="list-style-type: none"> Formulate or refine purpose and need Develop public involvement plan 	Early project consultations with stakeholder/consulting parties Facilitate process of developing project-specific context sensitive solutions Issues identified and tracked by: <ul style="list-style-type: none"> stakeholder group and Section 106 consulting parties type of concern significance of the outcome to the group Obtain Section 106 consulting parties and stakeholders views on: <ul style="list-style-type: none"> purpose and need Issues that might affect NEPA process, particularly alternative analysis 	Stipulations I. A-H, II.B, IV.A, and VI.A
Consultations about: <ul style="list-style-type: none"> Identification of Area of Potential Effects (APE) Information on known or potential historic properties in APE (including properties listed in the National Register of Historic Places (NRHP)) Level of effort for identifying historic properties in APE 	Alternative Analysis – preliminary alternatives development and screening	Obtain consulting party views on: <ul style="list-style-type: none"> preliminary alternatives screening criteria Develop alternatives concepts through collaboration with stakeholder/consulting parties	Stipulations II.C and D, III.A-B, and IV.B-E
Consultations about: <ul style="list-style-type: none"> Identification of NRHP eligible and listed properties in APE Effects on NRHP eligible and listed properties 	Analysis of alternatives retained for detailed study	Issues related to: <ul style="list-style-type: none"> community values environmental sensitivity of the project setting (including historic setting) fiscal constraints 	Stipulations II.E and V.A-D
Consultations about: <ul style="list-style-type: none"> whether effects on NRHP eligible and listed properties are adverse (includes assessment of indirect, reasonably foreseeable, and cumulative effects) 	Impact Analysis – identification of Preferred Alternative Indirect and cumulative effects analysis	Identify impacts in coordination with agency and community stakeholders/consulting parties	Stipulations II.E, II.F and V.A-D
Continued consultations about: <ul style="list-style-type: none"> resolution of adverse effects on historic properties (avoid, minimize, or mitigate adverse effects) Develop a project-specific supplement to the PA	Mitigation For project impacts: <ul style="list-style-type: none"> avoid and/or minimize reduce or eliminate compensate Include PA supplement in the NEPA document	Encourage creative mitigation: <ul style="list-style-type: none"> commitment to environmental stewardship outside the box better project and historic preservation outcomes greater public benefit Develop mitigation in coordination with agency and community stakeholder/consulting party participation	Stipulations II.F and VI.A-C

Tier 2 Section 106 Consultation Process	Tier 2 NEPA Process	Tier 2 Context Sensitive Solution (CSS) Activities	Tier 1 PA Stipulations
	After NEPA		
Implement stipulations of PA and project-specific supplemental	Project Design	<p>Continue stakeholder/consulting party involvement through the design process</p> <p>Use design standards and criteria that follow American Association of State Highway and Transportation Officials (AASHTO) policy, which will provide flexibility in design activities to incorporate CSS</p>	Stipulation VI.B
Implement stipulations of PA and project-specific supplemental	Project Construction	<p>Develop construction mitigation strategies for each Tier 2 project with stakeholder/consulting party input</p> <p>Focus strategies on community involvement to minimize disruption (including to minimize/mitigate economic impacts on historic properties/heritage tourism) during construction</p>	Stipulation VI.B

**Appendix F.
CDOT Chief Engineer's Policy Memo #26 on Context
Sensitive Solutions**

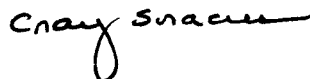
STATE OF COLORADO

DEPARTMENT OF TRANSPORTATION
Office of the Chief Engineer
4201 East Arkansas Avenue, Room 262
Denver, Colorado 80222
Office 303-757-9206
Facsimile 303-757-9656



Date: October 31, 2005

To: Region Transportation Directors, Professional Engineer II's and III's, Region
Environmental & Planning Managers, Maintenance Superintendents

From: Craig Siracusa, Chief Engineer 

Subject: Chief Engineer's Policy Memo 26, Context Sensitive Solutions (CSS) Vision for
CDOT

The philosophy and structure of *Context Sensitive Solutions* (CSS) made their way into state Departments of Transportation in the early- to mid-1990s. At first my reaction was: 'what's new about this, we have been doing this for years - planning, designing, building, and maintaining our projects to fit within the context of the communities we work in'. Take a look at Glenwood Canyon, for example!

But as I learned more, I realized that the principles of CSS did represent a new way of thinking and a good model for doing our business.

CDOT has embraced many of the CSS principles in our Environmental Stewardship Guide - early, collaborative public involvement in project planning and design. We have not, however, adopted the full scope and intent of CSS as a business model for CDOT.

The purpose of this Policy Memo is to take a first step in that direction by explaining CSS to you, offering my vision for implementation of CSS, and giving you some examples of CSS practices already going on at CDOT. Finally, I will outline plans for upcoming training on CSS.

What is CSS?

According to the Maryland Department of Transportation, "*Context Sensitive Solutions* asks questions first about the need and purpose of the transportation project, and then equally addresses safety, mobility, and the preservation of scenic, aesthetic, historic, environmental, and other community values. Context sensitive solutions involves a collaborative, interdisciplinary approach in which citizens are part of the design team." Florida DOT states that CSS "seeks transportation solutions that improve mobility and safety while complementing and enhancing community values and objectives. Context sensitive solutions are reached through joint effort involving all stakeholders."

CSS principles should also be applied to our day-to-day operations and maintenance activities. You may be able to recognize that Context Sensitive Solutions concepts fit in closely with CDOT's Vision, Mission and Values – our philosophy for conducting business. I encourage you to review these again on page 6 of the booklet at:

<http://www.dot.state.co.us/TopContent/FactBook2005.pdf>

Key Elements of CSS (from NCHRP Report 480):

- ↓ The project satisfies the purpose and needs as agreed to by a full range of stakeholders. This agreement is forged in the earliest phase of the project and amended as warranted as the project develops.
- ↓ The project is a safe facility both for the user and the community.
- ↓ The project is in harmony with the community and preserves environmental, scenic, aesthetic, historic, and natural resource values of the area.
- ↓ The project exceeds the expectations of both designers and stakeholders and achieves a level of excellence in people's minds.
- ↓ The project involves efficient and effective use of resources (such as time, budget, and community) of all involved parties.
- ↓ The project is designed and built with minimal disruption to the community.
- ↓ The project is seen as having added lasting value to the community.

CSS is not just an aesthetic treatment; rather, CSS involves developing a transportation solution to fit into its context. The purpose of the CSS approach is to identify and address both transportation and project area needs during project development. CSS requires the flexibility to consider alternative solutions that can benefit a broad range of stakeholders, while recognizing the fiscal constraints and the limits of CDOT's mission as a transportation agency. Effective transportation solutions that fit the project's context, rather than project enhancements, are the purpose of CSS.

CSS maintains safety and mobility as priorities, yet recognizes that these are achieved in varying degrees with alternative solutions. Utilizing the CSS philosophy, CDOT design professionals determine which safe solution best fits, given the site's conditions and context. CSS is about making good engineering decisions.

CSS can affect all design elements; therefore project costs may increase, decrease or be unchanged when compared to the traditional design approach. Cost issues must still be addressed during project development, as is the case with all technical and environmental constraints. CSS adds value to the process by helping the Department identify and work with stakeholders to develop projects that are sensitive to their context. The CSS approach does not imply that there will always be unanimity among stakeholders, nor does it eliminate the Department's responsibility to exercise engineering judgment in balancing trade-offs.

At the recent AASHTO Annual meeting in Nashville, our Berthoud Pass Mountain Access Project was recognized as a "Notable Practice" in CSS. We were able to submit several projects to AASHTO that were excellent examples of applications of CSS principles.

However, while we have embraced CSS principles on many levels in CDOT, there has never been an Executive Management statement of our agency's vision for implementing CSS. That vision needs to be grounded in our basic understanding of community.

What makes the community you live in special? What is it about where you live that gives you a sense of place, or is a source of local pride for you and your neighbors? You might answer that my community is scenic, it has a unique history, it has many cultural resources, it has physical characteristics I like, et cetera. These community values are important, and you probably feel that they should be preserved and enhanced if possible.

Our state highways traverse virtually every community in Colorado. Our day-to-day work on these roadways, and our projects to improve them, should respect community values and should be sensitive to the unique context of each community. *By partnering and collaborating on a multi-disciplinary basis with each community, we will find ways to achieve our transportation objectives while at the same time respecting local values. We will often enhance what makes that community special for the people who live there. Our projects should be seen as having added lasting value to the community. Our end result should exceed our expectations and those of community members, and should achieve a level of excellence in people's minds.* In the very broadest sense that's my vision of CSS, and our success in following this vision, in my view, will be what sustains lasting support by our customers for achievement of our Vision and Mission.

These few examples may help better define *Context Sensitive Solutions* for you:

Day-to-day CDOT Operations

When we do shoulder sweeping on miles of various state highways to accommodate the thousands of bicyclists participating in the annual Ride the Rockies event, we are helping to enhance the values of those communities and groups involved. When our Maintenance crews painted the Colorado Boulevard bridge over Cherry Creek, we worked with the City of Glendale to make sure our efforts meshed with their desire to improve the area. We are being context sensitive when we add a crosswalk near a school and make it safer for children in that community. I'm sure that you can think of many of our other day-to-day activities that are similar to these, which support or enhance community values.

In order to be sensitive to community values as operators and maintainers of Colorado's highways, you have to first know them. That means those responsible for daily operations must spend some time learning what's important to the communities they work in.

CDOT Projects

As we scope, design and construct our projects we need to continue our history of finding *Context Sensitive Solutions*. For example, town and city leaders in our downtowns often feel that wider pavements limit pedestrian circulation. They fear that one side of the community may feel cut off from the other. Intersection "bump-outs" that bring sidewalks out to the edge of parking lanes, and color contrasting cross walks shorten and better define pedestrian movements, and may even allow better Americans with Disabilities (ADA) access. Decoratively paved and landscaped medians often can add aesthetic value to the community. Our designers and construction personnel worked closely with community groups on the US 6 bridge reconstruction and rehabilitation project near the gaming areas to make sure traffic delays were minimized. We worked closely with concerned groups on the Snowmass Canyon project to fit the road in, while preserving the natural beauty of the area to the largest extent possible. Our sensitivity to individual community visions is further evidenced along the Transportation Expansion (T-REX) project, where several local agencies requested different sound wall aesthetics that best fit into their respective communities. The examples go on and on.

Advancing capital projects that provide safe transportation solutions designed in harmony with the community is a bit complex. The first step is the need to identify a range of community stakeholders who can help us quickly understand the community's character before engineering work begins. We need to communicate with them in an open and honest way, early and

continuously throughout the development of each project in order to join our objectives with theirs.

We have a cadre of dedicated professionals experienced in many varied disciplines. Whether you are a designer, maintenance worker, planner, traffic engineer, real estate specialist, environmental manager, or in another discipline, please be assured that your knowledge is vital to what we do at CDOT. Your skills and ingenuity, together with the input received from our customers, helps us make outstanding and lasting contributions to Colorado's quality of life. Let's continue to make *Context Sensitive Solutions* our posture for all of our work.

Training

For the future, training will be set up for CDOT personnel, where much more detail will be provided regarding the CSS process and principles. The National Highway Institute (NHI) offers a three-day long Context Sensitive Solutions training session. CDOT may consider hiring a consultant to prepare and provide a CDOT-specific CSS training course. Our Center for Training and Organizational Development will be soliciting interest, setting up training sessions, and signing people up to attend. The expectation is that CDOT's Resident Engineers and Program Engineers will be the first group to be trained, followed by other planning, design, construction, and maintenance professionals.

Additional information relating to Context Sensitive Solutions is available at: http://trb.org/news/blurbs_detail.asp?id=1373 (National Cooperative Highway Research Program (NCHRP) Report 480: A Guide to Best Practices for Achieving Context-Sensitive Solutions) <http://www.sha.state.md.us/events/oc/thinkingBeyondPavement/tbtp.pdf> (Maryland DOT)

**Appendix G.
Additional Signatory Form
Programmatic Agreement
Regarding the Interstate 70 Mountain Corridor Project**

WHEREAS, [name of agency] proposes to [nature of participation in or assistance to the Mountain Corridor Project]; and

WHEREAS, [name of agency] must take into account the effects of such undertakings on historic properties and provide the Advisory Council on Historic Preservation with an opportunity to comment on those effects as required by Section 106 of the National Historic Preservation Act (16 U.S.C. 470[f]); and

WHEREAS, FHWA, USFS, BLM, Colorado SHPO, CDOT, and ACHP, with participation by and concurrence of other consulting parties, have executed a programmatic agreement governing Section 106 compliance for Tier 2 undertakings that are part of the Mountain Corridor Project;

NOW THEREFORE, [name of agency] has chosen to meet its Section 106 responsibilities for Mountain Corridor Tier 2 undertakings by executing this Agreement as provided in stipulation XVI of the programmatic agreement.

[Name of Agency]

By: _____ Date: _____

**Appendix B
OAHP File Data**

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1 **Table 1** provides a tabular account of the Office of Archaeology and Historic Preservation (OAHP)
 2 combined file searches conducted in 2003 and 2009. The properties listed on the table represent those that
 3 have been recorded through one of the more than 200 surveys conducted within the Corridor and recorded
 4 in the OAHP database. Although this table includes nearly 2,000 properties, it is not considered complete
 5 or accurate as inconsistencies and anomalies are common in the OAHP database, particularly for
 6 properties that were surveyed years ago, which is the case for many of the properties listed in **Table 1**.
 7 Properties are presented by counties from west to east in the Corridor: Garfield, Eagle, Summit, Clear
 8 Creek, and Jefferson. Locations of the historic properties are shown on maps included in **Appendix C**;
 9 archaeological and historical archaeological sites are not mapped, as their locations are restricted to
 10 protect them from damage or looting.

11 **Table 1. Historic Properties Identified through 2003 and 2009 OAHP File Searches**
 12 **for the I-70 Mountain Corridor**

Site Number	Site Name	Type	National Register Status ¹
Garfield County			
5GF.1000	Denver & Rio Grande	Historic	
5GF.1000.3	Denver & Rio Grande	Historic Archaeology	Officially eligible Contributes to National Register district
5GF.1000.4	Denver & Rio Grande	Historic Archaeology	Officially eligible Field not eligible Contributes to National Register district
5GF.1015	O'Neil Saloon – Silver Club Building	Historic	Field not eligible Field eligible
5GF.1016	Palace Hotel – The Watersweeper and the Dwarf	Historic	Field not eligible Field needs data
5GF.1017	The Parkinson Building	Historic	Field eligible
5GF.1018	Tailor Shop	Historic	Field not eligible
5GF.1019	(Site name not recorded/provided)	Historic	Field not eligible
5GF.1020	(Site name not recorded/provided)	Historic	Field not eligible
5GF.1021	Kamm-Dever Building – Kamm Block – Kamm Mercantile	Historic	Officially not eligible Field not eligible
5GF.1022	Citizens National Bank Building – New Citizens Building – Deacon Building	Historic	Listed on National Register Pending in Washington Review Board recommendation for listing Field eligible Field not eligible Field needs data
5GF.1023	Thorson Block Bldg	Historic	Field not eligible
5GF.1024	Loof Lodge Bldg	Historic	Field not eligible
5GF.1025	Coal Office Bldg	Historic	Field not eligible
5GF.1026	(Site name not recorded/provided)	Historic	Field not eligible
5GF.1028	US Land Office Bldg	Historic	Field not eligible

¹ National Register status as recorded in the OAHP database. For most properties, reevaluation will be required because many of the properties were evaluated years ago and their condition and/or historical importance may have changed.

Site Number	Site Name	Type	National Register Status ¹
5GF.1029	Hughes Wholesale Liquors Building – Anderson Building	Historic	Field not eligible
5GF.1030	J.C. Schwarz Mercantile Co./Howard and Torrey Building – Brockway Building/Fabric & Quilt Shop	Historic	Field not eligible
5GF.1031	Napier Building	Historic	Field not eligible
5GF.1032	Barber Shop Building	Historic	Field not eligible
5GF.1033	Telegraph & Express	Historic	Field not eligible
5GF.1034	Liquor Emporium	Historic	Field not eligible
5GF.1035	Mirror Bar – Glenwood Shoe Service/ King Barber Shop	Historic	Field eligible Field not eligible
5GF.1036	Foe Building	Historic	Field not eligible
5GF.1037	Blake Building	Historic	Field not eligible Determined not eligible
5GF.1038	McCoy Building -- Corner Store – Sunlight Sports – Stringham Photography	Historic	Field not eligible Field not eligible
5GF.1039	Good Health Grocery	Historic	Field not eligible Field not eligible
5GF.1040	Heisler's Home Bakery Building – For You Shoppe – Dobbin House	Historic	Field not eligible Field not eligible
5GF.1041	Sheridan Building – Creamery Building – Creamery Condos – Cellular Glenwood Springs	Historic	Field not eligible Field not eligible
5GF.1042	Western Hotel	Historic	Field not eligible Field not eligible
5GF.1043	Hotel Denver – Star Hotel	Historic	Field not eligible Field not eligible Field needs data
5GF.1044	E.B. Everett Grocery	Historic	Field not eligible
5GF.1045	HJH Print Shop	Historic	Field not eligible
5GF.1046	Noonan Building – Noonan Block	Historic	Field eligible Field eligible
5GF.1047	Eighth St Office	Historic	Field not eligible
5GF.1048	Berthod Motors	Historic	Field needs data
5GF.1049	Garfield County Courthouse	Historic	Field eligible Field eligible
5GF.1050	Hot Springs Historic District	Historic District	Officially eligible
5GF.1050.2	Glenwood Hot Springs Bathhouse – Natatorium – Yampa Spring – Glenwood Springs Hot Springs Lodge and Pool	Historic	Field eligible Staff – Officially eligible Field eligible
5GF.1050.3	Denver & Rio Grande Railroad Station – Glenwood Springs Train Station – Denver & Rio Grande Depot – Glenwood Springs	Historic	Field eligible Field eligible
5GF.1252	Hubbard Cave	Historic	
5GF.1258	Vapor Cave 33 – Yampah Hot Springs Vapor Caves	Historic	Field not eligible
5GF.1259	Ice Cave	Historic	
5GF.1262.1	N/Archaeological Flume	Historic Archaeology	Field eligible
5GF.1262.7	Civic Waterworks – Glenwood Springs Raw Water System – Grizzly Creek Water System – Flow Leveling Tanks	Historic Archaeology – Historic	Field eligible

Site Number	Site Name	Type	National Register Status ¹
5GF.1262.8	Glenwood Springs Raw Water System – Grizzly Creek Water System – Pipeline Segment	Historic Archaeology – Historic	Field eligible
5GF.1262.9	Water Tank and Treatment Facility	Historic Archaeology	Field eligible
5GF.1270	Glenwood Canyon	Historic District	
5GF.1305	(Site name not recorded/provided)	Archaeological	Field not eligible
5GF.1457	The Glenwood (Springs) Ditch	Historic Archaeology Historic	Officially not eligible Officially needs data
5GF.1515	(Site name not recorded/provided)	Historic	Officially needs data- Field not eligible
5GF.1549	Federal Building (Glenwood Springs) – Post Office – Glenwood Springs	Historic	Officially eligible
5GF.1654	Shelton-Holloway House	Historic	Listed on the State Register Officially eligible for the State Register
5GF.1661	Denver & Rio Grande Western Railroad Aspen Branch	Historic Archaeology Historic	Officially eligible
5GF.1662	Atkinson Canal	Historic Archaeology Historic	Field not eligible
5GF.1663	Colorado Midland Railroad Grade	Historic Archaeology Historic	Field eligible
5GF.2129	White River Supervisor's Warehouse – Glenwood Supervisor's Warehouse	Historic	Officially not eligible Field not eligible
5GF.2306	Edinger-Shumate House – Frontier Historical Society Museum	Historic	Field not eligible Determined not eligible
5GF.2438	Sam Dougan House – Osgood House	Historic	Field eligible
5GF.2439	Rex Hotel	Historic	Field eligible
5GF.2441	Glenwood Springs Hydroelectric Plant – Glenwood Light & Water Co. Hydroelectric Plant – Glenwood Center for the Arts	Historic	Listed on National Register Listed on the State Register Field eligible
5GF.2456.5	Shosone to Hopkins Transmission Line Segment	Historic Archaeology Historic	Officially eligible
5GF.2460	First Church of Christ the Scientist – Glenwood Springs	Historic	Field eligible
5GF.2461	Kaiser House	Historic	Field not eligible
5GF.2501		Historic Archaeology	Field not eligible
5GF.2587	First Presbyterian Church (Glenwood Springs)	Historic	Field not eligible
5GF.2588	Napier House	Historic	Field eligible
5GF.2615	Parkison House	Historic	Field eligible
5GF.2616	De Remer-Korn House	Historic	Field not eligible
5GF.2675	Kendrick House	Historic	Field eligible
5GF.2693	Dr. William W. Crook House – Crook House	Historic	Field eligible
5GF.2694	Von Rosenberg House	Historic	Field not eligible
5GF.2695	Glenwood Springs Sanitarium – Glenwood Sanitarium	Historic	Field eligible
5GF.270	Bair Ranch	Historic	Officially eligible
5GF.2717	Glenwood Springs Viaduct – Milepost 0.23 – CDOT No. F-07-Archaeological	Historic	Staff – Officially eligible Field eligible

Site Number	Site Name	Type	National Register Status ¹
5GF.2752	Glenwood Canyon Transportation Corridor	Historic District	
5GF.2753.1	Grizzly Creek Trail Segment – Grizzly Creek Pack Trail Segment – Grizzly Creek Mule Trail Segment	Historic Archaeology Historic	Field needs data
5GF.2773.1	(Site name not recorded/provided)	Historic Archaeology Historic	Field not eligible
5GF.2773.2	Transfer Trail	Historic Archaeology Historic	Officially not eligible Field not eligible
5GF.2775	Red Mountain Ski Area	Historic Archaeology	Field eligible
5GF.2786	Furniture Crockery – Bell Café	Historic	Field not eligible
5GF.279	Brackney House	Historic	
5GF.2812	(Site name not recorded/provided)	Historic Archaeology	Officially not eligible- Field not eligible
5GF.285	Starr Manor	Historic	Listed on National Register
5GF.286	Edward T. Taylor House – Taylor House	Historic	Listed on National Register
5GF.3005	(Site name not recorded/provided)	Historic Archaeology – Historic	Field eligible
5GF.3006	(Site name not recorded/provided)	Historic Archaeology – Historic	Field eligible
5GF.3007	(Site name not recorded/provided)	Historic Archaeology – Historic	Field eligible
5GF.3072	Zelenka Residence	Historic	Field eligible
5GF.3073	Grange Residence	Historic	Field not eligible
5GF.3112	(Site name not recorded/provided)	Historic	Field not eligible
5GF.321	(Site name not recorded/provided)	Archaeological	Officially needs data Field needs data Field eligible
5GF.3297	Lough Residence	Historic	Field not eligible
5GF.3298	Lincicome Motor Company – Elk Mountain Motors	Historic	Field not eligible
5GF.3300	Sunlight Sports	Historic	Field not eligible
5GF.3301	Sturm Residence	Historic	Field not eligible
5GF.3304	Masonic Temple	Historic	Field eligible
5GF.3307	First Methodist Church (Glenwood Springs) – First United Methodist Church of Glenwood Springs	Historic	Field not eligible
5GF.3308	(Site name not recorded/provided)	Historic	Field not eligible
5GF.3312	Thomson Residence	Historic	Field not eligible
5GF.3313	Williams Residence	Historic	Field not eligible
5GF.3314	Splendor Mountain Spa	Historic	Field not eligible
5GF.3315	Pickard Residence	Historic	Field not eligible
5GF.3316	Worell House	Historic	Field eligible
5GF.3317	Lane Residence	Historic	Field not eligible
5GF.3327	(Site name not recorded/provided)	Historic	Field not eligible

Site Number	Site Name	Type	National Register Status ¹
5GF.3328	Thompson Residence	Historic	Field not eligible
5GF.3329	Dunn Residence	Historic	Field not eligible
5GF.3330	Huck Residence	Historic	Field not eligible
5GF.3331	(Site name not recorded/provided)	Historic	Field eligible
5GF.3332	(Site name not recorded/provided)	Historic	Field not eligible
5GF.3335	(Site name not recorded/provided)	Historic	Field not eligible
5GF.3336	(Site name not recorded/provided)	Historic	Field not eligible
5GF.3339	Jacobson Residence	Historic	Field eligible
5GF.3340	Hayes-Filiss Residence	Historic	Field not eligible
5GF.3341	Murray Residence	Historic	Field not eligible
5GF.3342	Spence Residence	Historic	Field needs data
5GF.3343	Schutte Residence – Ware Residence	Historic	Field not eligible
5GF.3344	Blanc Residence	Historic	Field eligible
5GF.3349	(Site name not recorded/provided)	Historic	Field not eligible
5GF.3350	Lancaster Residence	Historic	Field not eligible
5GF.3351	Thompson Residence	Historic	Field not eligible
5GF.3352	Filipone Residence	Historic	Field not eligible
5GF.3355	Gillette Residence	Historic	Field not eligible
5GF.3356	Gonzales Residence	Historic	Field not eligible
5GF.3357	(Site name not recorded/provided)	Historic	Field not eligible
5GF.3358	McReynolds Residence	Historic	Field not eligible
5GF.3360	Carsten Residence	Historic	Field needs data
5GF.3361	Brooks Residence	Historic	Field not eligible
5GF.3362	(Site name not recorded/provided)	Historic	Field not eligible
5GF.3363	Stabenau Residence	Historic	Field not eligible
5GF.3364	(Site name not recorded/provided)	Historic	Field not eligible
5GF.3365	Ryan Residence	Historic	Field not eligible
5GF.3366	(Site name not recorded/provided)	Historic	Field not eligible
5GF.3367	(Site name not recorded/provided)	Historic	Field not eligible
5GF.3368	(Site name not recorded/provided)	Historic	Field not eligible
5GF.409	Log Barn & House	Historic Archaeology	Officially not eligible
5GF.411	(Site name not recorded/provided)	Historic	
5GF.413	(Site name not recorded/provided)	Historic	
5GF.469	Aspen and Western Railroad Colorado Midland Railroad	Historic Archaeology Historic	Officially eligible Field not eligible Field eligible
5GF.489	(Site name not recorded/provided)	Archaeological	

Site Number	Site Name	Type	National Register Status ¹
5GF.767	Hotel Colorado	Historic	Listed on National Register Field eligible
5GF.822	(Site name not recorded/provided)	Archaeological	Field needs data
5GF.1205.1	(Site name not recorded/provided)	Historic Archaeology Historic	Officially not eligible- Field not eligible
5GF.717	South Bend Placer, Lone Star Mine	Historic Archaeology	Officially not eligible
Eagle County			
5EA.1	(Site name not recorded/provided)	Archaeological	Officially not eligible Field not eligible Field needs data
5EA.1027	(Site name not recorded/provided)	Historic Archaeology	Field not eligible
5EA.1034.1	Two Elk Trail (Forest Service Trail 2005)	Historic Archaeology – Historic	Officially not eligible Field not eligible
5EA.1035	(Site name not recorded/provided)	Archaeological	Field not eligible
5EA.1037	(Site name not recorded/provided)	Historic Archaeology	Field not eligible
5EA.1038	Koprivnikar Ranch		Field not eligible
5EA.1039	O'Neill-Holland Ditch	Historic Archaeology	Field not eligible
5EA.1039.1	O'Neill-Holland Ditch – Segment	Historic Archaeology – Historic	Field not eligible
5EA.1040	(Site name not recorded/provided)	Archaeological	Field not eligible
5EA.1042	(Site name not recorded/provided)	Archaeological	Field not eligible
5EA.1046	(Site name not recorded/provided)	Archaeological	Field not eligible
5EA.1047	(Site name not recorded/provided)	Archaeological	Field not eligible
5EA.1048	(Site name not recorded/provided)	Archaeological	Field not eligible
5EA.1049	(Site name not recorded/provided)	Historic Archaeology	Field not eligible
5EA.1050	(Site name not recorded/provided)	Historic Archaeology	Field not eligible
5EA.1051.1	Stremme and Gates Ditch	Historic Archaeology	Officially not eligible
5EA.1051.2	Stremme and Gates Ditch	Historic	HA
5EA.1052.1	CKP Ditch	Historic Archaeology	Officially not eligible
5EA.1052.2	Ckp Ditch (Segment)	Historic Archaeology – Historic	Officially not eligible Field not eligible
5EA.1053	(Site name not recorded/provided)	Archaeological	Officially not eligible
5EA.1054	(Site name not recorded/provided)	Archaeological	Officially not eligible
5EA.1055	(Site name not recorded/provided)	Archaeological	Officially not eligible
5EA.1056	(Site name not recorded/provided)	Archaeological	Officially not eligible
5EA.1057	(Site name not recorded/provided)	Archaeological	Officially not eligible
5EA.1058	(Site name not recorded/provided)	Archaeological	Officially not eligible
5EA.1059	(Site name not recorded/provided)	Archaeological	Officially not eligible
5EA.1060	(Site name not recorded/provided)	Archaeological	Officially not eligible
5EA.1061	(Site name not recorded/provided)	Archaeological	Officially not eligible
5EA.1062	Eagle Mine Belden, Gilman Rex Flats	Historic	
5EA.1063	(Site name not recorded/provided)	Archaeological	Field not eligible
5EA.1064	Eagle Town Hall	Historic	Field needs data

Site Number	Site Name	Type	National Register Status ¹
5EA.1076	Calhoun's Lazy Ranch (Centennial Farm)	Historic	Centennial Farm
5EA.1083	(Site name not recorded/provided)	Archaeological	Officially not eligible
5EA.1089	(Site name not recorded/provided)	Archaeological	Officially not eligible
5EA.1092	Meadow Mountain Line Shack	Historic	Officially not eligible
5EA.1095	(Site name not recorded/provided)	Historic Archaeology	Officially not eligible
5EA.1096	(Site name not recorded/provided)	Historic Archaeology	Field not eligible
5EA.1171	Lottie, Raymond	Historic Archaeology	Officially not eligible
5EA.1239	Oleson Ditch	Historic Archaeology	
5EA.1273	(Site name not recorded/provided)	Archaeological	Officially eligible
5EA.1276	(Site name not recorded/provided)	Archaeological	Officially not eligible Field not eligible
5EA.1277	(Site name not recorded/provided)	Archaeological	Officially needs data Field needs data Field needs
5EA.128	Dotsero Burial	Archaeological	Officially eligible
5EA.1286	(Site name not recorded/provided)	Archaeological	Field not eligible
5EA.1289	(Site name not recorded/provided)	Archaeological	Officially eligible
5EA.129	(Site name not recorded/provided)	Archaeological	Officially not eligible Field not eligible
5EA.13	(Site name not recorded/provided)	Archaeological	Field not eligible
5EA.130	(Site name not recorded/provided)	Archaeological	Officially not eligible Field needs data
5EA.131	(Site name not recorded/provided)	Archaeological	Officially not eligible
5EA.1329	(Site name not recorded/provided)	Archaeological	Field needs data
5EA.1330	(Site name not recorded/provided)	Archaeological	Field not eligible
5EA.1331	(Site name not recorded/provided)	Archaeological	Field not eligible
5EA.1332	(Site name not recorded/provided)	Archaeological	Field needs data
5EA.1333	(Site name not recorded/provided)	Archaeological	Field not eligible
5EA.1334	(Site name not recorded/provided)	Archaeological	Field not eligible
5EA.1335	(Site name not recorded/provided)	Archaeological	Officially not eligible
5EA.1336	(Site name not recorded/provided)	Archaeological	Officially not eligible
5EA.1337	(Site name not recorded/provided)	Archaeological	Officially not eligible
5EA.1338	(Site name not recorded/provided)	Archaeological	Field eligible
5EA.1339	(Site name not recorded/provided)	Archaeological	Field needs data
5EA.1340	(Site name not recorded/provided)	Archaeological	Field eligible
5EA.1341	(Site name not recorded/provided)	Archaeological	Officially not eligible
5EA.1342	(Site name not recorded/provided)	Archaeological	Field not eligible
5EA.1343	(Site name not recorded/provided)	Historic Archaeology	Field not eligible
5EA.1344	(Site name not recorded/provided)	Archaeological	Field not eligible
5EA.1345	(Site name not recorded/provided)	Archaeological	Field not eligible
5EA.1346	(Site name not recorded/provided)	Archaeological	Field not eligible
5EA.1347	(Site name not recorded/provided)	Archaeological Historic Archaeology	Field not eligible
5EA.1348	(Site name not recorded/provided)	Archaeological	Field not eligible

Site Number	Site Name	Type	National Register Status ¹
5EA.1349	(Site name not recorded/provided)	Archaeological	Field not eligible
5EA.1350	(Site name not recorded/provided)	Historic Archaeology	Field not eligible
5EA.1351	(Site name not recorded/provided)	Archaeological	Field not eligible
5EA.1352	(Site name not recorded/provided)	Archaeological	Field not eligible
5EA.1353	(Site name not recorded/provided)	Archaeological	Field not eligible
5EA.1354	(Site name not recorded/provided)	Archaeological	Field not eligible
5EA.1355	(Site name not recorded/provided)	Archaeological	Field not eligible
5EA.1356	(Site name not recorded/provided)	Archaeological	Field not eligible
5EA.1365	(Site name not recorded/provided)	Archaeological	Field not eligible
5EA.1366	(Site name not recorded/provided)	Archaeological	Field not eligible
5EA.1367	(Site name not recorded/provided)	Archaeological	Field not eligible
5EA.1370	(Site name not recorded/provided)	Archaeological	Field not eligible
5EA.1371	(Site name not recorded/provided)	Archaeological	Field not eligible
5EA.1372	(Site name not recorded/provided)	Archaeological	Field not eligible
5EA.1373	(Site name not recorded/provided)	Archaeological	Field not eligible
5EA.1374	(Site name not recorded/provided)	Archaeological	Field not eligible
5EA.1375	(Site name not recorded/provided)	Archaeological	Field not eligible
5EA.1377	(Site name not recorded/provided)	Archaeological Historic Archaeology	Officially not eligible Field not eligible
5EA.1378	(Site name not recorded/provided)	Historic Archaeology	Officially not eligible Field not eligible
5EA.1452	(Site name not recorded/provided)	Archaeological	Field not eligible
5EA.1453	(Site name not recorded/provided)	Archaeological	Field not eligible
5EA.1454	(Site name not recorded/provided)	Archaeological	Field not eligible
5EA.1455	(Site name not recorded/provided)	Archaeological	Field not eligible
5EA.1456	(Site name not recorded/provided)	Archaeological	Field not eligible
5EA.1457	(Site name not recorded/provided)	Archaeological	Field not eligible
5EA.1458	(Site name not recorded/provided)	Archaeological	Field not eligible
5EA.1463	(Site name not recorded/provided)	Archaeological	Field not eligible
5EA.1464	(Site name not recorded/provided)	Archaeological	Field not eligible
5EA.1465	(Site name not recorded/provided)	Archaeological	Field not eligible
5EA.1466	(Site name not recorded/provided)	Historic Archaeology	Officially not eligible Field not eligible
5EA.1467	(Site name not recorded/provided)	Archaeological	Field not eligible
5EA.1470.1	Hollingsworth Ditch Segment	Historic Archaeology	Officially not eligible
5EA.1472	(Site name not recorded/provided)	Archaeological	Officially not eligible Field not eligible
5EA.1474	(Site name not recorded/provided)	Archaeological	Field not eligible
5EA.1475	(Site name not recorded/provided)	Archaeological	Field not eligible
5EA.153	(Site name not recorded/provided)	Archaeological	Field needs data
5EA.1533.1	Third Gulch Road	Historic Archaeology – Historic	Officially not eligible Officially not eligible Field not eligible Field not eligible

Site Number	Site Name	Type	National Register Status ¹
5EA.154	(Site name not recorded/provided)	Archaeological	Field needs data
5EA.155	(Site name not recorded/provided)	Archaeological	Field needs data
5EA.1555	Grouse Creek Lithic Scatter	Archaeological	Officially eligible
5EA.1585	Glenwood Canyon Transportation Corridor	Historic District	
5EA.159	(Site name not recorded/provided)	Archaeological	Field needs data
5EA.1590	Eagle River Bridge – Milepost 155.98 – CDOT No. F-10-E	Historic	Officially eligible
5EA.1595.1	Dotsero Cutoff	Historic Archaeology	Officially eligible Field not eligible Field Assess.: Contrib. To District
5EA.1595.1 1	Denver and Rio Grande Western Railroad (Segment)	Historic Archaeology – Historic	106 – Officially eligible Field eligible
5EA.1595.1 2	Denver and Rio Grande Railroad (Segment)	Historic Archaeology – Historic	106 – Officially eligible Field eligible
5EA.1595.2	Denver & Rio Grand Railway Company Line	Historic Archaeology	Officially eligible Field not eligible Noncontributing to National Register district
5EA.1595.3	Denver & Rio Grande Railway Company Line	Historic Archaeology	Officially eligible Field not eligible Field Assess.: Contrib. To District
5EA.1595.4	Denver & Rio Grande Railway Company Line	Historic Archaeology	Officially eligible Field not eligible Field Assess.: Contrib. To District
5EA.1595.5	Denver & Rio Grande Railway Company Line	Historic Archaeology	Officially eligible Field not eligible Field Assess.: Contrib. To District
5EA.1595.6	Denver & Rio Grande Railroad	Historic Archaeology Historic	Field eligible
5EA.1595.7	(Site name not recorded/provided)	Historic Archaeology – Historic	106 – Officially eligible Field eligible
5EA.1595.9	Denver and Rio Grande Western Railroad – Segment	Historic Archaeology – Historic	106 – Officially eligible Field eligible
5EA.1597	(Site name not recorded/provided)	Historic Archaeology	Officially not eligible Field not eligible
5EA.1598	(Site name not recorded/provided)	Historic Archaeology	Officially not eligible Field not eligible
5EA.1599.1	Nottingham and Puder Ditch Segment	Historic Archaeology Historic	Officially not eligible Field not eligible
5EA.1599.2	Nottingham and Puder Ditch-Segment	Historic Archaeology – Historic	Officially not eligible Field not eligible
5EA.16	(Site name not recorded/provided)	Archaeological	Field not eligible
5EA.160	(Site name not recorded/provided)	Archaeological	Field needs data

Site Number	Site Name	Type	National Register Status ¹
5EA.1604	Dotsero Bridge – CDOT No. F-08-F – Milepost 133.51	Historic	Listed on National Register Pending in Washington Review Board recommendation for listing Staff – Officially eligible Field eligible
5EA.1605	Eagle River Bridge – Milepost 142.18 – CDOT No. F-09-Archaeological	Historic	Officially not eligible Field not eligible Field eligible
5EA.1608	Eagle River Bridge – CDOT No. F-09-H – Milepost 150.24	Historic	Listed on National Register Pending in Washington Review Board recommendation for listing Field eligible
5EA.161	(Site name not recorded/provided)	Archaeological	Field needs data
5EA.1614	Wolcott Bridge – CDOT No. F-10-B – Milepost 0.07	Historic	Listed on National Register Pending in Washington Review Board recommendation for listing Field eligible
5EA.162	(Site name not recorded/provided)	Archaeological	Field needs data
5EA.1628	Gypsum Bridge – CDOT No. Gyp-Trg	Historic	Field eligible
5EA.163	(Site name not recorded/provided)	Archaeological	Field needs data
5EA.1633	Town of Eagle Dump	Historic Archaeology	Officially not eligible Field not eligible
5EA.1645.1	Howard Ditch	Historic Archaeology – Historic	Field not eligible Field needs data
5EA.1646	Alberts Farm – Alberts Ranch	Historic	Officially needs data Field not eligible Field eligible
5EA.1647	(Site name not recorded/provided)	Historic Archaeology	Field not eligible
5EA.1648	(Site name not recorded/provided)	Archaeological	Field not eligible
5EA.1649	(Site name not recorded/provided)	Archaeological	Officially not eligible Field not eligible
5EA.165	(Site name not recorded/provided)	Archaeological	Officially not eligible Field not eligible
5EA.1691.1	Fleck Ditch	Historic Archaeology Historic	Officially not eligible Field not eligible
5EA.1692	(Site name not recorded/provided)	Archaeological	Field not eligible
5EA.1693	(Site name not recorded/provided)	Archaeological	Field not eligible
5EA.1694	(Site name not recorded/provided)	Archaeological	Field not eligible
5EA.1697	(Site name not recorded/provided)	Historic Archaeology	Officially not eligible Field not eligible
5EA.1730	(Site name not recorded/provided)	Archaeological	Officially not eligible Field not eligible
5EA.1731.1	Terrell and Ford Ditch – Segment	Historic Archaeology Historic	Officially not eligible Field not eligible

Site Number	Site Name	Type	National Register Status ¹
5EA.1734	(Site name not recorded/provided)	Historic	Officially not eligible Field not eligible
5EA.1735	(Site name not recorded/provided)	Archaeological	Officially eligible
5EA.1736	(Site name not recorded/provided)	Archaeological	Officially eligible
5EA.1737	(Site name not recorded/provided)	Archaeological	Field not eligible
5EA.1738	(Site name not recorded/provided)	Archaeological	Field not eligible
5EA.1739	(Site name not recorded/provided)	Archaeological	Field not eligible
5EA.174	(Site name not recorded/provided)	Archaeological	Field needs data
5EA.1740	(Site name not recorded/provided)	Archaeological	Field not eligible
5EA.1747	(Site name not recorded/provided)	Historic Archaeology	Field not eligible
5EA.1748	(Site name not recorded/provided)	Historic Archaeology	Field not eligible
5EA.175	(Site name not recorded/provided)	Archaeological	Field not eligible
5EA.1799	(Site name not recorded/provided)	Archaeological	Field not eligible
5EA.1800	(Site name not recorded/provided)	Archaeological	Field not eligible
5EA.1801.1	Casper-Schumm Ditch	Historic Archaeology Historic	Officially not eligible
5EA.1802	(Site name not recorded/provided)	Archaeological Historic Archaeology	Officially not eligible
5EA.1803	(Site name not recorded/provided)	Archaeological	Officially eligible
5EA.1804	(Site name not recorded/provided)	Archaeological	Officially not eligible
5EA.1805	(Site name not recorded/provided)	Archaeological	Officially needs data Field eligible
5EA.1806	(Site name not recorded/provided)	Archaeological	Officially needs data Field eligible
5EA.1807	(Site name not recorded/provided)	Archaeological	Officially needs data Field needs data
5EA.1808	(Site name not recorded/provided)	Archaeological	Officially eligible
5EA.1809	(Site name not recorded/provided)	Historic Archaeology	Field not eligible
5EA.1810	(Site name not recorded/provided)	Archaeological	Field not eligible
5EA.1811	(Site name not recorded/provided)	Archaeological	Field not eligible
5EA.1812	(Site name not recorded/provided)	Archaeological	Field not eligible
5EA.1816	(Site name not recorded/provided)	Archaeological	Officially needs data
5EA.1817	(Site name not recorded/provided)	Archaeological	Officially needs data
5EA.186.1	Wolcott to Steamboat Springs Stage Road	Historic Archaeology Historic	Officially not eligible Field eligible
5EA.1867	(Site name not recorded/provided)	Archaeological	Field not eligible
5EA.1868	(Site name not recorded/provided)	Archaeological	Field not eligible
5EA.187	(Site name not recorded/provided)	Historic	Field eligible
5EA.1870	(Site name not recorded/provided)	Archaeological	Field not eligible
5EA.1871	(Site name not recorded/provided)	Archaeological	Field not eligible
5EA.1873	(Site name not recorded/provided)	Archaeological	Field not eligible
5EA.1875	(Site name not recorded/provided)	Archaeological	Officially not eligible Field not eligible

Site Number	Site Name	Type	National Register Status ¹
5EA.1876	(Site name not recorded/provided)	Historic Archaeology	Officially not eligible Field not eligible
5EA.1882	(Site name not recorded/provided)	Historic Archaeology	Officially not eligible Field not eligible
5EA.189	(Site name not recorded/provided)	Historic	
5EA.19	Price Ranch	Historic Archaeology	
5EA.1915	(Site name not recorded/provided)	Archaeological	Field not eligible
5EA.193	Rood Gulch Bridge	Historic	Officially not eligible data
5EA.1943	(Site name not recorded/provided)	Archaeological	Officially not eligible Field not eligible
5EA.1944	(Site name not recorded/provided)	Archaeological	Officially needs data Field needs data
5EA.1946	(Site name not recorded/provided)	Archaeological	Officially not eligible Field not eligible
5EA.195	(Site name not recorded/provided)	Historic Archaeology	No assessment given on form
5EA.1957	(Site name not recorded/provided)	Archaeological	Field not eligible
5EA.1958	(Site name not recorded/provided)	Archaeological	Field not eligible
5EA.1961	(Site name not recorded/provided)	Archaeological	Field not eligible
5EA.1962	(Site name not recorded/provided)	Archaeological	Field not eligible
5EA.198	Denver & Rio Grande Western Railroad (Entire Railroad)	Historic	Field eligible
5EA.198.1	Denver & Rio Grande Railroad – Bridge	Historic	Officially eligible
5EA.198.34	D & RGW RR Shed, Signals & Phone Box – Sptc Shed, Signals & Phone Box – Denver & Rio Grande Western – Sage to Leadville – Southern Pacific Lines – Sage to Leadville – Milepost 329.2	Historic	Field not eligible
5EA.198.39	(Site name not recorded/provided)	Historic Archaeology – Historic	Field eligible Field eligible
5EA.198.42	Denver and Rio Grande Western Railroad (Segment)	Historic Archaeology – Historic	106 – Officially eligible Field eligible
5EA.1981	Trout Residence	Historic	Officially not eligible Field not eligible
5EA.1982	Wolcott Inn	Historic	106 – Officially eligible Field not eligible
5EA.1983	Conoco Sign – Wolcott Sign	Historic	Officially not eligible Field not eligible
5EA.1984	Wolcott Yacht Club	Historic	Officially needs data Field not eligible
5EA.1985	Roberts Residence	Historic	Officially not eligible Field not eligible
5EA.199	(Site name not recorded/provided)	Historic Archaeology	Field not eligible
5EA.1999	(Site name not recorded/provided)	Archaeological	Field not eligible
5EA.20	Wolcott Cabin Site, Bocco Residence	Historic	Delisted from National Register

Site Number	Site Name	Type	National Register Status ¹
5EA.200	(Site name not recorded/provided)	Historic Archaeology	Officially not eligible Field not eligible
5EA.2001	(Site name not recorded/provided)	Archaeological	Field not eligible
5EA.2006	(Site name not recorded/provided)	Archaeological	Field not eligible
5EA.2008	(Site name not recorded/provided)	Archaeological	Field not eligible
5EA.2015	(Site name not recorded/provided)	Archaeological	Officially not eligible Field not eligible
5EA.2016	(Site name not recorded/provided)	Archaeological	Officially not eligible Field not eligible
5EA.2017	(Site name not recorded/provided)	Archaeological	Officially not eligible Field not eligible
5EA.202	(Site name not recorded/provided)	Historic	
5EA.2021	(Site name not recorded/provided)	Archaeological	Officially not eligible Field not eligible
5EA.2022	(Site name not recorded/provided)	Archaeological	Officially not eligible Field not eligible
5EA.2023	(Site name not recorded/provided)	Archaeological	Officially not eligible Field not eligible
5EA.203	(Site name not recorded/provided)	Historic	
5EA.2032	(Site name not recorded/provided)	Archaeological	Field not eligible
5EA.2033	(Site name not recorded/provided)	Archaeological	Field not eligible
5EA.2034	(Site name not recorded/provided)	Archaeological	Field not eligible
5EA.2035	(Site name not recorded/provided)	Archaeological	Field not eligible
5EA.2036	(Site name not recorded/provided)	Archaeological	Field not eligible
5EA.2037	(Site name not recorded/provided)	Archaeological	Field not eligible
5EA.2038	(Site name not recorded/provided)	Archaeological	Field not eligible
5EA.2039	(Site name not recorded/provided)	Archaeological	Field not eligible
5EA.204	(Site name not recorded/provided)	Historic	Field eligible
5EA.2044	(Site name not recorded/provided)	Archaeological	Field not eligible
5EA.2058	(Site name not recorded/provided)	Archaeological	Field not eligible
5EA.2059	(Site name not recorded/provided)	Archaeological	Field not eligible
5EA.2086	(Site name not recorded/provided)	Archaeological	Determined not eligible Officially not eligible Field not eligible
5EA.2095	Edwards Cemetery Road Bridge – Eag-Edw-00.1	Historic – Historic Archaeology	Field not eligible
5EA.2106	(Site name not recorded/provided)	Historic Archaeology – Historic	Field not eligible
5EA.2113	(Site name not recorded/provided)	Archaeological	Field not eligible
5EA.2146	Kaibab Industries Sawmill Slash and Sawdust Pile	Historic Archaeology	Officially not eligible Field not eligible
5EA.2157	(Site name not recorded/provided)	Archaeological	Field not eligible

Site Number	Site Name	Type	National Register Status ¹
5EA.2163	Holy Cross Parking Lot	Historic Archaeology	Field not eligible
5EA.2164	(Site name not recorded/provided)	Archaeological	Field not eligible
5EA.2165	(Site name not recorded/provided)	Historic Archaeology	Field not eligible
5EA.2193.1	Matthews Ditch – Segment	Historic Archaeology – Historic	Officially not eligible Field not eligible
5EA.2220	(Site name not recorded/provided)	Archaeological	Officially not eligible Field not eligible
5EA.2221	(Site name not recorded/provided)	Archaeological	Field not eligible
5EA.2222	(Site name not recorded/provided)	Archaeological	Field not eligible
5EA.2262	(Site name not recorded/provided)	Archaeological	Officially not eligible Field not eligible
5EA.2285	(Site name not recorded/provided)	Historic Archaeology	Officially not eligible Field not eligible
5EA.2289.1	Unnamed Ditch – Segment	Historic Archaeology – Historic	Field not eligible
5EA.2292	(Site name not recorded/provided)	Archaeological	Field not eligible
5EA.2297	(Site name not recorded/provided)	Historic Archaeology	Officially needs data Officially not eligible Field not eligible
5EA.2298	(Site name not recorded/provided)	Historic Archaeology – Archaeological	Officially not eligible Field not eligible
5EA.2300	(Site name not recorded/provided)	Archaeological	106 – Officially eligible Field eligible
5EA.2306	(Site name not recorded/provided)	Archaeological	Field not eligible
5EA.2308	(Site name not recorded/provided)	Archaeological	Field not eligible
5EA.232	(Site name not recorded/provided)	Historic	No assessment given on form
5EA.233	(Site name not recorded/provided)	Historic	No assessment given on form
5EA.234	(Site name not recorded/provided)	Historic Archaeology	No assessment given on form
5EA.235	(Site name not recorded/provided)	Historic	No assessment given on form
5EA.236	(Site name not recorded/provided)	Historic	No assessment given on form
5EA.237	(Site name not recorded/provided)	Historic Archaeology	No assessment given on form
5EA.2371	Nottingham Power Plant – Avon Water Wheel	Historic Archaeology	Listed on the State Register Review Board Recommendation for Listing Field eligible
5EA.238	(Site name not recorded/provided)	Historic	No assessment given on form

Site Number	Site Name	Type	National Register Status ¹
5EA.239	(Site name not recorded/provided)	Historic Archaeology	No assessment given on form
5EA.2428	(Site name not recorded/provided)	Archaeological	Field not eligible
5EA.2429	(Site name not recorded/provided)	Archaeological	Field not eligible
5EA.2430	(Site name not recorded/provided)	Archaeological	Field not eligible
5EA.2431	(Site name not recorded/provided)	Historic Archaeology	Field not eligible
5EA.2432	(Site name not recorded/provided)	Historic Archaeology	Officially not eligible Field not eligible
5EA.2433	(Site name not recorded/provided)	Archaeological	Officially not eligible Field not eligible
5EA.2434.1	McBrayer-Fenner Ditch – Segment	Historic Archaeology – Historic	Officially needs data Field not eligible
5EA.2435	(Site name not recorded/provided)	Archaeological	Field not eligible
5EA.2436	(Site name not recorded/provided)	Archaeological	106 – Officially eligible Field eligible Field eligible
5EA.25	Hyde Hurst Dairy	Historic	Field eligible
5EA.2512	(Site name not recorded/provided)	Archaeological	Field not eligible
5EA.2541	(Site name not recorded/provided)	Historic Archaeology	Field not eligible
5EA.2543	(Site name not recorded/provided)	Historic Archaeology	Field not eligible
5EA.2544	Thoeberg Homestead	Historic Archaeology	Officially not eligible Field not eligible
5EA.2545.1	Wilkinson Ditch (Segment)	Historic Archaeology – Historic	Officially not eligible Field not eligible
5EA.2545.2	Wilkinson Ditch – Segment	Historic Archaeology – Historic	Officially not eligible Field not eligible
5EA.2546.1	Brush Creek Ditch (Segment)	Historic Archaeology – Historic	Officially needs data No assessment given on form
5EA.255	McCoy Ck Town	Historic	No assessment given on form
5EA.259	(Site name not recorded/provided)	Archaeological	Field eligible
5EA.26	(Site name not recorded/provided)	Historic	Field eligible
5EA.264	(Site name not recorded/provided)	Archaeological	
5EA.265	(Site name not recorded/provided)	Historic	
5EA.2655	(Site name not recorded/provided)	Archaeological	Officially not eligible Field not eligible
5EA.267	(Site name not recorded/provided)	Historic	
5EA.2675	(Site name not recorded/provided)	Archaeological	Field not eligible
5EA.2676	(Site name not recorded/provided)	Archaeological	Field not eligible
5EA.2677	(Site name not recorded/provided)	Archaeological	Field not eligible
5EA.268	Brown Palace Quarry	Historic	Field eligible
5EA.2681	(Site name not recorded/provided)	Archaeological	Field not eligible

Site Number	Site Name	Type	National Register Status ¹
5EA.269	Brett Homestead, Brett Cabin	Historic	
5EA.271	(Site name not recorded/provided)	Historic Archaeology	Field needs data
5EA.272	(Site name not recorded/provided)	Archaeological	Officially needs data
5EA.3	(Site name not recorded/provided)	Archaeological	Officially needs data Field eligible
5EA.317	Shield Cave	Archaeological	Field eligible
5EA.324	(Site name not recorded/provided)	Historic Archaeology	Field not eligible
5EA.330	(Site name not recorded/provided)	Archaeological	Field not eligible
5EA.344	Grouse Creek Cabin Site	Historic Archaeology	Officially not eligible
5EA.347	(Site name not recorded/provided)	Archaeological	Field not eligible
5EA.355	(Site name not recorded/provided)	Archaeological	Field not eligible
5EA.368	(Site name not recorded/provided)	Archaeological	Field not eligible
5EA.4	(Site name not recorded/provided)	Archaeological	Officially not eligible Field not eligible
5EA.423	(Site name not recorded/provided)	Archaeological	Field not eligible
5EA.424	(Site name not recorded/provided)	Archaeological	Field not eligible
5EA.425	(Site name not recorded/provided)	Archaeological	Field not eligible
5EA.426	(Site name not recorded/provided)	Archaeological	Field not eligible
5EA.427	(Site name not recorded/provided)	Historic	Field not eligible
5EA.428	(Site name not recorded/provided)	Historic	Field not eligible
5EA.429	(Site name not recorded/provided)	Archaeological	Field not eligible
5EA.430	(Site name not recorded/provided)	Archaeological	Field not eligible
5EA.431	(Site name not recorded/provided)	Archaeological	Field not eligible
5EA.432	(Site name not recorded/provided)	Archaeological	Field not eligible
5EA.433	Bead 'N' Tinkle Site	Archaeological	Officially eligible
5EA.434	(Site name not recorded/provided)	Archaeological	Field not eligible
5EA.435	(Site name not recorded/provided)	Archaeological	Field not eligible
5EA.436	(Site name not recorded/provided)	Archaeological	Field not eligible
5EA.47	(Site name not recorded/provided)	Historic	Officially eligible Field needs data
5EA.477	Agnew Gulch Bridge	Historic	
5EA.48	(Site name not recorded/provided)	Historic	Field needs data
5EA.489	Meadow Mountain Cabin	Historic Archaeology	Officially not eligible Field not eligible Field not eligible Field needs data
5EA.49	(Site name not recorded/provided)	Historic	Field needs data
5EA.5	(Site name not recorded/provided)	Archaeological	Officially not eligible Field not eligible
5EA.50	(Site name not recorded/provided)	Historic Archaeology	Field needs data
5EA.503	(Site name not recorded/provided)	Archaeological	Officially not eligible Field needs data Field not eligible Field needs data

Site Number	Site Name	Type	National Register Status ¹
5EA.51	(Site name not recorded/provided)	Historic Archaeology	Officially needs data Field needs data
5EA.52	(Site name not recorded/provided)	Historic	Field eligible
5EA.520	Redcliff-Dotsero Stage Road	Historic	
5EA.520.1	Redcliff-Dotsero Stage Road Segment	Historic Archaeology	Field not eligible
5EA.521	(Site name not recorded/provided)	Archaeological	Field not eligible
5EA.522	(Site name not recorded/provided)	Archaeological	Field not eligible
5EA.54	(Site name not recorded/provided)	Historic Archaeology	Field needs data
5EA.55	Lithic scatter	Archaeological	Field not eligible
5EA.576	(Site name not recorded/provided)	Archaeological	Field needs data
5EA.6	(Site name not recorded/provided)	Archaeological	Officially not eligible Field not eligible
5EA.618	(Site name not recorded/provided)	Archaeological	Field not eligible
5EA.620	(Site name not recorded/provided)	Archaeological	Field not eligible
5EA.629	(Site name not recorded/provided)	Archaeological	Field not eligible
5EA.63	(Site name not recorded/provided)	Archaeological	Field not eligible
5EA.645	(Site name not recorded/provided)	Archaeological	Field not eligible
5EA.646	Avon Ranger Station	Historic	Field not eligible
5EA.647	Church – First Evangelical Lutheran	Historic	Listed on National Register
5EA.648	Church – Community United Methodist	Historic	
5EA.652	(Site name not recorded/provided)	Historic	
5EA.653	Dotsero	Historic	
5EA.654	Holden Ranch	Historic	
5EA.66	(Site name not recorded/provided)	Historic	
5EA.665	Holden Ranch – Spaulding Barn – Holden-Adams Barn	Historic Archaeology – Historic	No assessment given on form
5EA.667	Prater Residence	Historic	
5EA.668	Avon Store – Post Office	Historic	
5EA.669	Schlaepfer Barn, Offerson-Nottingham	Historic	
5EA.67	(Site name not recorded/provided)	Historic Archaeology	Officially eligible
5EA.670	Townsend-Howard Barn, Offerson-Nottingham	Historic	
5EA.671	Edwards Cemetery	Historic	
5EA.672	Brett Ranch	Historic	
5EA.673	Quick Residence	Historic	
5EA.674	Nottingham Ranch, Offerson Ranch	Historic	
5EA.7	(Site name not recorded/provided)	Archaeological	Officially needs data Field needs data
5EA.71	(Site name not recorded/provided)	Archaeological	
5EA.727	Bridge F-11-AU	Historic	Officially eligible
5EA.728	Bridge F-11-AV	Historic	Officially eligible
5EA.729	F-11-AS	Historic	Field not eligible
5EA.730	F-11-AT	Historic	Field not eligible

Site Number	Site Name	Type	National Register Status ¹
5EA.731	F-11-AO	Historic	Field not eligible
5EA.732	F-11-AP	Historic	Field not eligible
5EA.734	Eagle River Bridge at Avon	Historic	
5EA.737	Bridge F-12-AS – Bridge F-12-AT	Historic	Officially eligible
5EA.738	F-11-AQ – AR	Historic	Field not eligible
5EA.739	F-10-AA/F-10-AB	Historic Archaeology Historic	Officially eligible
5EA.740	Vail Road Bridge	Historic	Officially eligible
5EA.741	F-9-AF – AG	Historic	Field not eligible
5EA.758	(Site name not recorded/provided)	Archaeological	Officially not eligible
5EA.759	(Site name not recorded/provided)	Archaeological	Officially not eligible
5EA.760	(Site name not recorded/provided)	Archaeological	Field not eligible
5EA.761	(Site name not recorded/provided)	Archaeological	Field not eligible
5EA.762	(Site name not recorded/provided)	Archaeological	Field not eligible
5EA.763	(Site name not recorded/provided)	Historic Archaeology	Field not eligible
5EA.764	(Site name not recorded/provided)	Archaeological	Officially not eligible
5EA.765	(Site name not recorded/provided)	Archaeological	Field not eligible
5EA.766	(Site name not recorded/provided)	Archaeological	Field not eligible
5EA.767	(Site name not recorded/provided)	Archaeological	Field not eligible
5EA.768	(Site name not recorded/provided)	Archaeological	Field not eligible
5EA.769	(Site name not recorded/provided)	Archaeological	Officially not eligible
5EA.770	(Site name not recorded/provided)	Archaeological	Field not eligible
5EA.771	(Site name not recorded/provided)	Archaeological	Officially not eligible
5EA.773	(Site name not recorded/provided)	Archaeological	Officially not eligible
5EA.774	(Site name not recorded/provided)	Archaeological	Field not eligible
5EA.786	S Fork Piney Cabin	Historic	Field not eligible
5EA.795	Tigiwon Community House, Tigiwon Community	Historic	Officially eligible
5EA.8	(Site name not recorded/provided)	Archaeological	
5EA.803	(Site name not recorded/provided)	Archaeological	Field not eligible
5EA.804	(Site name not recorded/provided)	Archaeological	Field not eligible
5EA.805	(Site name not recorded/provided)	Archaeological	Field not eligible
5EA.806	(Site name not recorded/provided)	Archaeological	Officially not eligible
5EA.807	(Site name not recorded/provided)	Archaeological	Officially not eligible
5EA.808	(Site name not recorded/provided)	Archaeological	Officially not eligible
5EA.809	(Site name not recorded/provided)	Archaeological	Officially not eligible
5EA.821	(Site name not recorded/provided)	Archaeological	Field not eligible
5EA.829	(Site name not recorded/provided)	Archaeological	Field not eligible
5EA.83	(Site name not recorded/provided)	Historic	Field needs data
5EA.830	(Site name not recorded/provided)	Archaeological	Field not eligible
5EA.831	(Site name not recorded/provided)	Archaeological	Officially not eligible
5EA.852	(Site name not recorded/provided)	Historic Archaeology	Officially not eligible Field not eligible
5EA.856	(Site name not recorded/provided)	Archaeological	

Site Number	Site Name	Type	National Register Status ¹
5EA.87	(Site name not recorded/provided)	Archaeological	Field not eligible
5EA.870	(Site name not recorded/provided)	Archaeological	Field not eligible
5EA.88	(Site name not recorded/provided)	Archaeological	Field not eligible
5EA.888	Camp, Temporary Shelter	Historic	Officially not eligible
5EA.89	(Site name not recorded/provided)	Archaeological	Field needs data
5EA.894	(Site name not recorded/provided)	Archaeological	
5EA.9	(Site name not recorded/provided)	Historic	Field needs data
5EA.90	(Site name not recorded/provided)	Archaeological	Field not eligible
5EA.902	Eagle Ranger Station	Historic	Officially eligible
5EA.903	Minturn Work Center, Minturn Ranger Station	Historic	Officially not eligible
5EA.91	(Site name not recorded/provided)	Archaeological Historic Archaeology	Officially needs data- Field needs data Field needs
5EA.910	Case Homestead	Historic	Officially not eligible
5EA.911	Tom High Homestead	Historic	Officially not eligible
5EA.913	(Site name not recorded/provided)	Archaeological	Field not eligible
5EA.915	Nelson Ranch, Meadow Mountain Complex	Historic Archaeology	
5EA.916	(Site name not recorded/provided)	Archaeological	Officially not eligible Field not eligible
5EA.918	(Site name not recorded/provided)	Archaeological	
5EA.919	(Site name not recorded/provided)	Archaeological	
5EA.92	(Site name not recorded/provided)	Archaeological	
5EA.933	(Site name not recorded/provided)	Archaeological	
5EA.934	(Site name not recorded/provided)	Historic Archaeology	
5EA.956	(Site name not recorded/provided)	Archaeological	Officially eligible
5EA.957	(Site name not recorded/provided)	Archaeological Historic Archaeology	Officially not eligible Field not eligible
5EA.958	(Site name not recorded/provided)	Archaeological	Field not eligible
5EA.959	(Site name not recorded/provided)	Archaeological	Field not eligible
5EA.960	(Site name not recorded/provided)	Archaeological	Field not eligible
5EA.961	(Site name not recorded/provided)	Archaeological	Field not eligible
5EA.962	(Site name not recorded/provided)	Archaeological	Field not eligible
5EA.963	(Site name not recorded/provided)	Archaeological	Field not eligible
5EA.964	(Site name not recorded/provided)	Archaeological	Field not eligible
5EA.965	(Site name not recorded/provided)	Archaeological	Field not eligible
5EA.966	(Site name not recorded/provided)	Archaeological	Field not eligible
5EA.967	(Site name not recorded/provided)	Archaeological	Field not eligible
5EA.968	(Site name not recorded/provided)	Archaeological	Officially not eligible Field not eligible
5EA.969	(Site name not recorded/provided)	Archaeological	Officially not eligible Field not eligible
5EA.970	(Site name not recorded/provided)	Archaeological	Officially not eligible Field not eligible
5EA.971	(Site name not recorded/provided)	Archaeological	Officially not eligible Field not eligible

Site Number	Site Name	Type	National Register Status ¹
5EA.972	(Site name not recorded/provided)	Archaeological	Officially not eligible Field not eligible
5EA.973	(Site name not recorded/provided)	Historic Archaeology	Officially not eligible Field not eligible
5EA.974	(Site name not recorded/provided)	Historic Archaeology	Officially not eligible Field not eligible
5EA.975	(Site name not recorded/provided)	Historic Archaeology	Officially not eligible Field not eligible
5EA.976	(Site name not recorded/provided)	Historic Archaeology	Officially not eligible Field not eligible
5EA.977	(Site name not recorded/provided)	Archaeological	Officially not eligible Field not eligible
5EA.978	(Site name not recorded/provided)	Archaeological	Officially not eligible Field not eligible
5EA.979	(Site name not recorded/provided)	Archaeological	Officially not eligible Field not eligible
5EA.980	(Site name not recorded/provided)	Archaeological	Officially not eligible Field not eligible
5EA.988	(Site name not recorded/provided)	Historic Historic Archaeology	Officially not eligible
5FG.414	Shoshone Hydroelectric Power Plant	Historic	Officially eligible
Summit County			
5ST.1	(Site name not recorded/provided)	Historic Historic Archaeology	
5ST.10	(Site name not recorded/provided)	Historic Archaeology	Officially not eligible Field not eligible
5ST.101	(Site name not recorded/provided)	Historic	Officially not eligible
5ST.102	(Site name not recorded/provided)	Historic	
5ST.103	(Site name not recorded/provided)	Historic	
5ST.1044	(Site name not recorded/provided)	Historic Archaeology	Field not eligible
5ST.1045	(Site name not recorded/provided)	Historic Archaeology	Field not eligible
5ST.1063	(Site name not recorded/provided)	Historic Archaeology	Field not eligible
5ST.107	(Site name not recorded/provided)	Archaeological	Field needs data
5ST.1073	Frisco Town Hall – Frisco Old Town Hall	Historic	Determined not eligible Officially not eligible for the State Register
5ST.1074	Staley-Rouse House	Historic	Listed on the State Register Review Board Recommendation for Listing Officially eligible for the State Register
5ST.108	Touring Cabins	Historic Archaeology Historic	
5ST.109	(Site name not recorded/provided)	Historic	
5ST.1095	(Site name not recorded/provided)	Archaeological	Field not eligible

Site Number	Site Name	Type	National Register Status ¹
5ST.11	(Site name not recorded/provided)	Historic Archaeology	Officially not eligible Field not eligible
5ST.1101	(Site name not recorded/provided)	Archaeological	Field not eligible
5ST.1102	(Site name not recorded/provided)	Historic Archaeology	Field not eligible
5ST.1103	(Site name not recorded/provided)	Historic Archaeology	Field not eligible
5ST.1104	(Site name not recorded/provided)	Historic Archaeology	Officially not eligible Field not eligible
5ST.1120.1	Unnamed Ditch (Segment)	Historic Archaeology – Historic	Officially not eligible Field not eligible
5ST.12	(Site name not recorded/provided)	Historic Archaeology	Officially not eligible Field not eligible
5ST.1206.1	Denver and Rio Grande Railroad (Segment) Copper Mountain Branch	Historic Archaeology – Historic	Officially not eligible Officially not eligible Field not eligible Field not eligible
5ST.1213	(Site name not recorded/provided)	Historic Archaeology	Officially not eligible Field not eligible
5ST.1214	Tenmile Stock Bridge	Historic Archaeology – Historic	Officially not eligible Field not eligible Officially needs data Field needs data
5ST.1216.1	Tenmile Stock Trail (Segment)	Historic Archaeology – Historic	Officially not eligible Officially needs data Field not eligible Field eligible
5ST.1222	(Site name not recorded/provided)	Archaeological	Officially not eligible Field not eligible
5ST.1230	(Site name not recorded/provided)	Historic Archaeology	Officially not eligible Field not eligible
5ST.1231	(Site name not recorded/provided)	Historic Archaeology	Officially not eligible Field not eligible
5ST.1239	Matchless Mine	Historic Archaeology	Field not eligible
5ST.124	(Site name not recorded/provided)	Archaeological	Officially not eligible
5ST.1240	Juno Prospect	Historic Archaeology	Field not eligible
5ST.127	(Site name not recorded/provided)	Archaeological	Officially not eligible
5ST.13	(Site name not recorded/provided)	Historic Archaeology	Officially not eligible Field not eligible
5ST.131	(Site name not recorded/provided)	Archaeological	
5ST.14	(Site name not recorded/provided)	Historic Archaeology	Officially not eligible Field not eligible
5ST.149	(Site name not recorded/provided)	Historic	Field needs data
5ST.15	(Site name not recorded/provided)	Historic Archaeology	Officially not eligible Field not eligible
5ST.150	(Site name not recorded/provided)	Historic Archaeology	Field needs data
5ST.151	(Site name not recorded/provided)	Archaeological	Field needs data

Site Number	Site Name	Type	National Register Status ¹
5ST.152	Wheeler Guard Station	Historic	Officially not eligible Officially eligible Field needs data
5ST.16	(Site name not recorded/provided)	Historic Archaeology	Officially not eligible Field not eligible
5ST.17	(Site name not recorded/provided)	Historic Archaeology	Officially not eligible Field not eligible
5ST.174	(Site name not recorded/provided)	Archaeological	Officially not eligible
5ST.18	(Site name not recorded/provided)	Historic Archaeology	Officially not eligible Field not eligible
5ST.19	(Site name not recorded/provided)	Historic Archaeology	Officially not eligible Field not eligible
5ST.2	(Site name not recorded/provided)	Historic Historic Archaeology	
5ST.20	(Site name not recorded/provided)	Historic Archaeology	Officially not eligible Field not eligible
5ST.21	(Site name not recorded/provided)	Historic Archaeology	Officially not eligible Field not eligible
5ST.213	Elks Lodge, Silverthorne	Historic	Officially not eligible
5ST.214	Straight Creek Site	Historic	Officially not eligible
5ST.215	Dillon Water Ditch	Historic	Officially not eligible
5ST.216	(Site name not recorded/provided)	Historic	Officially not eligible
5ST.217	(Site name not recorded/provided)	Historic	Officially not eligible
5ST.22	(Site name not recorded/provided)	Historic Archaeology	Officially not eligible Field not eligible
5ST.23	(Site name not recorded/provided)	Historic Archaeology	Officially not eligible Field not eligible
5ST.24	(Site name not recorded/provided)	Historic Archaeology	Officially not eligible Field not eligible
5ST.244	Buried Log Box	Historic	Officially not eligible
5ST.245	(Site name not recorded/provided)	Historic	Officially not eligible
5ST.246	(Site name not recorded/provided)	Historic	Officially not eligible
5ST.247	3 Exploration Pits	Historic Archaeology	Officially not eligible
5ST.248	(Site name not recorded/provided)	Historic	Officially not eligible
5ST.249	(Site name not recorded/provided)	Historic	Officially not eligible
5ST.25	(Site name not recorded/provided)	Historic Archaeology	Officially not eligible Field not eligible
5ST.250	(Site name not recorded/provided)	Historic	Officially not eligible
5ST.258	Frisco Schoolhouse	Historic	Listed on National Register
5ST.259	Staley House, Well	Historic	Field not eligible
5ST.26	(Site name not recorded/provided)	Historic Archaeology	Officially not eligible Field not eligible
5ST.260	Bailey House	Historic	Field not eligible
5ST.261	Bills Ranch House	Historic	Field not eligible
5ST.262	Miners Creek Cabin	Historic	Field needs data
5ST.263	Rock Mound	Historic	Field not eligible

Site Number	Site Name	Type	National Register Status ¹
5ST.264	Grave - Baby Miller	Historic	Field needs data
5ST.265	Ophir Mountain Cabin	Historic Archaeology	Officially needs data
5ST.27	(Site name not recorded/provided)	Historic Archaeology	Officially not eligible Field not eligible
5ST.270	(Site name not recorded/provided)	Historic	Field not eligible
5ST.278	Frisco Bay	Archaeological	Field not eligible
5ST.279	(Site name not recorded/provided)	Archaeological	Field not eligible Field not eligible
5ST.28	(Site name not recorded/provided)	Historic Archaeology	Officially not eligible Field not eligible
5ST.281	(Site name not recorded/provided)	Archaeological	Field not eligible
5ST.282	Frisco Hotel	Historic	Field not eligible
5ST.29	(Site name not recorded/provided)	Historic Archaeology	Officially not eligible Field not eligible
5ST.3	(Site name not recorded/provided)	Historic	
5ST.30	(Site name not recorded/provided)	Historic Archaeology	Officially not eligible Field not eligible
5ST.306	(Site name not recorded/provided)	Archaeological	Officially not eligible
5ST.31	(Site name not recorded/provided)	Historic Archaeology	Officially not eligible Field not eligible
5ST.311	(Site name not recorded/provided)	Historic	Field not eligible
5ST.318	Denver Water Board Ditch, Public Service	Historic	
5ST.318.1	Oro Grande No. 1 Canal	Historic Archaeology	
5ST.32	(Site name not recorded/provided)	Historic Archaeology	Officially not eligible Field not eligible
5ST.320	(Site name not recorded/provided)	Historic Archaeology	Field not eligible
5ST.321	Frisco Siding	Historic	Field not eligible
5ST.322	(Site name not recorded/provided)	Historic	Field not eligible
5ST.326	Wildhacks Grocery Store, Post Office	Historic	Listed on National Register
5ST.327	Curtin - Uneva Lake	Historic	Field not eligible
5ST.328	Officers Spur	Historic	Field not eligible
5ST.329	Wheeler Jct	Historic	Field not eligible
5ST.33	(Site name not recorded/provided)	Historic Archaeology	Officially not eligible Field not eligible
5ST.330	Lind Olie Homestead	Historic	Field not eligible
5ST.34	(Site name not recorded/provided)	Historic Archaeology	Officially not eligible Field not eligible
5ST.348	Filger City	Historic	Field not eligible
5ST.349	King Solomon Spur	Historic	Field not eligible
5ST.35	(Site name not recorded/provided)	Historic Archaeology	Officially not eligible Field not eligible
5ST.350	Frisco Siding	Historic	Field not eligible
5ST.351	Frisco Depot Site	Historic	Field not eligible
5ST.36	(Site name not recorded/provided)	Historic Archaeology	Officially not eligible Field not eligible

Site Number	Site Name	Type	National Register Status ¹
5ST.37	(Site name not recorded/provided)	Historic Archaeology	Officially not eligible Field not eligible
5ST.38	(Site name not recorded/provided)	Historic Archaeology	Officially not eligible Field not eligible
5ST.39	(Site name not recorded/provided)	Historic Archaeology	Officially not eligible Field not eligible
5ST.394	Denver & Rio Grande, Blue River Branch	Historic	
5ST.395	Denver South Park & Pacific Railroad	Historic Archaeology	
5ST.395.2	Denver, South Park and Pacific Railroad	Historic Archaeology	Noncontributing to Officially eligible district
5ST.395.3	Denver, South Park and Pacific Railroad	Historic Archaeology	Noncontributing to Officially eligible district
5ST.395.4	Denver South Park & Pacific Railroad Di	Historic Archaeology	Officially eligible
5ST.395.5	Denver, South Park and Pacific Railroad	Historic Archaeology	Noncontributing to Officially eligible district
5ST.397	Loveland Pass	Historic	
5ST.4	(Site name not recorded/provided)	Historic	
5ST.40	(Site name not recorded/provided)	Historic Archaeology	Officially not eligible Field not eligible
5ST.41	(Site name not recorded/provided)	Historic Archaeology	Officially not eligible Field not eligible
5ST.42	(Site name not recorded/provided)	Historic Archaeology	Officially not eligible Field not eligible
5ST.421	F-12-AG	Historic	Field not eligible
5ST.423	F-12-T	Historic	Officially not eligible Field not eligible
5ST.424	F-12-X - F-12-Y	Historic	Field not eligible
5ST.425	F-12-AM	Historic	Field not eligible
5ST.426	Bridge F-12-AK	Historic	Officially eligible
5ST.427	F-12-1J - Shrine Pass Bridge	Historic	Field not eligible
5ST.428	(Site name not recorded/provided)	Archaeological	Officially not eligible Field not eligible
5ST.429	(Site name not recorded/provided)	Historic	Officially not eligible Field not eligible
5ST.43	(Site name not recorded/provided)	Historic Archaeology	Officially not eligible Field not eligible
5ST.430	(Site name not recorded/provided)	Historic Archaeology	Officially not eligible Field eligible
5ST.431	(Site name not recorded/provided)	Historic	Officially not eligible Field not eligible
5ST.434	(Site name not recorded/provided)	Historic	Field not eligible
5ST.44	(Site name not recorded/provided)	Historic Archaeology	Officially not eligible Field not eligible
5ST.45	(Site name not recorded/provided)	Historic Archaeology	Officially not eligible Field not eligible
5ST.450	Masontown	Historic Archaeology	Officially eligible
5ST.451	J.J. Hathaway Charcoal Kilns	Historic Archaeology	Officially not eligible

Site Number	Site Name	Type	National Register Status ¹
5ST.46	(Site name not recorded/provided)	Historic Archaeology	Officially not eligible Field not eligible
5ST.460	F-12-AN	Historic	Field not eligible
5ST.461	F-12-AO	Historic	Field not eligible
5ST.462	F-12-AI	Historic	Field not eligible
5ST.47	(Site name not recorded/provided)	Historic Archaeology	Officially not eligible Field not eligible
5ST.478	(Site name not recorded/provided)	Historic Archaeology	Officially not eligible Field not eligible
5ST.479	(Site name not recorded/provided)	Historic	Officially not eligible
5ST.48	(Site name not recorded/provided)	Historic Archaeology	Officially not eligible Field not eligible
5ST.49	(Site name not recorded/provided)	Historic Archaeology	Officially not eligible Field not eligible
5ST.490	Chicago Mine	Historic Archaeology	Officially not eligible Field not eligible
5ST.491	Orocondo Mine;Tifton Mine	Historic Archaeology	Officially not eligible Field not eligible
5ST.492	Unpatented Mine	Historic Archaeology	Officially not eligible Field not eligible
5ST.493	King Solomon Mine	Historic Archaeology	Officially not eligible Field not eligible
5ST.499	(Site name not recorded/provided)	Archaeological	
5ST.5	(Site name not recorded/provided)	Historic Archaeology	Officially not eligible Field not eligible
5ST.50	(Site name not recorded/provided)	Historic Archaeology	Officially not eligible Field not eligible
5ST.51	(Site name not recorded/provided)	Historic Archaeology	Officially not eligible Field not eligible
5ST.52	(Site name not recorded/provided)	Historic Archaeology	Officially not eligible Field not eligible
5ST.53	(Site name not recorded/provided)	Historic Archaeology	Officially not eligible Field not eligible
5ST.534	Lusher Ditch	Historic	HA
5ST.534.1	Lusher Ditch – Segment	Historic Archaeology – Historic	Officially not eligible Field not eligible
5ST.535	(Site name not recorded/provided)	Historic Archaeology Historic	Officially not eligible Field not eligible
5ST.535.1	Unnamed Ditch – Segment	Historic Archaeology – Historic	Officially not eligible Field not eligible
5ST.536	1880s Wagon Road	Historic	HA
5ST.536.1	1880s Wagon Road – Segment	Historic Archaeology – Historic	Officially not eligible Field eligible
5ST.537	(Site name not recorded/provided)	Historic Archaeology	Officially not eligible
5ST.538	(Site name not recorded/provided)	Historic	HA
5ST.539	(Site name not recorded/provided)	Historic Archaeology	Officially not eligible Field not eligible

Site Number	Site Name	Type	National Register Status ¹
5ST.54	(Site name not recorded/provided)	Historic Archaeology	Officially not eligible Field not eligible
5ST.55	(Site name not recorded/provided)	Historic Archaeology	Officially not eligible Field not eligible
5ST.550	Shrine Pass Road, Holy Cross Trail	Historic Archaeology	
5ST.551	(Site name not recorded/provided)	Historic Archaeology	Field not eligible
5ST.552	(Site name not recorded/provided)	Historic Archaeology	Officially not eligible
5ST.553	(Site name not recorded/provided)	Historic Archaeology	Officially not eligible
5ST.554	(Site name not recorded/provided)	Historic Archaeology	Officially not eligible
5ST.555	(Site name not recorded/provided)	Historic Archaeology	Officially not eligible
5ST.556	(Site name not recorded/provided)	Historic Archaeology	Field not eligible
5ST.557	(Site name not recorded/provided)	Historic Archaeology	Officially needs data
5ST.558	(Site name not recorded/provided)	Archaeological	Field not eligible
5ST.56	(Site name not recorded/provided)	Historic Archaeology	Officially not eligible Field not eligible
5ST.562	(Site name not recorded/provided)	Archaeological	Officially not eligible
5ST.563	(Site name not recorded/provided)	Archaeological	Officially not eligible
5ST.564	(Site name not recorded/provided)	Archaeological	Officially not eligible
5ST.565	(Site name not recorded/provided)	Archaeological	Officially not eligible
5ST.567	(Site name not recorded/provided)	Archaeological	Officially not eligible
5ST.568	(Site name not recorded/provided)	Archaeological	Officially not eligible
5ST.569	(Site name not recorded/provided)	Archaeological	Officially needs data
5ST.57	(Site name not recorded/provided)	Historic Archaeology	Officially not eligible Field not eligible
5ST.570	(Site name not recorded/provided)	Archaeological	Officially not eligible
5ST.574	(Site name not recorded/provided)	Historic Archaeology	Field not eligible
5ST.577	(Site name not recorded/provided)	Archaeological	Field not eligible
5ST.587	(Site name not recorded/provided)	Historic Archaeology	Field not eligible
5ST.587	(Site name not recorded/provided)	Historic Archaeology	Field not eligible
5ST.588	(Site name not recorded/provided)	Historic Archaeology	Field not eligible
5ST.592	(Site name not recorded/provided)	Historic Archaeology	Field not eligible
5ST.6	(Site name not recorded/provided)	Historic Archaeology	Officially not eligible Field not eligible
5ST.612	(Site name not recorded/provided)	Historic Archaeology	Field not eligible
5ST.615	(Site name not recorded/provided)	Historic Archaeology	Field not eligible
5ST.623	(Site name not recorded/provided)	Archaeological	Field not eligible
5ST.633	(Site name not recorded/provided)	Archaeological	Officially not eligible
5ST.634	(Site name not recorded/provided)	Archaeological	Officially not eligible
5ST.639	(Site name not recorded/provided)	Archaeological	Officially not eligible
5ST.640	(Site name not recorded/provided)	Historic Archaeology	Officially not eligible
5ST.641	(Site name not recorded/provided)	Historic Archaeology	Officially not eligible
5ST.647.1	Windy Point Wagon Road - Segment	Historic Archaeology	Officially not eligible
5ST.648	Old Dillon Reservoir and Associated Structures	Historic Archaeology	Officially needs data

Site Number	Site Name	Type	National Register Status ¹
5ST.649	(Site name not recorded/provided)	Archaeological	Officially not eligible
5ST.650	(Site name not recorded/provided)	Historic Archaeology	Field not eligible
5ST.651	(Site name not recorded/provided)	Historic Archaeology	Field not eligible
5ST.653	(Site name not recorded/provided)	Historic Archaeology	Field not eligible
5ST.654	(Site name not recorded/provided)	Historic Archaeology	Field not eligible
5ST.655	(Site name not recorded/provided)	Historic Archaeology	Field not eligible
5ST.656	(Site name not recorded/provided)	Historic Archaeology	Field not eligible
5ST.657	(Site name not recorded/provided)	Historic Archaeology	Field not eligible
5ST.658	(Site name not recorded/provided)	Historic Archaeology	Field not eligible
5ST.660	(Site name not recorded/provided)	Archaeological	Field not eligible
5ST.661	(Site name not recorded/provided)	Archaeological	Field not eligible
5ST.662	(Site name not recorded/provided)	Historic Archaeology	Field not eligible
5ST.679.1	Buck and Rail Fence Segment	Historic Archaeology	Field not eligible
5ST.684	Cabin Near Dillon Reservoir	Historic Archaeology	Officially not eligible
5ST.696	(Site name not recorded/provided)	Historic Archaeology	Officially not eligible
5ST.7	(Site name not recorded/provided)	Historic Archaeology	Officially not eligible Field not eligible
5ST.716	(Site name not recorded/provided)	Archaeological	Officially needs data
5ST.717	(Site name not recorded/provided)	Historic Archaeology	Officially not eligible Field not eligible
5ST.718	(Site name not recorded/provided)	Historic Archaeology	Officially not eligible Field not eligible
5ST.720	(Site name not recorded/provided)	Historic Archaeology	Officially not eligible
5ST.724	(Site name not recorded/provided)	Historic Archaeology	Officially not eligible Field not eligible
5ST.724.1	(Site name not recorded/provided)	Historic Archaeology	Officially not eligible
5ST.726	(Site name not recorded/provided)	Historic Archaeology	Officially not eligible
5ST.728	(Site name not recorded/provided)	Historic Archaeology	Officially not eligible Field not eligible Field not eligible Field not eligible
5ST.730	(Site name not recorded/provided)	Archaeological	Officially needs data
5ST.731	(Site name not recorded/provided)	Historic Archaeology	Officially needs data
5ST.732	(Site name not recorded/provided)	Historic Archaeology	Officially needs data Field eligible
5ST.735	(Site name not recorded/provided)	Historic Archaeology	Officially needs data
5ST.741	(Site name not recorded/provided)	Historic Archaeology	Officially not eligible Field not eligible
5ST.745	Blue River to Summit Transmission Line	Historic Archaeology – Historic	Field eligible
5ST.750	(Site name not recorded/provided)	Historic Archaeology	Officially not eligible
5ST.754	Frisco Cemetery	Historic	Officially not eligible Field not eligible

Site Number	Site Name	Type	National Register Status ¹
5ST.756	Green Ghetto	Historic	Officially not eligible Field not eligible
5ST.757	Unfug Cabin and Shed	Historic	Officially not eligible Field not eligible
5ST.773	(Site name not recorded/provided)	Archaeological	Officially not eligible
5ST.777.1	(Site name not recorded/provided)	Historic Archaeology	Officially not eligible
5ST.795	(Site name not recorded/provided)	Historic Archaeology	Field not eligible
5ST.796	(Site name not recorded/provided)	Historic Archaeology	Field not eligible
5ST.797	(Site name not recorded/provided)	Historic Archaeology	Officially not eligible
5ST.798	(Site name not recorded/provided)	Historic Archaeology	Officially not eligible Field not eligible
5ST.8	(Site name not recorded/provided)	Historic Archaeology	Officially not eligible Field not eligible
5ST.800	(Site name not recorded/provided)	Historic Archaeology	Officially not eligible
5ST.801	(Site name not recorded/provided)	Historic Archaeology	Officially not eligible
5ST.804	(Site name not recorded/provided)	Historic Archaeology	Field not eligible
5ST.805	(Site name not recorded/provided)	Historic Archaeology	Officially eligible
5ST.808	(Site name not recorded/provided)	Historic Archaeology	Officially not eligible Field not eligible
5ST.810	(Site name not recorded/provided)	Historic Archaeology	Officially not eligible Field not eligible
5ST.811	(Site name not recorded/provided)	Historic Archaeology	Officially eligible
5ST.812	(Site name not recorded/provided)	Archaeological –Historic Archaeology	Field not eligible
5ST.814	(Site name not recorded/provided)	Historic Archaeology	Field not eligible
5ST.819	(Site name not recorded/provided)	Historic Archaeology	Officially not eligible Field not eligible
5ST.826	Upper North Barton Settlement	Historic Archaeology	106 – Officially eligible Field eligible
5ST.828	(Site name not recorded/provided)	Historic Archaeology	Officially not eligible Field not eligible
5ST.838	(Site name not recorded/provided)	Historic Archaeology	Field not eligible
5ST.839	(Site name not recorded/provided)	Historic Archaeology	Field not eligible
5ST.840	(Site name not recorded/provided)	Historic Archaeology	Field not eligible
5ST.842	(Site name not recorded/provided)	Historic Archaeology	Field not eligible
5ST.843	(Site name not recorded/provided)	Historic Archaeology	Field not eligible
5ST.846	(Site name not recorded/provided)	Historic Archaeology	Field not eligible
5ST.85	Vail Pass Camp	Archaeological	Officially eligible
5ST.883	Dillon Placer Mining Claim	Historic Archaeology	106 – Officially eligible Field eligible
5ST.886	(Site name not recorded/provided)	Historic Archaeology	Field not eligible
5ST.887	(Site name not recorded/provided)	Historic Archaeology	Field not eligible
5ST.888	(Site name not recorded/provided)	Historic Archaeology	Field not eligible

Site Number	Site Name	Type	National Register Status ¹
5ST.892.1	Interstate 70 – Segment	Historic Archaeology – Historic	Field not eligible
5ST.892.3	Eisenhower-Johnson Memorial Tunnel	Historic Archaeology – Historic	106 – Officially eligible Field not eligible
5ST.895	(Site name not recorded/provided)	Historic Archaeology	Field not eligible
5ST.9	(Site name not recorded/provided)	Historic Archaeology	Officially not eligible Field not eligible
5ST.904	(Site name not recorded/provided)	Archaeological	Officially not eligible Field not eligible
5ST.906	(Site name not recorded/provided)	Archaeological	Field not eligible
5ST.907	(Site name not recorded/provided)	Archaeological	Field not eligible
5ST.908	(Site name not recorded/provided)	Archaeological	Field not eligible
5ST.909	(Site name not recorded/provided)	Archaeological	Field not eligible
5ST.910	(Site name not recorded/provided)	Historic Archaeology	Officially not eligible Field not eligible
5ST.934	(Site name not recorded/provided)	Historic Archaeology	Officially not eligible Field not eligible
5ST.935	(Site name not recorded/provided)	Historic Archaeology	Officially not eligible Field not eligible
5ST.936.1	North Tenmile Ditch – Giberson Highline Ditch – Buffalo Placer Flume - Segment	Historic Archaeology – Historic	106 – Officially eligible Field eligible
Clear Creek County			
5CC.10	Empire Tunnel Site	Historic	Field not eligible
5CC.1023	(Site name not recorded/provided)	Historic Archaeology	Field not eligible
5CC.1024	(Site name not recorded/provided)	Historic Archaeology	Field not eligible
5CC.1031	(Site name not recorded/provided)	Historic Archaeology	Officially not eligible Field not eligible
5CC.1033	(Site name not recorded/provided)	Historic Archaeology	Officially not eligible Field not eligible
5CC.1035	Gardner Placer	Historic Archaeology	
5CC.1036	(Site name not recorded/provided)	Historic Archaeology	
5CC.1037	(Site name not recorded/provided)	Historic Archaeology	
5CC.1038	(Site name not recorded/provided)	Historic Archaeology	
5CC.1039	Standard and Standard #2	Historic Archaeology	
5CC.1040	(Site name not recorded/provided)	Historic Archaeology	
5CC.1041	(Site name not recorded/provided)	Historic Archaeology	
5CC.1042	Gardner Placer	Historic Archaeology	
5CC.1043	Grand View	Historic Archaeology	
5CC.1044	(Site name not recorded/provided)	Historic Archaeology	
5CC.1045	Achilles	Historic Archaeology	
5CC.1046	(Site name not recorded/provided)	Historic Archaeology	
5CC.1047	(Site name not recorded/provided)	Historic Archaeology	
5CC.1048	Argo-Gardner Placer	Historic Archaeology	

Site Number	Site Name	Type	National Register Status ¹
5CC.1049	(Site name not recorded/provided)	Historic Archaeology	
5CC.1051	Sachs or 1901	Historic Archaeology	
5CC.1055	Gardner Placer	Historic Archaeology	Officially not eligible
5CC.1056	Moon or Star	Historic Archaeology	
5CC.1057	Montague Placer	Historic Archaeology	
5CC.1058	York	Historic Archaeology	Field not eligible
5CC.1059	(Site name not recorded/provided)	Historic Archaeology	Field not eligible
5CC.1060	Lord Byron, Big Si	Historic Archaeology	Field needs data
5CC.1061	Stanley, Cregar, York or Manhattan	Historic Archaeology	
5CC.1062	Pope, Metropolitan, Big Chief or Hallman	Historic Archaeology	
5CC.1078	Clear Creek Bridge – F-15-D	Historic Archaeology – Historic	Officially not eligible Field not eligible Field not eligible
5CC.1096	Montreal - Benton	Historic Archaeology	Field not eligible
5CC.1097	Mammoth - U.S. Coin	Historic Archaeology	Field not eligible
5CC.1098	Oneida	Historic Archaeology	Field not eligible
5CC.11	McClellan House	Historic	Listed on National Register Within National Register district
5CC.1101	Alinude #1	Historic Archaeology	
5CC.1109	(Site name not recorded/provided)	Historic Archaeology	Field not eligible
5CC.1127	(Site name not recorded/provided)	Historic Archaeology	Field not eligible
5CC.1128	(Site name not recorded/provided)	Historic Archaeology	Field not eligible
5CC.1129	(Site name not recorded/provided)	Historic Archaeology	Field eligible
5CC.1130	(Site name not recorded/provided)	Historic Archaeology	Field not eligible
5CC.1131	(Site name not recorded/provided)	Archaeological	Field not eligible
5CC.1156	(Site name not recorded/provided)	Historic Archaeology	Field not eligible
5CC.1158	(Site name not recorded/provided)	Historic Archaeology	Field not eligible
5CC.1165	(Site name not recorded/provided)	Historic Archaeology	Officially not eligible Field not eligible
5CC.1166	(Site name not recorded/provided)	Historic Archaeology	Officially not eligible Field not eligible
5CC.1167.1	(Site name not recorded/provided)	Historic Archaeology	Officially not eligible Field not eligible
5CC.1167.2	(Site name not recorded/provided)	Historic Archaeology Historic	Officially not eligible Field not eligible
5CC.1168	South Bend Placer	Historic Archaeology	Officially not eligible Field not eligible
5CC.1170	(Site name not recorded/provided)	Historic Archaeology	Officially not eligible Field not eligible
5CC.1171	(Site name not recorded/provided)	Historic Archaeology	Officially not eligible Field not eligible
5CC.1172	(Site name not recorded/provided)	Historic Archaeology	None
5CC.1173	(Site name not recorded/provided)	Historic Archaeology	None

Site Number	Site Name	Type	National Register Status ¹
5CC.1174	(Site name not recorded/provided)	Historic Archaeology	None
5CC.1175	(Site name not recorded/provided)	Historic Archaeology	None
5CC.1176	(Site name not recorded/provided)	Historic Archaeology	None
5CC.1177	(Site name not recorded/provided)	Historic Archaeology	None
5CC.1178	(Site name not recorded/provided)	Historic Archaeology	None
5CC.1179	(Site name not recorded/provided)	Historic Archaeology	None
5CC.1184.1	US Highway 6 (Segment) – Highway 6	Historic Archaeology – Historic	Officially not eligible Officially not eligible No assessment given on form
5CC.1184.2	US Highway 6 Tunnel	Historic Archaeology – Historic	106 – Officially eligible Field eligible
5CC.1184.3	U.S. Highway 6 Tunnel	Historic Archaeology Historic	Officially eligible
5CC.1189.1	Interstate 70 - Segment	Historic Archaeology Historic	Field not eligible
5CC.1190	Donna Juanita	Historic Archaeology	Officially not eligible Field not eligible
5CC.1191	Gladstone	Historic Archaeology	Officially not eligible Field not eligible
5CC.1192	First Presbyterian Church – United Church West – Methodist Presbyterian (Idaho Springs) – United Church of Idaho Springs	Historic	Field not eligible Field assess.: Non- contributing to district Field not eligible
5CC.1195	(Site name not recorded/provided)	Historic Archaeology	Field not eligible
5CC.1196	(Site name not recorded/provided)	Historic Archaeology	Field not eligible
5CC.1198	(Site name not recorded/provided)	Historic Archaeology	Field not eligible
5CC.1199	(Site name not recorded/provided)	Historic Archaeology	Field not eligible
5CC.12	Alpine Hose Company No. 2	Historic	Listed on National Register Within National Register district
5CC.1200	(Site name not recorded/provided)	Historic Archaeology	Field not eligible
5CC.1201	(Site name not recorded/provided)	Historic Archaeology	Officially not eligible Field not eligible
5CC.1205	(Site name not recorded/provided)	Historic Archaeology	Field not eligible
5CC.1210	(Site name not recorded/provided)	Historic Archaeology	Field not eligible
5CC.1211	(Site name not recorded/provided)	Historic Archaeology	Field not eligible
5CC.1214	(Site name not recorded/provided)	Historic Archaeology	Field not eligible
5CC.1215	(Site name not recorded/provided)	Historic Archaeology	Field not eligible
5CC.1216	(Site name not recorded/provided)	Historic Archaeology	Field not eligible
5CC.1217	(Site name not recorded/provided)	Historic Archaeology	Field not eligible
5CC.1218	(Site name not recorded/provided)	Historic Archaeology	Field not eligible

Site Number	Site Name	Type	National Register Status ¹
5CC.1219	P.T. Mine	Historic Archaeology	Officially not eligible Field not eligible
5CC.1220	(Site name not recorded/provided)	Historic Archaeology	Field not eligible
5CC.1227	(Site name not recorded/provided)	Historic Archaeology	Field not eligible
5CC.1228	Cash Mine	Historic Archaeology	Officially not eligible Field not eligible
5CC.1230	(Site name not recorded/provided)	Historic Archaeology	Field not eligible
5CC.1231	(Site name not recorded/provided)	Historic Archaeology	Field not eligible
5CC.1237	(Site name not recorded/provided)	Historic Archaeology	Field not eligible
5CC.1244	(Site name not recorded/provided)	Historic Archaeology	Field not eligible
5CC.1245	(Site name not recorded/provided)	Historic Archaeology	Field not eligible
5CC.1246	(Site name not recorded/provided)	Historic Archaeology	Field not eligible
5CC.1247	(Site name not recorded/provided)	Historic Archaeology	Field not eligible
5CC.1248	(Site name not recorded/provided)	Historic Archaeology	Field not eligible
5CC.1249	(Site name not recorded/provided)	Historic Archaeology	Field not eligible
5CC.1250	(Site name not recorded/provided)	Historic Archaeology	Field not eligible
5CC.1251	(Site name not recorded/provided)	Historic Archaeology	Field not eligible
5CC.1252	(Site name not recorded/provided)	Historic Archaeology	Field not eligible
5CC.1253	(Site name not recorded/provided)	Historic Archaeology	Field not eligible
5CC.1254	(Site name not recorded/provided)	Historic Archaeology	Field not eligible
5CC.1255	Boadicea	Historic Archaeology	Officially not eligible Field not eligible
5CC.1256	(Site name not recorded/provided)	Historic Archaeology	Field not eligible
5CC.1257	(Site name not recorded/provided)	Historic Archaeology	Field not eligible
5CC.1258	(Site name not recorded/provided)	Historic Archaeology	Field not eligible
5CC.1260	(Site name not recorded/provided)	Historic Archaeology	Field not eligible
5CC.1261	(Site name not recorded/provided)	Historic Archaeology	Field not eligible
5CC.1262	(Site name not recorded/provided)	Historic Archaeology	Field not eligible
5CC.1263	(Site name not recorded/provided)	Historic Archaeology	Field not eligible
5CC.1264	(Site name not recorded/provided)	Historic Archaeology	Field not eligible
5CC.1265	(Site name not recorded/provided)	Historic Archaeology	Field not eligible
5CC.1268	(Site name not recorded/provided)	Historic Archaeology	Field not eligible
5CC.1280	(Site name not recorded/provided)	Historic Archaeology	Field not eligible
5CC.1281	(Site name not recorded/provided)	Historic Archaeology	Field not eligible
5CC.1282	(Site name not recorded/provided)	Historic Archaeology	Field not eligible
5CC.1283	(Site name not recorded/provided)	Historic Archaeology	Field not eligible
5CC.1284	(Site name not recorded/provided)	Historic Archaeology	Field not eligible
5CC.1285	(Site name not recorded/provided)	Historic Archaeology	Field not eligible

Site Number	Site Name	Type	National Register Status ¹
5CC.1286	(Site name not recorded/provided)	Historic Archaeology	Field not eligible
5CC.1287	(Site name not recorded/provided)	Historic Archaeology	Field not eligible
5CC.1288	(Site name not recorded/provided)	Historic Archaeology	Field not eligible
5CC.1289	(Site name not recorded/provided)	Historic Archaeology	Field not eligible
5CC.1290	(Site name not recorded/provided)	Historic Archaeology	Field not eligible
5CC.1291	Freeman	Historic Archaeology	Officially not eligible Field not eligible
5CC.1292	(Site name not recorded/provided)	Historic Archaeology	Field not eligible
5CC.1293	(Site name not recorded/provided)	Historic Archaeology	Officially not eligible Field not eligible
5CC.1297	(Site name not recorded/provided)	Historic Archaeology	Field not eligible
5CC.1299	Montana	Historic Archaeology	Officially not eligible Field not eligible
5CC.13	Toll House, Mine Manager's House, Julius G. Pohle House	Historic	Listed on National Register Within National Register district
5CC.1300	(Site name not recorded/provided)	Historic Archaeology	Officially not eligible Field not eligible
5CC.1301	(Site name not recorded/provided)	Historic Archaeology	Field not eligible
5CC.1304	(Site name not recorded/provided)	Historic Archaeology	Field not eligible
5CC.1311	Remington	Historic Archaeology	Officially not eligible Field not eligible
5CC.1312	(Site name not recorded/provided)	Historic Archaeology	Field not eligible
5CC.1313	(Site name not recorded/provided)	Historic Archaeology	Field not eligible
5CC.1314	Highlander	Historic Archaeology	Officially not eligible Field not eligible
5CC.1315	Park	Historic Archaeology	Officially not eligible Field not eligible
5CC.1336	(Site name not recorded/provided)	Historic Archaeology	Field not eligible
5CC.1337	(Site name not recorded/provided)	Historic Archaeology	Field not eligible
5CC.1338	(Site name not recorded/provided)	Historic Archaeology	Field not eligible
5CC.1340	(Site name not recorded/provided)	Historic Archaeology	Field not eligible
5CC.1349.1	Colorado Boulevard (Idaho Springs) – Segment	Historic Archaeology – Historic	Field not eligible
5CC.1349.2	Colorado Boulevard (Idaho Springs) – Segment	Historic Archaeology – Historic	Field not eligible
5CC.1349.3	Colorado Boulevard (Idaho Springs) – Segment	Historic Archaeology – Historic	Field not eligible
5CC.1349.4	Colorado Boulevard (Idaho Springs) – Segment	Historic Archaeology – Historic	Field not eligible
5CC.1349.5	Colorado Boulevard (Idaho Springs) – Segment	Historic Archaeology – Historic	Field not eligible

Site Number	Site Name	Type	National Register Status ¹
5CC.1349.6	Colorado Boulevard (Idaho Springs) – Segment	Historic Archaeology – Historic	Field not eligible
5CC.1349.7	Colorado Boulevard (Idaho Springs) – Segment	Historic Archaeology – Historic	Field not eligible
5CC.1349.8	Colorado Boulevard (Idaho Springs) – Segment	Historic Archaeology – Historic	Field not eligible
5CC.1349.9	Colorado Boulevard (Idaho Springs) – Segment	Historic Archaeology – Historic	Field not eligible
5CC.1350	Johnny Bull Mine	Historic Archaeology	Officially not eligible Field not eligible
5CC.1353	(Site name not recorded/provided)	Historic Archaeology	Field not eligible
5CC.1354	(Site name not recorded/provided)	Historic Archaeology	Field not eligible
5CC.1356	(Site name not recorded/provided)	Historic Archaeology	Field not eligible
5CC.1357	(Site name not recorded/provided)	Historic Archaeology	Field not eligible
5CC.1358	(Site name not recorded/provided)	Historic Archaeology	Field not eligible
5CC.1359	(Site name not recorded/provided)	Historic Archaeology	Officially not eligible Field not eligible
5CC.1360	(Site name not recorded/provided)	Historic Archaeology	Field not eligible
5CC.1365	(Site name not recorded/provided)	Historic Archaeology	Field not eligible
5CC.137	Sunrise Peak Aerial	Historic	Field eligible
5CC.1373	(Site name not recorded/provided)	Historic Archaeology	Field not eligible
5CC.1374	(Site name not recorded/provided)	Historic Archaeology	Field not eligible
5CC.1375	(Site name not recorded/provided)	Historic Archaeology	Officially not eligible Field not eligible
5CC.1377	(Site name not recorded/provided)	Historic Archaeology	Field not eligible
5CC.1378	(Site name not recorded/provided)	Historic Archaeology	Field not eligible
5CC.1379	(Site name not recorded/provided)	Historic Archaeology	Field not eligible
5CC.1380	(Site name not recorded/provided)	Historic Archaeology	Field not eligible
5CC.1382	(Site name not recorded/provided)	Historic Archaeology	Field not eligible
5CC.1384	(Site name not recorded/provided)	Historic Archaeology	Field not eligible
5CC.1385	(Site name not recorded/provided)	Historic Archaeology	Field not eligible
5CC.1390	(Site name not recorded/provided)	Historic Archaeology – Historic	Field not eligible Field assess.: Contrib. to district Field not eligible
5CC.1392	(Site name not recorded/provided)	Historic Archaeology – Historic	Field not eligible Field assess.: Contrib. to district Field not eligible
5CC.1394	McCapes Residence – Hancock Residence	Historic Archaeology – Historic	Field not eligible Field assess.: Contrib. to district Field not eligible

Site Number	Site Name	Type	National Register Status ¹
5CC.1396	John G. Roberts House	Historic Archaeology – Historic	Field not eligible Field assess.: Contrib. to district Field not eligible
5CC.1397	William Morgan House	Historic Archaeology – Historic	Field eligible Field assess.: Contrib. to district Field not eligible
5CC.1398	Gomila Residence – Stephenson Residence	Historic Archaeology – Historic	Field not eligible Field assess.: Contrib. to district Field not eligible
5CC.1401	(Site name not recorded/provided)	Historic Archaeology – Historic	Field not eligible Field assess.: Non- contributing to district Field not eligible
5CC.1402	Price Briscoe House	Historic Archaeology – Historic	Field not eligible Field assess.: Contrib. to district Field not eligible
5CC.1405	Tanner Residence	Historic	Field not eligible Field assess.: Contrib. to district Field not eligible
5CC.1406	(Site name not recorded/provided)	Historic Archaeology – Historic	Field not eligible Field assess.: Non- contributing to district Field not eligible
5CC.1407	Cooper Residence	Historic Archaeology – Historic	Field not eligible Field assess.: Contrib. to district Field not eligible
5CC.1408	(Site name not recorded/provided)	Historic Archaeology – Historic	Field not eligible Field assess.: Non- contributing to district Field not eligible
5CC.1409	Anglican Catholic Church – Church of Saint John	Historic Archaeology – Historic	Officially needs data Field eligible Field assess.: Contrib. to district Field not eligible
5CC.1411	Tomford Residence	Historic	Field not eligible Field assess.: Contrib. to district Field not eligible
5CC.1412	Patten House	Historic	Field eligible Field assess.: Contrib. to district Field not eligible

Site Number	Site Name	Type	National Register Status ¹
5CC.1413	(Site name not recorded/provided)	Historic	Field not eligible Field assess.: Non-contributing to district Field not eligible
5CC.1417	J.F. Elliot House	Historic	Field not eligible Field assess.: Contrib. to district Field not eligible
5CC.1418	Craig Residence	Historic	Field not eligible Field assess.: Contrib. to district Field not eligible
5CC.1419	Roberts-Morgan Residence – Ford Residence	Historic	Field not eligible Field assess.: Contrib. to district Field not eligible
5CC.1420	Roberts Residence	Historic	Field not eligible Field assess.: Contrib. to district Field not eligible
5CC.1421	Millington House	Historic	Field not eligible Field assess.: Contrib. to district Field not eligible
5CC.1439	(Site name not recorded/provided)	Historic Archaeology	Officially not eligible Field not eligible
5CC.1488	(Site name not recorded/provided)	Historic	Field not eligible Field assess.: Non-contributing to district
5CC.1489	(Site name not recorded/provided)	Historic	Field not eligible Field assess.: Non-contributing to district
5CC.1490	(Site name not recorded/provided)	Historic Archaeology - Historic	Field not eligible Field assess.: Non-contributing to district Field not eligible
5CC.1491	(Site name not recorded/provided)	Historic	Field not eligible Field assess.: Contrib. to district
5CC.1492	(Site name not recorded/provided)	Historic	Field not eligible Field assess.: Contrib. to district
5CC.1493	(Site name not recorded/provided)	Historic	Field not eligible Field assess.: Non-contributing to district
5CC.1494	Sherr Residence	Historic	Field not eligible Field assess.: Contrib. to district

Site Number	Site Name	Type	National Register Status ¹
5CC.1495	William James House	Historic	Field not eligible Field assess.: Non-contributing to district
5CC.1497	Vinnes Residence	Historic	Field not eligible Field assess.: Non-contributing to district
5CC.1498	O'Donnel Residence	Historic	Field not eligible Field assess.: Contrib. to district
5CC.1499	Blaine Residence	Historic	Field not eligible Field assess.: Non-contributing to district
5CC.15	Evans Elbert Ranch	Historic	Listed on National Register Within National Register district
5CC.1500	McClellan Residence – Krueger Residence	Historic	Field not eligible Field assess.: Contrib. to district
5CC.1501	Trelease Residence	Historic	Field not eligible Field assess.: Contrib. to district
5CC.1502	Seccombe Residence	Historic	Field not eligible Field assess.: Contrib. to district
5CC.1504	Roberts Residence	Historic	Field not eligible Field assess.: Non-contributing to district
5CC.1505	(Site name not recorded/provided)	Historic	Field not eligible Field assess.: Non-contributing to district
5CC.1506	Duval Residence	Historic	Field not eligible Field assess.: Contrib. to district
5CC.1507	Quick Residence	Historic	Field not eligible Field assess.: Non-contributing to district
5CC.1508	Origin Hall – Clark Residence	Historic	Field not eligible Field assess.: Contrib. to district
5CC.1510	Tomford Mortuary – The Colorado Business Building	Historic	Within National Register district Field not eligible Field assess.: Contrib. to district
5CC.1511	Stroehle House	Historic	Field not eligible Field assess.: Contrib. to district

Site Number	Site Name	Type	National Register Status ¹
5CC.1512	Fred Sherr Residence	Historic	Field not eligible Field assess.: Contrib. to district
5CC.1513	Kipp Residence	Historic	Field not eligible Field assess.: Contrib. to district
5CC.1514	(Site name not recorded/provided)	Historic	Field not eligible Field assess.: Contrib. to district
5CC.1515	Plummer Residence	Historic	Field not eligible Field assess.: Non-contributing to district
5CC.1516	Mitchell Residence	Historic	Field not eligible Field assess.: Contrib. to district
5CC.1517	Potter Residence	Historic	Field not eligible Field assess.: Contrib. to district
5CC.1518	(Site name not recorded/provided)	Historic	Field not eligible Field assess.: Contrib. to district
5CC.1519	Emma Plummer Residence	Historic	Field not eligible Field assess.: Non-contributing to district
5CC.1521	Milne Residence	Historic	Field not eligible Field assess.: Non-contributing to district
5CC.1522	Anderson Residence	Historic	Field not eligible Field assess.: Non-contributing to district
5CC.1523	Edwards Residence – Rice Residence	Historic	Field not eligible Field assess.: Non-contributing to district
5CC.1524	Ellis House	Historic	Field not eligible Field assess.: Non-contributing to district
5CC.1525	Brostorm Residence	Historic	Officially needs data Field not eligible Field assess.: Contrib. to district
5CC.1526	Fred L. Collom Residence	Historic	Field not eligible Field assess.: Non-contributing to district
5CC.1527	James Residence	Historic	Officially needs data Field not eligible Field assess.: Contrib. to district
5CC.1528	Hanson House	Historic	Field not eligible Field assess.: Contrib. to district

Site Number	Site Name	Type	National Register Status ¹
5CC.1529	Ellis Residence	Historic	Field not eligible Field assess.: Contrib. to district
5CC.1530	Machol Residence	Historic	Field not eligible Field assess.: Contrib. to district
5CC.1531	Nancarrow Residence	Historic	Field not eligible Field assess.: Non-contributing to district
5CC.1532	Spessard Residence	Historic	Field not eligible Field assess.: Contrib. to district
5CC.1533	(Site name not recorded/provided)	Historic	Field not eligible Field assess.: Non-contributing to district
5CC.1534	Yingling Residence	Historic	Field not eligible Field assess.: Non-contributing to district
5CC.1535	Wells Residence	Historic	Field not eligible Field assess.: Contrib. to district
5CC.1536	(Site name not recorded/provided)	Historic	Field not eligible Field assess.: Contrib. to district Field assess.: Non-contributing to district
5CC.1537	Lunely Residence	Historic	Field not eligible Field assess.: Contrib. to district
5CC.1538	Halderness Residence	Historic	Field not eligible Field assess.: Contrib. to district
5CC.154	Empire Historic District	Historic District	Staff – Officially eligible Field not eligible
5CC.1540	Wideman Residence	Historic	Field not eligible Field assess.: Non-contributing to district
5CC.1541	MCLEOD Residence – Urquhart Residence	Historic	Field not eligible Field assess.: Contrib. to district
5CC.1544	Coe Residence	Historic	Field not eligible Field assess.: Contrib. to district
5CC.1545	Augusta Smith House	Historic	Field not eligible Field assess.: Contrib. to district
5CC.1546	Graham Residence	Historic	Field not eligible Field assess.: Contrib. to district

Site Number	Site Name	Type	National Register Status ¹
5CC.1547	Henry Residence	Historic	Field not eligible Field assess.: Non-contributing to district
5CC.1548	Wiley Residence	Historic	Field not eligible Field assess.: Contrib. to district
5CC.1550	Comstock Residence	Historic	Field not eligible Field assess.: Non-contributing to district
5CC.1551	Leach Residence	Historic	Field not eligible Field assess.: Non-contributing to district
5CC.1552	Theobald Residence	Historic	Field not eligible Field assess.: Contrib. to district
5CC.1553	Dressler Residence	Historic	Field not eligible Field assess.: Non-contributing to district
5CC.1554	Pearce Residence	Historic	Field not eligible Field assess.: Contrib. to district
5CC.1555	(Site name not recorded/provided)	Historic	Field not eligible Field assess.: Non-contributing to district
5CC.1556	Finucane Residence	Historic	Field not eligible Field Assess.: Contrib. to District
5CC.1557	Trailer Park	Historic	Field not eligible Field Assess.: Non-contributing to District
5CC.1558	Elliot Property	Historic	Field not eligible Field assess.: Contrib. to district
5CC.1559	(Site name not recorded/provided)	Historic	Field not eligible Field assess.: Contrib. to district
5CC.1562	Shelp Residence	Historic	Field not eligible Field assess.: Contrib. to district
5CC.1600	Herman Gulch Summer Home Group Lot I – Smith Cabin	Historic	Officially not eligible Field not eligible
5CC.1601	Herman Gulch Summer Home Group Lot Archaeological – Perkin Cabin	Historic	Officially not eligible 106 – Officially eligible Field not eligible
5CC.1602	Herman Gulch Summer Home Group Lot C – Ewing Cabin	Historic	Officially not eligible Officially not eligible Field not eligible

Site Number	Site Name	Type	National Register Status ¹
5CC.1603	Herman Gulch Summer Home Group Lot D – Edge Cabin	Historic	Officially not eligible 106 – Officially eligible Field not eligible
5CC.1604	Herman Gulch Summer Home Group Lot E – Nesavich Cabin	Historic	Officially not eligible 106 – Officially eligible Field not eligible
5CC.1606	Herman Gulch Summer Home Group Lot G – Meyer Cabin	Historic	106 – Officially eligible 106 – Officially eligible Field not eligible
5CC.1607	Herman Gulch Summer Home Group Lot J – Jeffrey Cabin	Historic	Officially not eligible 106 – Officially eligible Field not eligible
5CC.1632	(Site name not recorded/provided)	Historic Archaeology	Field not eligible
5CC.1635	Herman Gulch Summer Home Group Lot B – Conry Cabin	Historic	106 – Officially eligible Field not eligible
5CC.165	Dunderberg Mine	Historic Archaeology	Field not eligible Contrib. to Officially Elig. Dist.
5CC.1680	Nell Pitkin Mine	Historic Archaeology	Officially not eligible Field eligible
5CC.1683	(Site name not recorded/provided)	Historic Archaeology	Field not eligible
5CC.1684	Little Annie Mine	Historic Archaeology	Officially not eligible Field not eligible
5CC.1685	Specie Payment Mine	Historic Archaeology	Officially not eligible Field not eligible
5CC.1686	Bellevue Prospect	Historic Archaeology	Officially not eligible Field not eligible
5CC.1687	Specie Payment Tunnel	Historic Archaeology	Officially not eligible Field not eligible
5CC.1695	(Site name not recorded/provided)	Historic Archaeology	Field not eligible
5CC.1697	Champion Mine	Historic Archaeology	Officially not eligible Field not eligible
5CC.1698	Lucerne Mine	Historic Archaeology	106 – Officially eligible Field eligible
5CC.1699	(Site name not recorded/provided)	Historic Archaeology	Field not eligible
5CC.1701	(Site name not recorded/provided)	Historic Archaeology	Field not eligible
5CC.1702	Lower East Lake Mine	Historic Archaeology	Officially not eligible Field not eligible
5CC.1703	Atlantic Prospect Complex	Historic Archaeology	Officially not eligible Field not eligible
5CC.1704	(Site name not recorded/provided)	Historic Archaeology	Field not eligible
5CC.172	Loveland Pass	Historic	HA
5CC.1723	Temperance Prospect Shaft	Historic Archaeology	No assessment given on form

Site Number	Site Name	Type	National Register Status ¹
5CC.1724	Edgar Prospect Complex	Historic Archaeology	Officially needs data Field needs data
5CC.173	Argentine Central Railroad	Historic	HA
5CC.173.1	Argentine Central Railroad (Portion Within National Historic Landmark)	Historic Archaeology Historic	Contributes to National Register district 106 - Officially eligible Field not eligible Field eligible
5CC.173.2	Argentine Central Railroad (Portion Outside National Historic Landmark District)	Historic Archaeology Historic	Officially eligible Field not eligible Field eligible
5CC.1730	(Site name not recorded/provided)	Historic Archaeology	Field not eligible
5CC.1732	(Site name not recorded/provided)	Historic Archaeology	Field not eligible
5CC.1745	Champion Comstock Mine – Fulton	Historic Archaeology	Field needs data
5CC.1746	Charles Nassimbene Bread Oven – Sopp and Truscott Bread Oven and Bakery	Historic – Historic Archaeology	Within National Register district Field needs data
5CC.175	Silverdale Townsite	Historic	Field not eligible
5CC.176	Silverdale Cemetery	Historic	Field not eligible
5CC.1764	Young America Mine	Historic Archaeology	Officially not eligible Field not eligible
5CC.1765	Orient Mine	Historic Archaeology	Officially not eligible Field not eligible
5CC.1766	(Site name not recorded/provided)	Historic Archaeology	Field not eligible
5CC.177	Kirtley Tunnel, Mines	Historic	Field needs data
5CC.178	Marshall Tunnel	Historic Archaeology	
5CC.179	Lawson Townsite	Historic	Field needs data
5CC.180	Lawson Depot Site	Historic	Field not eligible
5CC.181	Lawson School	Historic	Staff - Officially eligible Field eligible
5CC.182	Stone House	Historic	Field needs data
5CC.192	Rock Eyrie	Historic	
5CC.193	Highway 103 Adits	Historic	
5CC.194	Squaw Mountain Fire Lookout Complex	Historic	Listed on the State Register
5CC.196	Highway 6 Adits	Historic	
5CC.197	I-70 Adits	Historic Archaeology	
5CC.198	Georgetown Empire Road	Historic Archaeology Historic	
5CC.201.0	Idaho Springs Commercial District	Historic District	Field eligible
5CC.201.35	Colorado & Southern Building - Placer Inn	Historic	Within National Register district Field Assess.: Contrib. to District
5CC.228	Theobald House	Historic	Field not eligible

Site Number	Site Name	Type	National Register Status ¹
5CC.229	Charlie Tayler Water Wheel	Historic	Listed on the State Register
5CC.231	Miner Street Bridge, Bridge Over Clear Creek	Historic	Listed on National Register
5CC.232	(Site name not recorded/provided)	Historic	
5CC.233	(Site name not recorded/provided)	Historic	
5CC.234	(Site name not recorded/provided)	Historic	
5CC.235	(Site name not recorded/provided)	Historic	
5CC.236	(Site name not recorded/provided)	Historic	
5CC.237	(Site name not recorded/provided)	Historic	
5CC.238	Cooper House	Historic	Field eligible
5CC.239	Idaho Springs Cemetery	Historic	
5CC.240	(Site name not recorded/provided)	Historic	
5CC.241	Methodist Episcopal Church	Historic	Listed on National Register
5CC.242	James G. Weeks House	Historic	
5CC.243	Jos Ventress House	Historic	
5CC.244	Fred Stevens House	Historic	
5CC.245	William E. Renshaw House	Historic	
5CC.246	Henry Plummer House	Historic	Field eligible
5CC.247	John Owen House	Historic	Staff - Officially eligible Staff - Officially eligible
5CC.248	George McClelland House	Historic	
5CC.249	Huillet Jules House	Historic	
5CC.250	Hanchett House	Historic	
5CC.251	John Gunstrom House	Historic	
5CC.252	Chas Collom House	Historic	
5CC.254	(Site name not recorded/provided)	Historic	
5CC.255	(Site name not recorded/provided)	Historic	
5CC.256	Rohners House	Historic	
5CC.257	First Baptist Church (Idaho Springs)	Historic	Field eligible
5CC.258	Feed and Stables	Historic	
5CC.259	Floyd Hill Railroad Depot	Historic	
5CC.261	Floyd Hill Stage Station	Historic	
5CC.263	Josephine-Stevens	Historic	Field not eligible
5CC.265	Georgetown Cemetery, Georgetown Burials	Historic	
5CC.266	Alvarado Cemetery	Historic	
5CC.267	Anglo Saxon Mine	Historic	Field not eligible
5CC.268	Georgetown Depot	Historic	
5CC.270	Empire Cemetery	Historic Archaeology	Field not eligible
5CC.272	Bellview Hudson Tunn	Historic	Field not eligible
5CC.273	Free America Mine	Historic Archaeology	
5CC.274	White Lode	Historic Archaeology	

Site Number	Site Name	Type	National Register Status ¹
5CC.275	Boulder Nest Mine	Historic Archaeology	
5CC.288	McKinley Mine 1-2	Historic Archaeology	No assessment given on form
5CC.291	Doves Nest Mine	Historic Archaeology	No assessment given on form
5CC.292	Dumont Mine	Historic Archaeology	No assessment given on form
5CC.293	Crown Point Mine	Historic Archaeology	No assessment given on form
5CC.298	Bellevue Mine	Historic Archaeology	
5CC.3	Georgetown-Silver Plume Historic District	Historic District	Listed on National Register
5CC.3.10	Bowman-White House	Historic	Within National Register district Contrib. to District
5CC.3.100	Pelican Mine	Historic	Within National Register district
5CC.3.101	Dives Mines	Historic	Within National Register district
5CC.3.102	Griffin Monument	Historic	Within National Register district
5CC.3.103	Seven-Thirty Mine	Historic	Within National Register district
5CC.3.104	Brownville Site	Historic Archaeology	Within National Register district
5CC.3.105	Silver Plume Cemetery	Historic	Within National Register district
5CC.3.106	Silver Plume Schoolhouse – George Rowe Museum	Historic	Within National Register district
5CC.3.107	Dunderberg Mine	Historic	Within National Register district
5CC.3.108	Burleigh Tunnel/Mine	Historic Archaeology	Contrib. to Officially elig. dist. Within National Register district
5CC.3.109	Bailey & Nott House – Maxwell House	Historic	Within National Register district Field eligible Field Assess.: Contrib. to District
5CC.3.110	First United Presbyterian Church (Georgetown)	Historic	Within National Register district Field eligible Field Assess.: Contrib. to District
5CC.3.111	Georgetown School	Historic	Within National Register district Field eligible Field Assess.: Contrib. to District

Site Number	Site Name	Type	National Register Status ¹
5CC.3.112	Log Cabin - Trapper's Cabin	Historic	Within National Register district Field not eligible Field Assess.: Contrib. to District
5CC.3.113	Wiseman Building	Historic	Within National Register district
5CC.3.114	Spruance House – Trelease House	Historic	Within National Register district Field not eligible Field Assess.: Contrib. to District
5CC.3.115	Monroe House	Historic	Within National Register district Field not eligible Field Assess.: Contrib. to District
5CC.3.116	Equator Mining Office – The Brass Menagerie	Historic	Within National Register district Field not eligible Field Assess.: Contrib. to District
5CC.3.117	Old James Grafton Rogers House	Historic	Within National Register district Field not eligible Field Assess.: Contrib. to District
5CC.3.118	Blackman/Seifried House – Seifert House – Moore House	Historic	Within National Register district Field not eligible Field Assess.: Contrib. to District
5CC.3.119	Cushman-Mills House – Williams House	Historic	Within National Register district Field not eligible Field Assess.: Contrib. to District
5CC.3.12	Ames-Hunter House – Foley House	Historic	Within National Register district Field not eligible Field Assess.: Contrib. to District
5CC.3.120	International Mercantile Building – International St. Andrea – Thompson, Dewey & St. James Hotel – Georgetown Mercantile	Historic	Within National Register district Field Assess.: Contrib. to District
5CC.3.121	Cushman Opera House – Cushman Block – Silver Queen Building	Historic	Within National Register district Field Assess.: Contrib. to District
5CC.3.122	Dr. Collins' House	Historic	Within National Register district Field not eligible Field Assess.: Contrib. to District

Site Number	Site Name	Type	National Register Status ¹
5CC.3.123	Hume House	Historic	Within National Register district Field not eligible Field Assess.: Contrib. to District
5CC.3.124	Star Hook & Ladder Co. – Georgetown City Hall	Historic	Within National Register district Field not eligible Field Assess.: Contrib. to District
5CC.3.125	Sandels House	Historic	Within National Register district Field not eligible Field Assess.: Contrib. to District
5CC.3.126	Kneisel-Curtis-Seifried Building – McClellan Hall	Historic	Within National Register district Field not eligible Field Assess.: Contrib. to District
5CC.3.127	Guard Block - Buckley Garage	Historic	Within National Register district Field not eligible Field Assess.: Contrib. to District
5CC.3.128	Morris Saloon – Christian Science Hall – Georgetown Museum	Historic	Within National Register district Field not eligible Field Assess.: Contrib. to District
5CC.3.129	Chapin House	Historic	Within National Register district Field not eligible Field Assess.: Contrib. to District
5CC.3.13	Pollard House – Lee House	Historic	Within National Register district Field Assess.: Contrib. to District
5CC.3.130	Dunderberg Mining Co. Office – Johnson Office – Blumenthal Residence	Historic	Within National Register district Field not eligible Field Assess.: Contrib. to District
5CC.3.131	Harat House – Harrat House	Historic	Within National Register district Field not eligible Field Assess.: Contrib. to District
5CC.3.132	Selak House – Kneisel House	Historic	Within National Register district Field not eligible Field Assess.: Contrib. to District

Site Number	Site Name	Type	National Register Status ¹
5CC.3.133	Spruance Building – Kneisel Building – Kneisel & Anderson Hardware	Historic	Within National Register district Field not eligible Field Assess.: Contrib. to District
5CC.3.134	Saunders House – Bolt House	Historic	Within National Register district Field not eligible Field Assess.: Contrib. to District
5CC.3.135	John Church House – Church –Hamilton House	Historic	Within National Register district Field eligible Field Assess.: Contrib. to District Local Landmark
5CC.3.136	Pelican Mine Office – Taos Square	Historic	Within National Register district Field not eligible Field Assess.: Contrib. to District
5CC.3.137	Curtis House	Historic	Within National Register district Field not eligible Field Assess.: Contrib. to District
5CC.3.138	Tucker-Rutherford Cabin	Historic	Within National Register district Field not eligible Field Assess.: Contrib. to District Local Landmark
5CC.3.139	Fish House	Historic	Within National Register district Field not eligible Field Assess.: Contrib. to District
5CC.3.14	Peedie House	Historic	Within National Register district Field Assess.: Contrib. to District
5CC.3.140	Morris House – De Pew House	Historic	Within National Register district Field eligible
5CC.3.141	Frederick Tofte House	Historic	Within National Register district Field not eligible Field Assess.: Contrib. to District
5CC.3.142	J. Monti & Brothers	Historic	Within National Register district Field not eligible
5CC.3.143	Cushman Block No. 1 – Buckskin Leathers	Historic	Within National Register district Field not eligible Field Assess.: Contrib. to District

Site Number	Site Name	Type	National Register Status ¹
5CC.3.145	Schreider House	Historic	Within National Register district Field not eligible Field Assess.: Contrib. to District
5CC.3.146	Mendenhall House – Pierson House	Historic	Within National Register district
5CC.3.147	Randall House – Hedges House	Historic	Within National Register district Field not eligible Field Assess.: Contrib. to District
5CC.3.148	Log House	Historic	Within National Register district Field not eligible Field Assess.: Contrib. to District
5CC.3.149	(Site name not recorded/provided)	Historic	Within National Register district Field not eligible
5CC.3.15	Monroe/Linscott House	Historic	Within National Register district Field not eligible Field Assess.: Contrib. to District
5CC.3.151	Grandma McClellan House	Historic	Within National Register district
5CC.3.152	Alpine Inn – Georgetown Depot	Historic	Within National Register district
5CC.3.153	Mahany Building – BOB (Burned Out Building)	Historic	Contributes to National Register district Within National Register district Field not eligible Field Assess.: Contrib. to District
5CC.3.154	(Site name not recorded/provided)	Historic	Within National Register district
5CC.3.155	Spruance/Chandler House	Historic	Within National Register district Field not eligible Field Assess.: Contrib. to District
5CC.3.156	Plass House	Historic	Within National Register district Field not eligible Field Assess.: Contrib. to District
5CC.3.157	Ewers House	Historic	Within National Register district Field not eligible Field Assess.: Contrib. to District

Site Number	Site Name	Type	National Register Status ¹
5CC.3.158	Old Railroad Building	Historic	Within National Register district Field not eligible Field Assess.: Contrib. to District
5CC.3.159	Gunter House	Historic	Within National Register district Field not eligible Field Assess.: Contrib. to District
5CC.3.16	Nicholas Cornish House	Historic	Within National Register district Field not eligible Field Assess.: Contrib. to District
5CC.3.160	Werlin House	Historic	Within National Register district Field not eligible Field Assess.: Contrib. to District
5CC.3.161	Bryan House	Historic	Within National Register district Field not eligible Field Assess.: Contrib. to District
5CC.3.162	Bundy House	Historic	Within National Register district Field not eligible Field Assess.: Contrib. to District
5CC.3.163	Welch House	Historic	Within National Register district Field not eligible Field Assess.: Contrib. to District
5CC.3.164	Washington Mining Association – Bement Building	Historic	Within National Register district Field not eligible Field Assess.: Contrib. to District
5CC.3.165	White House	Historic	Within National Register district Field not eligible Field Assess.: Contrib. to District
5CC.3.166	Samuel P. Allen House – First Presbyterian Manse – Kidd Center	Historic	Within National Register district Field not eligible Field Assess.: Contrib. to District
5CC.3.167	Bullock House – Buckley House	Historic	Within National Register district Field not eligible Field Assess.: Contrib. to District

Site Number	Site Name	Type	National Register Status ¹
5CC.3.168	Fisher & Burr House – Ecklund House	Historic	Within National Register district Field not eligible Field Assess.: Contrib. to District
5CC.3.169	N.S. Hurd House	Historic	Within National Register district Field not eligible Field Assess.: Contrib. to District
5CC.3.17	Ellsworth Cottage – Woods-Reid House	Historic	Within National Register district Field not eligible Field Assess.: Contrib. to District
5CC.3.170	King/Copeland House	Historic	Within National Register district Field not eligible Field Assess.: Contrib. to District
5CC.3.171	Nelson House – Catholic Rectory	Historic	Within National Register district Field not eligible Field Assess.: Contrib. to District
5CC.3.172	Percy Barbour House	Historic	Within National Register district Field not eligible Field Assess.: Contrib. to District
5CC.3.173	(Site name not recorded/provided)	Historic	Within National Register district Field not eligible Field Assess.: Contrib. to District
5CC.3.175	Cooke House	Historic	Within National Register district Field not eligible Field Assess.: Contrib. to District
5CC.3.176	(Site name not recorded/provided)	Historic	Within National Register district Field not eligible Field Assess.: Contrib. to District
5CC.3.177	McClellan-Kalbaugh House	Historic	Within National Register district Field not eligible Field Assess.: Contrib. to District
5CC.3.178	Turner & Searles House	Historic	Within National Register district Field not eligible Field Assess.: Contrib. to District

Site Number	Site Name	Type	National Register Status ¹
5CC.3.179	Ratcliffe House	Historic	Within National Register district Field not eligible Field Assess.: Contrib. to District
5CC.3.18	Bates Cottage	Historic	Within National Register district Field not eligible Field Assess.: Contrib. to District
5CC.3.180	Ritter House	Historic	Within National Register district Field not eligible Field Assess.: Contrib. to District
5CC.3.181	McDonough House	Historic	Within National Register district Field not eligible Field Assess.: Contrib. to District
5CC.3.182	Weiser House li	Historic	Within National Register district Field not eligible Field Assess.: Contrib. to District
5CC.3.183	Dunn House	Historic	Within National Register district Field not eligible Field Assess.: Contrib. to District
5CC.3.184	Bryant House	Historic	Within National Register district Field not eligible Field Assess.: Contrib. to District
5CC.3.185	Parsons House	Historic	Within National Register district Field not eligible Field Assess.: Contrib. to District
5CC.3.186	Kugler House	Historic	Within National Register district Field not eligible Field Assess.: Contrib. to District
5CC.3.187	Joseph Love Building – Antique Store	Historic	Within National Register district Field not eligible Field Assess.: Contrib. to District
5CC.3.188	McNulty House	Historic	Within National Register district Field not eligible Field Assess.: Contrib. to District

Site Number	Site Name	Type	National Register Status ¹
5CC.3.189	Stavy House	Historic	Within National Register district Field not eligible Field Assess.: Contrib. to District
5CC.3.19	Garbarino House – Garbarena House – Shaklee House	Historic	Within National Register district Field not eligible Field Assess.: Contrib. to District
5CC.3.190	Osborne House	Historic	Within National Register district Field not eligible Field Assess.: Contrib. to District Within National Register district
5CC.3.191	Fair House	Historic	Within National Register district Field not eligible Field Assess.: Contrib. to District
5CC.3.192	Best House	Historic	Within National Register district Field not eligible Field Assess.: Contrib. to District
5CC.3.193	Drain House	Historic	Within National Register district Field not eligible Field Assess.: Contrib. to District
5CC.3.194	McCrimmon House – Hardy House	Historic	Within National Register district Field not eligible Field Assess.: Contrib. to District
5CC.3.195	Swanson-Place House Restaurant – The Place	Historic	Within National Register district Field not eligible Field Assess.: Contrib. to District
5CC.3.196	Hamill Block	Historic	Within National Register district Field not eligible Field Assess.: Contrib. to District
5CC.3.199	(Site name not recorded/provided)	Historic	Within National Register district Field not eligible Field Assess.: Contrib. to District
5CC.3.20	Butterick House	Historic	Within National Register district Field not eligible Field Assess.: Contrib. to District

Site Number	Site Name	Type	National Register Status ¹
5CC.3.200	Spruance-Love House	Historic	Within National Register district Field not eligible Field Assess.: Contrib. to District
5CC.3.201	L.E. Yates House	Historic	Within National Register district Field not eligible Field Assess.: Contrib. to District
5CC.3.202	Stowell House	Historic	Within National Register district Field not eligible Field Assess.: Contrib. to District
5CC.3.203	Ryan House	Historic	Within National Register district Field not eligible Field Assess.: Contrib. to District
5CC.3.204	Hunter House – Satterfield House	Historic	Within National Register district Field not eligible Field Assess.: Contrib. to District
5CC.3.205	Roe House	Historic	Within National Register district Field not eligible Field Assess.: Contrib. to District
5CC.3.206	F.P. Dewey House	Historic	Within National Register district Field not eligible Field Assess.: Contrib. to District
5CC.3.207	Pilz House	Historic	Within National Register district Field not eligible Field Assess.: Contrib. to District
5CC.3.208	Johnson House	Historic	Within National Register district Field not eligible
5CC.3.209	Davis House	Historic	Within National Register district Field not eligible Field Assess.: Contrib. to District
5CC.3.21	L.E. Tayler House – Gilchrist House	Historic	Within National Register district Field not eligible Field Assess.: Contrib. to District

Site Number	Site Name	Type	National Register Status ¹
5CC.3.210	Liese House	Historic	Within National Register district Field not eligible Field Assess.: Contrib. to District
5CC.3.211	L.E. Taylor House	Historic	Within National Register district Field not eligible Field Assess.: Contrib. to District
5CC.3.212	Repoff House	Historic	Within National Register district Field not eligible Field Assess.: Contrib. to District
5CC.3.214	Pollack House	Historic	Within National Register district Field not eligible Field Assess.: Contrib. to District
5CC.3.215	Pollack House	Historic	Within National Register district Field not eligible Field Assess.: Contrib. to District
5CC.3.216	The Barn	Historic	Within National Register district
5CC.3.217	Mendota Mine	Historic	Contributes to National Register district
5CC.3.218	Clear Creek Co. Sampling Works Site	Historic Archaeology	Noncontributing to National Register district
5CC.3.219	Georgetown Water Works	Historic	Within National Register district
5CC.3.22	Taylor-Buechner-Griffin House – Taylor-Spruance-Buechner-Griffin House	Historic	Within National Register district Field not eligible Field Assess.: Contrib. to District
5CC.3.220	Chicago Lake Wagon Road	Historic Archaeology	Contributes to National Register district
5CC.3.221	Colorado Central Railroad	Historic	HA
5CC.3.222	Haskins House	Historic	Within National Register district
5CC.3.223	Blumenthal House	Historic	Within National Register district Field not eligible Field Assess.: Contrib. to District
5CC.3.224	(Site name not recorded/provided)	Historic	Within National Register district Field not eligible
5CC.3.226	(Site name not recorded/provided)	Historic	Within National Register district Field not eligible

Site Number	Site Name	Type	National Register Status ¹
5CC.3.227	Carey House	Historic	Within National Register district Field not eligible
5CC.3.228	Skeen House	Historic	Within National Register district Field not eligible Field Assess.: Contrib. to District
5CC.3.229	(Site name not recorded/provided)	Historic	Within National Register district Field not eligible Field Assess.: Contrib. to District
5CC.3.23	Bates House	Historic	Within National Register district Field not eligible Field Assess.: Contrib. to District
5CC.3.230	Grace L. Ferguson Cottage	Historic	Within National Register district Field Assess.: Contrib. to District
5CC.3.231	(Site name not recorded/provided)	Historic	Within National Register district Field not eligible
5CC.3.232	Abrahamson House	Historic	Within National Register district Field not eligible
5CC.3.233	(Site name not recorded/provided)	Historic	Within National Register district Field not eligible
5CC.3.234	(Site name not recorded/provided)	Historic	Within National Register district Field not eligible
5CC.3.235	(Site name not recorded/provided)	Historic	Within National Register district Field not eligible Field Assess.: Contrib. to District
5CC.3.237	Bambrick House	Historic	Within National Register district Field not eligible
5CC.3.238	(Site name not recorded/provided)	Historic	Within National Register district Field not eligible
5CC.3.239	(Site name not recorded/provided)	Historic	Within National Register district Field not eligible
5CC.3.24	Randall-Cohen-Anderson House	Historic	Within National Register district Field not eligible Field Assess.: Contrib. to District

Site Number	Site Name	Type	National Register Status ¹
5CC.3.240	(Site name not recorded/provided)	Historic	Within National Register district Field not eligible
5CC.3.241	Mills Brothers House	Historic	Within National Register district Field not eligible Field Assess.: Contrib. to District
5CC.3.242	(Site name not recorded/provided)	Historic	Within National Register district Field not eligible
5CC.3.243	Our Lady of Lourdes Catholic Church	Historic	Within National Register district Field not eligible
5CC.3.244	(Site name not recorded/provided)	Historic	Within National Register district Field not eligible
5CC.3.245	McCann Property	Historic	Within National Register district Field not eligible Field Assess.: Contrib. to District
5CC.3.246	(Site name not recorded/provided)	Historic	Within National Register district Field not eligible
5CC.3.247	(Site name not recorded/provided)	Historic	Within National Register district Field not eligible
5CC.3.248	(Site name not recorded/provided)	Historic	Within National Register district Field not eligible
5CC.3.249	(Site name not recorded/provided)	Historic	Within National Register district Field not eligible
5CC.3.25	Baker Silver Mining Co. House – Elliot House	Historic	Within National Register district Field not eligible
5CC.3.250	(Site name not recorded/provided)	Historic	Within National Register district Field not eligible
5CC.3.251	Bailey House	Historic	Within National Register district Field not eligible
5CC.3.252	(Site name not recorded/provided)	Historic	Within National Register district Field not eligible
5CC.3.253	(Site name not recorded/provided)	Historic	Within National Register district Field not eligible Field Assess.: Contrib. to District
5CC.3.254	(Site name not recorded/provided)	Historic	Within National Register district Field not eligible

Site Number	Site Name	Type	National Register Status ¹
5CC.3.255	Tong House	Historic	Within National Register district Field not eligible Field Assess.: Contrib. to District
5CC.3.256	(Site name not recorded/provided)	Historic	Within National Register district Field not eligible
5CC.3.257	(Site name not recorded/provided)	Historic	Within National Register district Field not eligible
5CC.3.258	(Site name not recorded/provided)	Historic	Within National Register district Field not eligible
5CC.3.259	(Site name not recorded/provided)	Historic	Within National Register district Field not eligible
5CC.3.26	Criley House – Carmen House	Historic	Within National Register district Field not eligible
5CC.3.260	Brown House	Historic	Within National Register district Field not eligible Field Assess.: Contrib. to District
5CC.3.261	(Site name not recorded/provided)	Historic	Within National Register district Field not eligible
5CC.3.262	(Site name not recorded/provided)	Historic	Within National Register district Field not eligible
5CC.3.263	(Site name not recorded/provided)	Historic	Within National Register district Field not eligible
5CC.3.264	(Site name not recorded/provided)	Historic	Within National Register district Field not eligible
5CC.3.265	(Site name not recorded/provided)	Historic	Within National Register district Field not eligible Field Assess.: Contrib. to District
5CC.3.266	(Site name not recorded/provided)	Historic	Within National Register district Field not eligible
5CC.3.267	(Site name not recorded/provided)	Historic	Within National Register district Field not eligible
5CC.3.268	(Site name not recorded/provided)	Historic	Within National Register district Field not eligible
5CC.3.269	(Site name not recorded/provided)	Historic	Within National Register district Field not eligible

Site Number	Site Name	Type	National Register Status ¹
5CC.3.27	Burleigh House	Historic	Within National Register district Field not eligible Field Assess.: Contrib. to District
5CC.3.270	(Site name not recorded/provided)	Historic	Within National Register district Field not eligible
5CC.3.271	(Site name not recorded/provided)	Historic	Within National Register district Field not eligible
5CC.3.272	(Site name not recorded/provided)	Historic	Within National Register district Field not eligible
5CC.3.273	(Site name not recorded/provided)	Historic	Within National Register district
5CC.3.274	(Site name not recorded/provided)	Historic	Within National Register district Field not eligible
5CC.3.275	St. Peter House	Historic	Within National Register district Field not eligible Field Assess.: Contrib. to District
5CC.3.276	(Site name not recorded/provided)	Historic	Within National Register district Field not eligible
5CC.3.277	(Site name not recorded/provided)	Historic	Within National Register district Field not eligible
5CC.3.278	(Site name not recorded/provided)	Historic	Within National Register district Field not eligible
5CC.3.279	Sober House	Historic	Within National Register district Field not eligible Field Assess.: Contrib. to District
5CC.3.28	J.F. Marshall House	Historic	Within National Register district Field not eligible Field Assess.: Contrib. to District
5CC.3.280	(Site name not recorded/provided)	Historic	Within National Register district Field not eligible
5CC.3.281	(Site name not recorded/provided)	Historic	Within National Register district Field not eligible
5CC.3.282	Jail (Georgetown)	Historic	Within National Register district Field not eligible
5CC.3.283	(Site name not recorded/provided)	Historic	Within National Register district Field not eligible

Site Number	Site Name	Type	National Register Status ¹
5CC.3.284	(Site name not recorded/provided)	Historic	Within National Register district Field not eligible
5CC.3.285	(Site name not recorded/provided)	Historic	Within National Register district Field not eligible
5CC.3.286	(Site name not recorded/provided)	Historic	Within National Register district Field not eligible
5CC.3.287	(Site name not recorded/provided)	Historic	Within National Register district Field not eligible
5CC.3.288	(Site name not recorded/provided)	Historic	Within National Register district Field not eligible
5CC.3.289	(Site name not recorded/provided)	Historic	Within National Register district Field not eligible Field Assess.: Contrib. to District
5CC.3.29	Clark House	Historic	Within National Register district Field not eligible Field Assess.: Contrib. to District
5CC.3.290	(Site name not recorded/provided)	Historic	Within National Register district Field not eligible
5CC.3.291	(Site name not recorded/provided)	Historic	Within National Register district Field not eligible
5CC.3.292	(Site name not recorded/provided)	Historic	Within National Register district Field not eligible
5CC.3.293	(Site name not recorded/provided)	Historic	Within National Register district Field not eligible
5CC.3.294	(Site name not recorded/provided)	Historic	Within National Register district Field not eligible
5CC.3.295	(Site name not recorded/provided)	Historic	Within National Register district Field not eligible
5CC.3.296	The Happy Cooker	Historic	Within National Register district Field not eligible
5CC.3.297	U.S. West	Historic	Within National Register district Field not eligible
5CC.3.298	(Site name not recorded/provided)	Historic	Within National Register district Field not eligible

Site Number	Site Name	Type	National Register Status ¹
5CC.3.299	(Site name not recorded/provided)	Historic	Within National Register district Field not eligible Field Assess.: Contrib. to District
5CC.3.30	Thomas Cornish House	Historic	Within National Register district Field eligible Field Assess.: Contrib. to District
5CC.3.300	Raven's Eye	Historic	Within National Register district Field not eligible
5CC.3.301	Clear Creek County Courthouse	Historic	Within National Register district Field not eligible
5CC.3.302	(Site name not recorded/provided)	Historic	Within National Register district Field not eligible
5CC.3.303	Antique Emporium	Historic	Within National Register district Field not eligible
5CC.3.304	Clear Creek-Gilpin Abstract Title Corporation	Historic	Within National Register district Field not eligible
5CC.3.305	Buckley House	Historic	Within National Register district Field not eligible
5CC.3.306	Curran House	Historic	Within National Register district Field not eligible
5CC.3.307	Morse House	Historic	Within National Register district Field not eligible
5CC.3.308	(Site name not recorded/provided)	Historic	Within National Register district Field not eligible Field Assess.: Contrib. to District
5CC.3.309	Ramsey House	Historic	Within National Register district Field not eligible
5CC.3.31	Colgate & Bailey Co. – Colgate & Trexor House – Doug Marshall House	Historic	Within National Register district Field not eligible Field Assess.: Contrib. to District
5CC.3.310	Lawler House	Historic	Within National Register district Field not eligible
5CC.3.311	Vigilant No. 5 Fire House	Historic	Within National Register district Field not eligible

Site Number	Site Name	Type	National Register Status ¹
5CC.3.312	(Site name not recorded/provided)	Historic	Within National Register district Field not eligible
5CC.3.313	(Site name not recorded/provided)	Historic	Within National Register district Field not eligible
5CC.3.314	Georgetown School	Historic	Within National Register district Field not eligible
5CC.3.315	(Site name not recorded/provided)	Historic	Within National Register district Field not eligible
5CC.3.316	Bryant House	Historic	Within National Register district Field not eligible Field Assess.: Contrib. to District
5CC.3.317	(Site name not recorded/provided)	Historic	Within National Register district Field not eligible
5CC.3.318	(Site name not recorded/provided)	Historic	Within National Register district Field not eligible
5CC.3.319	(Site name not recorded/provided)	Historic	Within National Register district Field not eligible
5CC.3.32	Delamar House – White's House	Historic	Within National Register district Field not eligible Field Assess.: Contrib. to District
5CC.3.320	(Site name not recorded/provided)	Historic	Within National Register district Field not eligible
5CC.3.321	Losacco Building	Historic	Within National Register district Field not eligible
5CC.3.322	(Site name not recorded/provided)	Historic	Within National Register district Field not eligible
5CC.3.323	(Site name not recorded/provided)	Historic	Within National Register district Field not eligible
5CC.3.324	(Site name not recorded/provided)	Historic	Within National Register district Field not eligible Within National Register district
5CC.3.325	Capital Prize Mine Building	Historic	Within National Register district Field not eligible Field Assess.: Contrib. to District Within National Register district

Site Number	Site Name	Type	National Register Status ¹
5CC.3.326	(Site name not recorded/provided)	Historic	Within National Register district Field not eligible
5CC.3.327	(Site name not recorded/provided)	Historic	Within National Register district Field not eligible
5CC.3.328	(Site name not recorded/provided)	Historic	Within National Register district Field not eligible
5CC.3.329	Lehrer House – The Cricket	Historic	Within National Register district Field not eligible Field Assess.: Contrib. to District Within National Register district
5CC.3.33	Skeahan & Bailey Office – Bailey House – John's House	Historic	Within National Register district Field not eligible
5CC.3.330	Carbone House	Historic	Within National Register district Field not eligible
5CC.3.331	(Site name not recorded/provided)	Historic	Within National Register district Field not eligible
5CC.3.332	(Site name not recorded/provided)	Historic	Within National Register district Field not eligible
5CC.3.333	Centennial Mill – Centennial Reduction Works	Historic	Within National Register district Field not eligible Field Assess.: Contrib. to District
5CC.3.334	(Site name not recorded/provided)	Historic	Within National Register district Field not eligible
5CC.3.335	(Site name not recorded/provided)	Historic	Within National Register district Field not eligible Within National Register district
5CC.3.336	(Site name not recorded/provided)	Historic	Within National Register district Field not eligible
5CC.3.337	(Site name not recorded/provided)	Historic	Within National Register district Field not eligible
5CC.3.338	(Site name not recorded/provided)	Historic	Within National Register district Field not eligible
5CC.3.339	Wilkins House – Buckley House	Historic	Within National Register district Field not eligible Field Assess.: Contrib. to District

Site Number	Site Name	Type	National Register Status ¹
5CC.3.34	Tuthill-Morrison House	Historic	Within National Register district Field not eligible Field Assess.: Contrib. to District
5CC.3.340	(Site name not recorded/provided)	Historic	Within National Register district Field not eligible
5CC.3.341	(Site name not recorded/provided)	Historic	Within National Register district Field not eligible
5CC.3.342	(Site name not recorded/provided)	Historic	Within National Register district Field not eligible
5CC.3.343	(Site name not recorded/provided)	Historic	Within National Register district Field not eligible Within National Register district
5CC.3.344	(Site name not recorded/provided)	Historic	Within National Register district Field not eligible
5CC.3.345	(Site name not recorded/provided)	Historic	Within National Register district Field not eligible
5CC.3.346	(Site name not recorded/provided)	Historic	Within National Register district Field not eligible
5CC.3.347	Georgetown Post Office	Historic	Within National Register district Field not eligible
5CC.3.348	(Site name not recorded/provided)	Historic	Within National Register district Field not eligible
5CC.3.349	(Site name not recorded/provided)	Historic	Within National Register district Field not eligible Field Assess.: Contrib. to District
5CC.3.35	Eldridge House	Historic	Within National Register district Field not eligible Field Assess.: Contrib. to District
5CC.3.350	(Site name not recorded/provided)	Historic	Within National Register district Field not eligible
5CC.3.351	(Site name not recorded/provided)	Historic	Within National Register district Field not eligible
5CC.3.352	Maag House	Historic	Within National Register district Field not eligible

Site Number	Site Name	Type	National Register Status ¹
5CC.3.353	Gusterman Bank Building – Gusterman Building	Historic	Within National Register district Field not eligible
5CC.3.354	(Site name not recorded/provided)	Historic	Within National Register district Field not eligible
5CC.3.355	(Site name not recorded/provided)	Historic	Within National Register district
5CC.3.356	Mine Site #7, South of Loop Valley	Historic Archaeology	Within National Register district
5CC.3.357	Major Mine	Historic Archaeology	Within National Register district
5CC.3.358	Wide West Mine	Historic Archaeology	Within National Register district
5CC.3.359	Encampment	Historic Archaeology	Within National Register district
5CC.3.36	Reilly Cottage – Reilley Cottage – Diehl House	Historic	Within National Register district Field not eligible Field Assess.: Contrib. to District
5CC.3.360	Mine 8	Historic Archaeology	Field not eligible
5CC.3.361	Notch Mine	Historic Archaeology	Field not eligible
5CC.3.362	Mine 1, Shaft House	Historic Archaeology	
5CC.3.363	The Moline	Historic Archaeology	Field not eligible
5CC.3.364	(Site name not recorded/provided)	Historic Archaeology	Within National Register district Field not eligible
5CC.3.365	Kettle Mine	Historic Archaeology	Field not eligible
5CC.3.366	(Site name not recorded/provided)	Historic Archaeology	Within National Register district Field not eligible
5CC.3.367	Jonesville	Historic Archaeology	Field not eligible
5CC.3.368	Grandview Mine	Historic	HA
5CC.3.369	Hill Fill Mine	Historic Archaeology	Within National Register district Field not eligible
5CC.3.37	Reilly House – Reilley House	Historic	Within National Register district Field not eligible Field Assess.: Contrib. to District
5CC.3.370	(Site name not recorded/provided)	Historic Archaeology	Within National Register district Field not eligible
5CC.3.371	Little Cabin	Historic Archaeology	Field not eligible
5CC.3.372	Cook Stove Mine	Historic Archaeology	Field not eligible
5CC.3.373		Historic Archaeology	Field not eligible
5CC.3.374	Alpine View Mine	Historic Archaeology	Field not eligible
5CC.3.375	Gated Mine	Historic Archaeology	Field not eligible

Site Number	Site Name	Type	National Register Status ¹
5CC.3.376	(Site name not recorded/provided)	Historic Archaeology	Within National Register district Field not eligible
5CC.3.377	Joes Mine	Historic Archaeology	Field not eligible
5CC.3.378	Boarding House	Historic Archaeology	Within National Register district Field not eligible
5CC.3.379	(Site name not recorded/provided)	Historic Archaeology	Field not eligible
5CC.3.38	Albert Johnson House – Evans House	Historic	Within National Register district Field not eligible Field Assess.: Contrib. to District
5CC.3.380	Mine 5	Historic Archaeology	Field not eligible
5CC.3.381	Mine 4	Historic Archaeology	Field not eligible
5CC.3.382	Bobby Trap Mine	Historic	HA
5CC.3.383	Welch Mine, Youngs Cabin	Historic	Within National Register district
5CC.3.384	Stone Cabin	Historic Archaeology	Within National Register district
5CC.3.387	Smuggler Mine	Historic Archaeology	106 – Officially eligible Field eligible Within National Register district
5CC.3.388	Buckley Brothers Store	Historic	Staff – Officially eligible Within National Register district
5CC.3.39	Coulter House – Heller House	Historic	Within National Register district Field not eligible Field Assess.: Contrib. to District
5CC.3.40	Clear Creek Company Office	Historic	Within National Register district Field not eligible Field Assess.: Contrib. to District
5CC.3.41	McMurdy-Snetzer Building – Jacob Snetzer's Tailor Shop	Historic	Within National Register district Field not eligible Field Assess.: Contrib. to District
5CC.3.42	What Cheer Mine Building – Reid House	Historic	Within National Register district Field not eligible
5CC.3.43	Barnes & Jones Billiard Hall - Sheldrake Building	Historic	Within National Register district Field not eligible Field Assess.: Contrib. to District

Site Number	Site Name	Type	National Register Status ¹
5CC.3.44	Teal Building	Historic	Within National Register district Field not eligible Field Assess.: Contrib. to District
5CC.3.45	Simmons House	Historic	Within National Register district Field not eligible Field Assess.: Contrib. to District
5CC.3.46	Layden House	Historic	Within National Register district Field not eligible Field Assess.: Contrib. to District
5CC.3.47	Glaze House – Leighton House	Historic	Within National Register district Field not eligible Field Assess.: Contrib. to District
5CC.3.48	Blackwood House – Sheriff's House – District Attorney Office	Historic	Within National Register district Field not eligible Field Assess.: Contrib. to District
5CC.3.49	Clear Creek County Courthouse – Ohio Bakery – Georgetown Community Center & Visitor Information	Historic	Within National Register district Field not eligible Field Assess.: Contrib. to District
5CC.3.50	John Tomay Memorial Library	Historic	Within National Register district Field not eligible Field Assess.: Contrib. to District
5CC.3.51	Tucker Brothers Store – Tucker Store – Silver Queen Apothecary	Historic	Within National Register district Field not eligible Field Assess.: Contrib. to District
5CC.3.52	Garbarino-Reichwein House	Historic	Within National Register district Field not eligible Field Assess.: Contrib. to District
5CC.3.53	Barber/Callery Building – Trading Post Building	Historic	Within National Register district Field not eligible
5CC.3.54	Fish Block – Red Ram	Historic	Within National Register district Field not eligible Field Assess.: Contrib. to District

Site Number	Site Name	Type	National Register Status ¹
5CC.3.55	Masonic Hall	Historic	Within National Register district Field eligible Field Assess.: Contrib. to District
5CC.3.56	Q.D. Lodge	Historic	Within National Register district Field not eligible Field Assess.: Contrib. to District
5CC.3.57	Wright House – Pulliam House	Historic	Within National Register district Field not eligible Field Assess.: Contrib. to District
5CC.3.58	Miller House	Historic	Within National Register district Field not eligible
5CC.3.59	Ward House	Historic	Within National Register district Field not eligible Field Assess.: Contrib. to District
5CC.3.60	Bendle House – O’Barnes House	Historic	Within National Register district Field not eligible Field Assess.: Contrib. to District
5CC.3.61	Streeter-Rutledge House	Historic	Within National Register district Field eligible Field Assess.: Contrib. to District
5CC.3.62	Dulaney House	Historic	Within National Register district Field not eligible Field Assess.: Contrib. to District
5CC.3.63	Weiser House – Weisser House – Richardson House	Historic	Within National Register district Field not eligible Field Assess.: Contrib. to District
5CC.3.64	Bement House – Ecklund House	Historic	Within National Register district Field not eligible Field Assess.: Contrib. to District
5CC.3.65	Morrell-Catren House – Clark House	Historic	Within National Register district Field not eligible Field Assess.: Contrib. to District
5CC.3.66	McClellan House II – Brenneman House – Way House	Historic	Within National Register district Field not eligible

Site Number	Site Name	Type	National Register Status ¹
5CC.3.67	Jones House	Historic	Within National Register district Field not eligible Field Assess.: Contrib. to District
5CC.3.68	Josephine Guanella House	Historic	Within National Register district Field not eligible Field Assess.: Contrib. to District
5CC.3.69	Nevin/Centennial House	Historic	Within National Register district Field not eligible Field Assess.: Contrib. to District
5CC.3.70	Robeson House – Bolander House	Historic	Within National Register district Field eligible Field Assess.: Contrib. to District
5CC.3.71	Seifried House – Sites/Seifried House	Historic	Within National Register district Field not eligible
5CC.3.72	Robertson House	Historic	Within National Register district Field not eligible Field Assess.: Contrib. to District
5CC.3.73	Moore House	Historic	Within National Register district Field not eligible Field Assess.: Contrib. to District
5CC.3.74	Beighley House – Zaks House	Historic	Within National Register district Field not eligible Field Assess.: Contrib. to District
5CC.3.75	Griffith-Reynolds & Wilson House	Historic	Within National Register district Field not eligible Field Assess.: Contrib. to District
5CC.3.76	Old Missouri Fire House	Historic	Within National Register district Field eligible Field Assess.: Contrib. to District
5CC.3.77	Rock Jail	Historic	Within National Register district Field not eligible Field Assess.: Contrib. to District

Site Number	Site Name	Type	National Register Status ¹
5CC.3.78	McCann House – Hudson House	Historic	Within National Register district Field not eligible Field Assess.: Contrib. to District
5CC.3.79	McCunniff-Koepp House – Thomas McCunniff House	Historic	Within National Register district Field not eligible
5CC.3.80	Dunkle House	Historic	Within National Register district Field not eligible
5CC.3.81	Stable Building – Miner's Office	Historic	Within National Register district
5CC.3.82	J.T. & R.P. Reynolds House – Miner's Office – Goat House	Historic	Within National Register district
5CC.3.83	John & Sarah McCunniff House	Historic	Within National Register district Field not eligible Field Assess.: Contrib. to District
5CC.3.84	Fisher House – T. Anderson House	Historic	Within National Register district Field not eligible Field Assess.: Contrib. to District
5CC.3.85	Candee House – Ulmer House	Historic	Within National Register district Field not eligible
5CC.3.86	Sherry House	Historic	Within National Register district Field not eligible Field Assess.: Contrib. to District
5CC.3.87	Price-Abbott House	Historic	Within National Register district Field not eligible Field Assess.: Contrib. to District
5CC.3.88	Mundy's Store – Neuman & Sprankle Building	Historic	Within National Register district
5CC.3.89	Silver Plume Methodist Church	Historic	Within National Register district
5CC.3.90	Morganthau Store – Stevens & Rowe Building – Stone Building	Historic	Within National Register district
5CC.3.91	Silver Plume Hose Co. and City Hall	Historic	Within National Register district
5CC.3.92	Silver Plume Jail	Historic	Within National Register district
5CC.3.93	Buckley House	Historic	Within National Register district
5CC.3.94	St. Patrick's Catholic Church	Historic	Within National Register district
5CC.3.95	Clair Hall – Silver Plume Large Town Hall	Historic	Within National Register district

Site Number	Site Name	Type	National Register Status ¹
5CC.3.96	Silver Plume Bandstand	Historic	Within National Register district
5CC.3.97	Knights of Pythias Hall	Historic	Within National Register district
5CC.3.98	McClellan Opera House Site	Historic	Within National Register district Field not eligible
5CC.3.99	Diamond Tunnel	Historic	Within National Register district
5CC.300	Williams Mine	Historic Archaeology	No assessment given on form
5CC.301	Santa Fe Mine	Historic Archaeology	
5CC.303	Seaton Mines	Historic Archaeology	No assessment given on form
5CC.304	Kangaroo-Metropolita – Inter-Ocean Mine	Historic Archaeology	No assessment given on form
5CC.306	Dumont – Mill City	Historic	No assessment given on form
5CC.308	Gem Mine	Historic Archaeology	No assessment given on form
5CC.312	Fall River	Historic Archaeology	No assessment given on form
5CC.313	Mill City House – Mill City Road House	Historic	Listed on National Register Pending in Washington Review Board Recommendation for listing Staff – Officially eligible No assessment given on form
5CC.315	East Lake Mine – Upper East Lake Mine	Historic Archaeology	No assessment given on form
5CC.316	Freighters Friend	Historic Archaeology	
5CC.319	Victor Mine	Historic Archaeology	No assessment given on form
5CC.320	Franklin Mine	Historic Archaeology	Officially needs data Field needs data
5CC.324	Idaho Springs Depot	Historic	
5CC.325	Ruth Mill	Historic	Field not eligible
5CC.326	Stanley Mines Mill	Historic Archaeology	
5CC.328	Big Five Mine	Historic Archaeology	Officially eligible
5CC.329	Idaho Springs Sampler	Historic	
5CC.330	Freeland Cabin, Cookie House	Historic	
5CC.332	Lincoln Alma Mine	Historic	
5CC.334	Waltham Mine-Mill	Historic	
5CC.337	Hukill Mine	Historic Archaeology	Officially not eligible

Site Number	Site Name	Type	National Register Status ¹
5CC.339	Maude Munroe Mine, Dona Juanita	Historic	
5CC.340	Crockett Mine, Little Ella	Historic Archaeology	Officially not eligible
5CC.342	Indian Springs Resort	Historic	Field not eligible
5CC.343	Lone Tree Mine	Historic	
5CC.344	Phoenix Mine	Historic	
5CC.347	Lord Wellington, Lord Byron	Historic Archaeology	
5CC.348	Fraction, October, Manchester or Carlin	Historic Archaeology	
5CC.349	Kitty Clyde Mine	Historic Archaeology	Officially not eligible
5CC.351	Empress Mine, Sunny Side Mine	Historic	
5CC.352	Bullion Smelter	Historic	
5CC.356	Van Eden Guest Ranch	Historic	Officially not eligible
5CC.364	Wild Rose	Historic	Officially not eligible
5CC.365	Newton, General Thomas	Historic	Officially not eligible
5CC.366	Kazel	Historic	Officially not eligible
5CC.368	Black Eagle	Historic	Officially not eligible
5CC.369	Queen Lode	Historic Archaeology	Officially not eligible
5CC.389	(Site name not recorded/provided)	Historic Archaeology	Officially eligible
5CC.397	Lamartine, Oneida	Historic Archaeology	Officially not eligible
5CC.4	Silver Plume Depot	Historic	Listed on National Register
5CC.405	Harrison	Historic Archaeology	Officially not eligible
5CC.418	(Site name not recorded/provided)	Historic	Officially not eligible
5CC.421	(Site name not recorded/provided)	Historic	Field not eligible
5CC.422	(Site name not recorded/provided)	Historic	Officially not eligible
5CC.424	(Site name not recorded/provided)	Archaeological	
5CC.425	(Site name not recorded/provided)	Historic	Officially not eligible
5CC.426	(Site name not recorded/provided)	Historic Archaeology	Officially not eligible
5CC.427.1	Colorado Central Railroad Grade	Historic	HA
5CC.427.3	Colorado Central Railroad	Historic Archaeology	Officially not eligible Field not eligible
5CC.427.4	Colorado Central Railroad Grade Segment	Historic Archaeology Historic	Officially not eligible Field not eligible
5CC.427.6	Colorado Central Railroad (Segment) – Union Pacific, Denver and Gulf Railway – Colorado and Southern Railroad Company	Historic Archaeology – Historic	106 – Officially eligible Field eligible
5CC.427.7	Colorado Central Railroad (Segment)	Historic Archaeology – Historic	Officially not eligible Field not eligible
5CC.427.8	Colorado Central Railroad (Segment)	Historic Archaeology – Historic	Officially not eligible Field not eligible
5CC.429	(Site name not recorded/provided)	Historic	Field not eligible
5CC.430	(Site name not recorded/provided)	Historic	Field not eligible
5CC.431	(Site name not recorded/provided)	Historic	Field not eligible
5CC.432	Dunkirk	Historic Archaeology	Contrib. to Officially elig. dist.

Site Number	Site Name	Type	National Register Status ¹
5CC.433	Peralto	Historic Archaeology	Contrib. to Officially elig. dist.
5CC.434	E.K.Baxter	Historic Archaeology	Contrib. to Officially elig. dist.
5CC.435	(Site name not recorded/provided)	Historic Archaeology	Contrib. to Officially elig. dist.
5CC.436	Aunt Jack	Historic Archaeology	Contrib. to Officially elig. dist.
5CC.437	Kirklington	Historic Archaeology	Contrib. to Officially elig. dist.
5CC.438	(Site name not recorded/provided)	Historic Archaeology	Contrib. to Officially elig. dist.
5CC.439	Loranzie	Historic Archaeology	Contrib. to Officially elig. dist.
5CC.440	Diamond Millsite	Historic Archaeology	Contrib. to Officially elig. dist.
5CC.454	(Site name not recorded/provided)	Historic Archaeology Historic	Officially not eligible
5CC.454.1	(Site name not recorded/provided)	Historic Archaeology – Historic	Officially not eligible Field not eligible
5CC.457	(Site name not recorded/provided)	Archaeological	Field not eligible
5CC.459	West Chicago Creek Campground	Historic	HA
5CC.461	Georgetown Hydroelectric National Register Eligible District	Historic District	Officially eligible
5CC.461.1	Georgetown Hydroelectric Plant and Penstock	Historic	Contrib. to Dist
5CC.461.2	Georgetown Hydroelectric Substation	Historic	Noncontributing to Officially eligible District
5CC.461.3	Georgetown Forebay Dam and Reservoir	Historic Archaeology	Contrib. to Officially eligible district
5CC.461.4	Clear Lake Dam and Reservoir	Historic Archaeology	Field eligible Contrib. to Officially eligible district Field not eligible
5CC.470	Centennial Mine	Historic Archaeology	
5CC.471	Fairmount, Fairmout and Shafter, Gold Dust	Historic Archaeology	
5CC.472	New Century, Little Mack	Historic Archaeology	
5CC.473	Summit	Historic Archaeology	Officially not eligible Field not eligible
5CC.474	Unpatented Mine (Blm)	Historic Archaeology	Officially not eligible Field not eligible
5CC.475	East Stanley	Historic Archaeology	
5CC.476	East Hukill	Historic Archaeology	Officially not eligible
5CC.484	Edgar Union; Hanalulu; Little Annabel or Virginia	Historic Archaeology	Officially not eligible Field not eligible
5CC.485	Ninnan	Historic Archaeology	Officially not eligible Field not eligible
5CC.486	Loeber or Lost Atlantic	Historic Archaeology	Officially not eligible Field not eligible

Site Number	Site Name	Type	National Register Status ¹
5CC.487	East Stanley or Last Atlantic	Historic Archaeology	Officially not eligible
5CC.499	King Solomon and Grace M.	Historic Archaeology	Officially not eligible
5CC.5	Grace Episcopal Church	Historic	Listed on National Register
5CC.512	Eunice, Calvin Camp Placer or Heddensbur	Historic Archaeology	
5CC.513	Rio Grande	Historic Archaeology	Officially not eligible
5CC.514	Michigan, Rochester or Idaho View	Historic Archaeology	
5CC.515	York?	Historic Archaeology	
5CC.517	Liberator, Golden Hammer, Cerre K. or Me	Historic Archaeology	
5CC.518	James	Historic Archaeology	Officially not eligible
5CC.519	(Site name not recorded/provided)	Historic Archaeology	Officially not eligible
5CC.520	Guy Irving or Lone Star, Little Mattie M	Historic Archaeology	Officially not eligible
5CC.521	No.4 or Great Republican	Historic Archaeology	Officially not eligible
5CC.522	Kalamazoo or Little Annie	Historic Archaeology	Officially not eligible Field not eligible
5CC.523	Ben Dare or Little Annie	Historic Archaeology	Officially not eligible
5CC.524	Silver Glance and Old Abe	Historic Archaeology	Officially not eligible
5CC.525	(Site name not recorded/provided)	Historic Archaeology	
5CC.526	Edna	Historic Archaeology	Officially not eligible
5CC.527	Lexington	Historic Archaeology	Officially not eligible
5CC.528	Little Richard	Historic Archaeology	Officially not eligible
5CC.534	Little Cub	Historic Archaeology	Officially not eligible
5CC.535	Big Chief	Historic Archaeology	Officially not eligible
5CC.536	Swan	Historic Archaeology	Officially not eligible
5CC.539	Preacher	Historic Archaeology	Officially not eligible
5CC.545	Anne Evans Mountain Home, Evans-Mayer Mountain Home	Historic	Listed on National Register
5CC.546	(Site name not recorded/provided)	Historic Archaeology Historic	Officially not eligible Field not eligible
5CC.554	Buckhorn Cabin, Buckhorn House	Historic	
5CC.559	(Site name not recorded/provided)	Historic Archaeology	Officially not eligible
5CC.560	(Site name not recorded/provided)	Historic Archaeology	Officially not eligible
5CC.561	(Site name not recorded/provided)	Historic Archaeology	Officially not eligible
5CC.562	(Site name not recorded/provided)	Historic Archaeology	Field not eligible
5CC.563	(Site name not recorded/provided)	Historic Archaeology	Field not eligible
5CC.570	(Site name not recorded/provided)	Historic Archaeology	Officially not eligible
5CC.571	(Site name not recorded/provided)	Historic Archaeology	Officially eligible
5CC.572	(Site name not recorded/provided)	Historic Archaeology	Officially not eligible
5CC.573	(Site name not recorded/provided)	Historic Archaeology	Officially not eligible
5CC.574	(Site name not recorded/provided)	Historic Archaeology	Officially not eligible
5CC.575	(Site name not recorded/provided)	Historic Archaeology	Officially not eligible
5CC.576.1	Old Idaho Springs Water Line	Historic Archaeology	Officially not eligible
5CC.585	Camp Wilaha	Historic Archaeology	Officially eligible

Site Number	Site Name	Type	National Register Status ¹
5CC.586	James Residence	Historic Archaeology	Officially not eligible
5CC.587	(Site name not recorded/provided)	Historic Archaeology	Field not eligible
5CC.588	(Site name not recorded/provided)	Archaeological	Field not eligible
5CC.589	Seldom Inn	Historic Archaeology	Officially not eligible
5CC.590	(Site name not recorded/provided)	Historic Archaeology	Officially not eligible
5CC.593	(Site name not recorded/provided)	Archaeological	Field not eligible
5CC.597	(Site name not recorded/provided)	Historic Archaeology	Officially eligible
5CC.598	(Site name not recorded/provided)	Historic Archaeology	Officially not eligible
5CC.599	(Site name not recorded/provided)	Historic Archaeology	Officially not eligible
5CC.6	Empire Station>Colorado Central Railroad	Historic	Field not eligible
5CC.601	(Site name not recorded/provided)	Historic Archaeology	Officially not eligible
5CC.616	Empire School – Original Empire Schoolhouse – School House In the Park	Historic	Officially not eligible for the State Register Determined not eligible
5CC.624	Burrell	Historic Archaeology	Officially not eligible
5CC.625	Quartermaster	Historic Archaeology	Officially not eligible
5CC.626	Quito	Historic Archaeology	Officially not eligible
5CC.633	Turntable Bridge	Historic	Officially eligible
5CC.636	(Site name not recorded/provided)	Historic Archaeology	Officially not eligible Field not eligible
5CC.637	Mill Creek Arrastra Site	Historic Archaeology	106 – Officially eligible Field eligible Field eligible Field eligible
5CC.638	(Site name not recorded/provided)	Historic Archaeology	Officially not eligible
5CC.639	Joseph Taylor	Historic Archaeology	Officially not eligible
5CC.64	Hamill House	Historic	Listed on National Register
5CC.640	Ocean Queen	Historic Archaeology	Officially not eligible
5CC.641	(Site name not recorded/provided)	Historic Archaeology	Officially not eligible
5CC.643	(Site name not recorded/provided)	Archaeological	Field not eligible
5CC.65	(Site name not recorded/provided)	Archaeological	Field needs data
5CC.653	Idaho Springs Ranger Station Historic Di	Historic	Officially eligible
5CC.654	Dumont School	Historic	Officially eligible
5CC.67	Ptarmigan Site	Archaeological	Officially eligible
5CC.68	Ore Processing Mill, Lebanon Mill	Historic	Listed on National Register
5CC.69	(Site name not recorded/provided)	Archaeological	Field not eligible
5CC.698	Idaho Springs Work Center	Historic	Officially not eligible
5CC.7	Lebanon and Everett Mine Tunnels	Historic	Listed on National Register
5CC.701	King Solomon	Historic Archaeology	Officially not eligible
5CC.703	Buley	Historic Archaeology	Officially not eligible
5CC.704	Little Richard	Historic Archaeology	Officially not eligible

Site Number	Site Name	Type	National Register Status ¹
5CC.705	West Gold	Historic Archaeology	Officially needs data
5CC.711	Molly Fisher	Historic Archaeology	Officially not eligible
5CC.713	Grizzly	Historic Archaeology	Officially not eligible
5CC.715	(Site name not recorded/provided)	Historic Archaeology	Officially not eligible
5CC.720	Lower Barbour	Historic Archaeology	Officially not eligible
5CC.721	Beaver	Historic Archaeology	Officially not eligible
5CC.722	Sapphira	Historic Archaeology	Field not eligible
5CC.723.1	Lake Edith Road	Historic Archaeology	Officially not eligible
5CC.746	(Site name not recorded/provided)	Archaeological	Officially eligible
5CC.747	(Site name not recorded/provided)	Archaeological	Officially eligible
5CC.749	(Site name not recorded/provided)	Archaeological	Officially not eligible
5CC.751	(Site name not recorded/provided)	Historic Archaeology	Officially not eligible
5CC.752	(Site name not recorded/provided)	Historic Archaeology	Officially not eligible
5CC.753	(Site name not recorded/provided)	Historic Archaeology	Officially not eligible
5CC.754	(Site name not recorded/provided)	Archaeological	Officially not eligible
5CC.755	(Site name not recorded/provided)	Archaeological	Officially not eligible
5CC.76	Argo Tunnel and Mill, Newhouse Tunnel	Historic	Listed on National Register
5CC.760	(Site name not recorded/provided)	Archaeological	Officially not eligible
5CC.761	(Site name not recorded/provided)	Historic Archaeology	Officially not eligible
5CC.762	(Site name not recorded/provided)	Historic Archaeology	Officially not eligible
5CC.788	(Site name not recorded/provided)	Archaeological	Field not eligible
5CC.790	(Site name not recorded/provided)	Archaeological	Officially not eligible
5CC.791.1	Highline Wagon Road	Historic Archaeology	Officially eligible
5CC.792	Kearney Gulch Saw Mill and Access Road	Historic Archaeology	Officially not eligible
5CC.794	(Site name not recorded/provided)		Field not eligible
5CC.795	Old Rackensack Mine	Historic Archaeology	Field not eligible
5CC.8	Hotel De Paris	Historic	Listed on National Register
5CC.813	Midnight	Historic Archaeology	Officially not eligible Field not eligible
5CC.817	Golden Leaf	Historic Archaeology	Officially not eligible
5CC.818	Golden Dust Man	Historic Archaeology	Officially not eligible
5CC.819	Cliff Mine	Historic Archaeology	Officially not eligible
5CC.820	James Bell	Historic Archaeology	Officially not eligible
5CC.821	Gardner Placer	Historic Archaeology	Officially not eligible
5CC.824	Ontario and Hummingbird	Historic Archaeology	Officially not eligible
5CC.825	Esperanza	Historic Archaeology	Officially not eligible
5CC.826	(Site name not recorded/provided)	Historic Archaeology	Officially not eligible
5CC.827	Stump	Historic Archaeology	Officially not eligible
5CC.828	Unidentified Mine Claim	Historic Archaeology	Officially not eligible
5CC.830	Unidentified Mine Site	Historic Archaeology	Officially not eligible
5CC.832	Phoenix	Historic Archaeology	Officially not eligible

Site Number	Site Name	Type	National Register Status ¹
5CC.833	Florence, Golden Gate	Historic Archaeology	Officially not eligible
5CC.835	Lucky Boy Group	Historic Archaeology	Officially not eligible
5CC.836	(Site name not recorded/provided)	Historic Archaeology	Officially not eligible
5CC.849	(Site name not recorded/provided)	Archaeological	Field not eligible
5CC.850	(Site name not recorded/provided)	Archaeological	Field not eligible
5CC.856	Mint Saloon – Empire Saloon – Mike Cook's Saloon – Empire Shop	Historic	Listed on National Register Listed on the State Register
5CC.859	B.P.O.Elks Lodge #607	Historic	Listed on the State Register
5CC.861.4	Georgetown, Argentine & Snake River	Historic Archaeology	
5CC.861.5	Georgetown, Argentine & Snake River	Historic Archaeology	
5CC.861.6	Georgetown, Argentine & Snake River	Historic Archaeology	
5CC.861.7	Georgetown, Argentine & Snake River	Historic Archaeology	
5CC.863	(Site name not recorded/provided)	Historic Archaeology	Field not eligible
5CC.864	(Site name not recorded/provided)	Historic Archaeology	Field not eligible
5CC.87	Masonic Hall	Historic	Within National Register district Field Assess.: Contrib. to District
5CC.871	(Site name not recorded/provided)		
5CC.884	(Site name not recorded/provided)	Historic Archaeology	Field not eligible
5CC.889	(Site name not recorded/provided)	Historic Archaeology	Field not eligible
5CC.890	Colorado Central Mill	Historic Archaeology	Field eligible
5CC.891	Equator Mine Portal	Historic Archaeology	Field eligible
5CC.892	Marshall Ore Chute	Historic Archaeology	Field not eligible
5CC.893	Mine Site 26	Historic Archaeology	Field not eligible
5CC.894	Meadow Cabin	Historic Archaeology	Field not eligible
5CC.895	Aqueduct to Marshall Tunnel	Historic Archaeology	Field eligible
5CC.896	(Site name not recorded/provided)	Historic Archaeology	Field not eligible
5CC.899	Sporting Times Mine	Historic Archaeology	Field eligible
5CC.9	Georgetown Loop Railroad	Historic	Listed on National Register
5CC.9.1	Colorado & Southern Engine No. 9 & Tender	Historic	Within State Register District
5CC.9.2	Colorado & Southern Business Car No. 911	Historic	Within State Register District
5CC.9.3	Colorado & Southern Baggage-Mail Car No. 13	Historic	Within State Register District
5CC.9.4	Colorado & Southern Passenger Coach No. 76	Historic	Within State Register District
5CC.900	Hidden House Mine	Historic Archaeology	Field not eligible
5CC.908	Comet Shaft	Historic Archaeology	Field eligible
5CC.909	Log Timbered Shaft House	Historic Archaeology	Field not eligible
5CC.910	Large Log Building	Historic Archaeology	Field not eligible

Site Number	Site Name	Type	National Register Status ¹
5CC.911	(Site name not recorded/provided)	Historic Archaeology	Field not eligible
5CC.912	Sagging Shaft House	Historic Archaeology	Field not eligible
5CC.913	Magnet Mine Complex	Historic Archaeology	Field eligible
5CC.914	Orange Waste Pile	Historic Archaeology	Field not eligible
5CC.915	White Russian	Historic Archaeology	Field not eligible
5CC.916	Big Timber Mine	Historic Archaeology	Field not eligible
5CC.917	Double Portal Mine	Historic Archaeology	Field not eligible
5CC.918	Aspen Saddle Cabin	Historic Archaeology	Field not eligible
5CC.919	Number 33 Modern Mine	Historic Archaeology	Field not eligible
5CC.920	Lone Cabin	Historic Archaeology	Field not eligible
5CC.921	30/30 Log Cabin	Historic Archaeology	Field not eligible
5CC.922	Saxon City	Historic Archaeology	Field eligible
5CC.923	Ore Cart Mine	Historic Archaeology	Field not eligible
5CC.924	Magnet Ravine Cabin Archaeological	Historic Archaeology	Field not eligible
5CC.925	Magnet Ravine Cabin B	Historic Archaeology	Field not eligible
5CC.926	Joe Schlaks Cabin	Historic	Field not eligible
5CC.927	Lower Beaver Creek Cabin	Historic Archaeology	Field not eligible
5CC.928	Upper Beaver Creek Cabin	Historic Archaeology	Field not eligible
5CC.929	Old Shaft House	Historic Archaeology	Field not eligible
5CC.930	Powerline Log Cabin	Historic Archaeology	Field not eligible
5CC.931	Nco7 Mine & Cabin	Historic Archaeology	Field not eligible
5CC.932	Square Cabin With Adit	Historic Archaeology	Field not eligible
5CC.933	L-Shaped Cabin and Mine	Historic Archaeology	Field not eligible
5CC.934	Rocky Mine	Historic Archaeology	Field not eligible
5CC.935	Drafty Cabin	Historic	HA
5CC.936	The White Boot Mine, The Comet Mine	Historic Archaeology	Field eligible
5CC.937	Spring Shed	Historic	HA
5CC.938	Broken Ore Cart Mine	Historic Archaeology	Field not eligible
5CC.939	Vista Mine	Historic Archaeology	Field not eligible
5CC.940	2 Mile Mine	Historic Archaeology	Field not eligible
5CC.941	Highway Mine, Maud S. Mine	Historic Archaeology	Field not eligible
5CC.942	Edgar Tunnel	Historic Archaeology	Field not eligible
5CC.943	Junction Mine	Historic Archaeology	Field not eligible
5CC.944	Willow Gulch Gated Adit	Historic Archaeology	Field not eligible
5CC.945	Gable Cabin, Shed Cabin	Historic	HA
5CC.947	(Site name not recorded/provided)	Historic Archaeology	Field not eligible
5CC.948	Sceptre Mine Complex	Historic Archaeology	Field eligible
5CC.949	Queen Cabins	Historic Archaeology	Field eligible
5CC.950	Cabins to the South of Magnet Mine – Mar	Historic Archaeology	Field eligible
5CC.966	Bryan Hose House, Sunny Side Hose House	Historic	Listed on National Register
5CC.967	Hose House No. 2, West End Hose House, 6 th	Historic	Listed on National Register

Site Number	Site Name	Type	National Register Status ¹
5CC.972	Paragon	Historic Archaeology	Officially not eligible Field not eligible
5CC.975	(Site name not recorded/provided)	Historic Archaeology	Officially not eligible Field not eligible
5CC.978	(Site name not recorded/provided)	Historic Archaeology	Officially not eligible Field not eligible
5CC.981	(Site name not recorded/provided)	Historic Archaeology	Officially not eligible Field not eligible
5CC.985	Darragh Placer	Historic Archaeology	Officially eligible
5CC.988	Kirtley Mine Tailing Pile	Historic Archaeology	Officially eligible
5CC.989	(Site name not recorded/provided)	Historic Archaeology	Officially eligible
5CC.990	(Site name not recorded/provided)	Historic Archaeology	Officially eligible
5CC.991	(Site name not recorded/provided)	Historic Archaeology	Officially eligible
5CC.992	(Site name not recorded/provided)	Historic Archaeology	Officially eligible
5CC.993	(Site name not recorded/provided)	Historic Archaeology	Officially eligible
5CC.994	Farwell Reduction Works, Smelter	Historic Archaeology	Officially eligible
5CC.995	Guanella Pass Road	Historic Archaeology Historic	Officially not eligible Officially not eligible Field not eligible
5CC.996	(Site name not recorded/provided)	Historic Archaeology	Officially not eligible
Jefferson County			
5JF.1003	(Site name not recorded/provided)	Archaeological	Field eligible
5JF.1032	Meinecke House	Historic	Officially not eligible Officially not eligible Field not eligible Field not eligible
5JF.1033.1	Lena Gulch	Historic – Historic Archaeology	Officially not eligible Field not eligible
5JF.1040	(Site name not recorded/provided)	Historic Archaeology	Field not eligible
5JF.1104	(Site name not recorded/provided)	Historic Archaeology	Field not eligible
5JF.1114	(Site name not recorded/provided)	Historic Archaeology	Field not eligible
5JF.1115	(Site name not recorded/provided)	Historic Archaeology	Field not eligible
5JF.1116	(Site name not recorded/provided)	Historic Archaeology	Field not eligible
5JF.116	(Site name not recorded/provided)	Archaeological	
5JF.118	(Site name not recorded/provided)	Archaeological	
5JF.1193	(Site name not recorded/provided)	Archaeological Historic Archaeology	Field not eligible
5JF.1194	(Site name not recorded/provided)	Historic Archaeology	Officially not eligible Field needs data Field not eligible
5JF.12	Golden Site	Archaeological	No assessment given on form
5JF.145.1	Mess Hall – Building Number 11	Historic	Field not eligible Contributes to National Register district

Site Number	Site Name	Type	National Register Status ¹
5JF.145.10	Mess Hall – Building Number 20	Historic	Field not eligible Contributes to National Register district
5JF.145.11	Mess Hall – Building Number 21	Historic	Field not eligible Contributes to National Register district
5JF.145.12	Mess Hall – Building Number 22	Historic	Field not eligible Contributes to National Register district
5JF.145.13	Mess Hall – Building Number 23	Historic	Field not eligible Contributes to National Register district
5JF.145.14	Mess Hall – Building Number 24	Historic	Field not eligible Contributes to National Register district
5JF.145.15	Mess Hall – Building Number 25	Historic	Field not eligible Contributes to National Register district
5JF.145.16	Mess Hall – Building Number 26	Historic	Field not eligible Contributes to National Register district
5JF.145.17	Mess Hall – Building Number 28	Historic	Field not eligible Contributes to National Register district
5JF.145.18	Mess Hall – Building Number 29	Historic	Field not eligible Contributes to National Register district
5JF.145.19	Quartermaster Supply Building – Building Number 30	Historic	Contributes to National Register district Field not eligible
5JF.145.2	Mess Hall – Building Number 12	Historic	Field not eligible Contributes to National Register district
5JF.145.20	Small Arms – Ammunition Storage – Building Number 33	Historic	Field not eligible Contributes to National Register district
5JF.145.21	Magazine – Building Number 34	Historic	Field not eligible Contributes to National Register district
5JF.145.22	Storage – Fire Station – Building Number 35	Historic	Field not eligible Contributes to National Register district
5JF.145.23	Officers Mess Hall – Building Number 43	Historic	Field not eligible Contributes to National Register district
5JF.145.24	Headquarters – Building Number 45	Historic	Field eligible Contributes to National Register district

Site Number	Site Name	Type	National Register Status ¹
5JF.145.25	Latrine – Building Number 46	Historic	Field not eligible Contributes to National Register district
5JF.145.26	Infirmary – Building Number 47	Historic	Field not eligible Contributes to National Register district
5JF.145.27	Recreation Hall – Building Number 48	Historic	Field eligible Contributes to National Register district
5JF.145.28	Swimming Pool – Outdoor – Structure Number 49	Historic	Field not eligible Contributes to National Register district
5JF.145.29	Pedestrian Underpass – Structure Number 50	Historic Archaeology – Historic	Field not eligible Contributes to National Register district
5JF.145.3	Mess Hall – Building Number 13	Historic	Field not eligible Contributes to National Register district
5JF.145.30	Filling Station – Building Number 51	Historic	Field eligible Contributes to National Register district
5JF.145.31	Warehouse – Building Number 52	Historic	Field eligible Contributes to National Register district
5JF.145.32	Laundry Building – Building Number 53	Historic	Field not eligible Contributes to National Register district
5JF.145.33	Latrine – Building Number 54	Historic	Field not eligible Contributes to National Register district
5JF.145.34	Warehouse – Building Number 55	Historic	Field eligible Contributes to National Register district
5JF.145.35	Wagon Shed – Building Number 58	Historic	Field not eligible Contributes to National Register district
5JF.145.37	Wagon Shed – Building Number 60	Historic	Field not eligible Contributes to National Register district
5JF.145.38	Wagon Shed – Building Number 61	Historic	Field not eligible Contributes to National Register district
5JF.145.39	Wagon Shed – Building Number 62	Historic	Field not eligible Contributes to National Register district
5JF.145.4	Mess Hall – Building Number 14	Historic	Field not eligible Contributes to National Register district

Site Number	Site Name	Type	National Register Status ¹
5JF.145.40	Water Tower – South – Building Number 63	Historic	Field not eligible Contributes to National Register district
5JF.145.41	Gas and Oil Station – Building Number 66	Historic	Field not eligible Contributes to National Register district
5JF.145.42	Officers' Clubhouse – Building Number 67	Historic	Field eligible Contributes to National Register district
5JF.145.43	Quarters – Building Number 68	Historic	Field not eligible Contributes to National Register district
5JF.145.44	Quarters – Building Number 69	Historic	Field not eligible Contributes to National Register district
5JF.145.46	Quarters – Building Number 71	Historic	Field not eligible Contributes to National Register district
5JF.145.47	Garage – Building Number 73	Historic	Field not eligible Contributes to National Register district
5JF.145.48	Garage – Building Number 74	Historic	Field not eligible Contributes to National Register district
5JF.145.49	Garage – Building Number 76	Historic	Field not eligible Contributes to National Register district
5JF.145.5	Mess Hall – Building Number 15	Historic	Field not eligible Contributes to National Register district
5JF.145.50	Garage – Building Number 77	Historic	Field not eligible Contributes to National Register district
5JF.145.51	Garage – Building Number 81	Historic	Field not eligible Contributes to National Register district
5JF.145.52	Motor Vehicle Storage – Building Number 82	Historic	Field not eligible Contributes to National Register district
5JF.145.53	Guard House – Building Number 83	Historic	Field not eligible Contributes to National Register district
5JF.145.54	Pump House – Building Number 84	Historic	Field not eligible Contributes to National Register district
5JF.145.55	Underground Reservoir – Structure Number 90	Historic	Field not eligible Contributes to National Register district

Site Number	Site Name	Type	National Register Status ¹
5JF.145.57	Orderly Room – Building Number 96	Historic	Field not eligible Contributes to National Register district
5JF.145.58	Orderly Room – Building Number 97	Historic	Field not eligible Noncontributing to National Register district
5JF.145.59	Theater/Chapel – Building Number 100	Historic	Field not eligible Noncontributing to National Register district
5JF.145.6	Mess Hall – Building Number 16	Historic	Field not eligible Contributes to National Register district
5JF.145.61	Golden Gun Club Clubhouse – Building Number 104	Historic	Field not eligible Noncontributing to National Register district
5JF.145.63	Inter-Mountain Railroad Station – Building Number 116	Historic	Field eligible Contributes to National Register district
5JF.145.64	Gates – Stone Gates	Historic	Field not eligible Contributes to National Register district
5JF.145.65	Gate and Wall – Stone Gate and Wall	Historic	Field not eligible Contributes to National Register district
5JF.145.66	Firing Lines – Firing Pits – Firing Range	Historic	Field not eligible Contributes to National Register district
5JF.145.67	Tent Pads – Tent Encampment	Historic Archaeology	Contributes to National Register district Field not eligible Field assess.: Contrib. to district
5JF.145.7	Mess Hall – Building Number 17	Historic	Field not eligible Contributes to National Register district
5JF.145.8	Mess Hall – Building Number 18	Historic	Field not eligible Contributes to National Register district
5JF.145.9	Mess Hall – Building Number 19	Historic	Field not eligible Contributes to National Register district
5JF.147	Herman Coors House – Roy and Rosalie Cole House	Historic	Listed on National Register Multiple resource component Staff – Officially eligible Field eligible
5JF.1717	(Site name not recorded/provided)	Archaeological – Historic Archaeology	Field needs data
5JF.1767	(Site name not recorded/provided)	Historic Archaeology	Field not eligible

Site Number	Site Name	Type	National Register Status ¹
5JF.1768	(Site name not recorded/provided)	Historic Archaeology	Field not eligible
5JF.1769	(Site name not recorded/provided)	Historic Archaeology	Field not eligible
5JF.1770	(Site name not recorded/provided)	Historic Archaeology	Field not eligible
5JF.1774	(Site name not recorded/provided)	Historic Archaeology	Field not eligible
5JF.1775	(Site name not recorded/provided)	Historic Archaeology	Field not eligible
5JF.1776	(Site name not recorded/provided)	Historic Archaeology	Field not eligible
5JF.1778	(Site name not recorded/provided)	Historic Archaeology	
5JF.1779	(Site name not recorded/provided)	Historic Archaeology	Field not eligible
5JF.1787.4	Apex and Gregory Wagon Road – Segment	Historic Archaeology – Historic	Officially not eligible Field eligible
5JF.184	Humphrey House, Kinnikinnik Ranch	Historic	Listed on National Register
5JF.185	Mount Vernon House – Robert W. Steele House	Historic	Listed on National Register
5JF.196	Rooney Ranch (Centennial Farm)	Historic	Listed on National Register Centennial Farm
5JF.2114	(Site name not recorded/provided)	Historic Archaeology	Field not eligible
5JF.2115	(Site name not recorded/provided)	Historic Archaeology	Field not eligible
5JF.2116	(Site name not recorded/provided)	Historic Archaeology	Field not eligible
5JF.2117	(Site name not recorded/provided)	Historic Archaeology	Field not eligible
5JF.2118	(Site name not recorded/provided)	Historic Archaeology	Field not eligible
5JF.2119	(Site name not recorded/provided)	Archaeological	Field not eligible
5JF.2120	(Site name not recorded/provided)	Historic Archaeology	Field not eligible
5JF.2122	(Site name not recorded/provided)	Archaeological	Field not eligible
5JF.2123	(Site name not recorded/provided)	Archaeological	Field not eligible
5JF.2124	(Site name not recorded/provided)	Archaeological	Field not eligible
5JF.2125	(Site name not recorded/provided)	Archaeological	Field not eligible
5JF.2126	(Site name not recorded/provided)	Archaeological	Field not eligible
5JF.2127	(Site name not recorded/provided)	Historic Archaeology	Field not eligible
5JF.2128	(Site name not recorded/provided)	Archaeological Historic Archaeology	Field needs data
5JF.2133	(Site name not recorded/provided)	Historic Archaeology	Field not eligible
5JF.2134	(Site name not recorded/provided)	Historic Archaeology	Field not eligible
5JF.2135	(Site name not recorded/provided)	Historic Archaeology	Field not eligible
5JF.2136	(Site name not recorded/provided)	Historic Archaeology	Field not eligible
5JF.2137	(Site name not recorded/provided)	Historic Archaeology	Field not eligible
5JF.2138	(Site name not recorded/provided)	Archaeological	Field not eligible
5JF.2139	(Site name not recorded/provided)	Historic Archaeology	Field not eligible
5JF.2180	(Site name not recorded/provided)	Historic Archaeology	Field not eligible
5JF.2184	(Site name not recorded/provided)	Archaeological	Field not eligible
5JF.2185	(Site name not recorded/provided)	Historic Archaeology	Field not eligible
5JF.2186	Mt. Vernon Cemetery	Historic Archaeology	Field not eligible

Site Number	Site Name	Type	National Register Status ¹
5JF.2187	(Site name not recorded/provided)	Historic Archaeology	Field not eligible
5JF.2210	Dr. Gilbert Lininger House	Historic	No assessment given on form
5JF.2212	Queen of Heaven Orphanage Summer Camp - Mother Cabrini Orphanage Summer Camp	Historic	Listed on National Register Pending in Washington Review Board Recommendation for Listing
5JF.223	Magic Mountain Site	Archaeological	Listed on National Register Field eligible
5JF.2231.1	The Lee Stewart Eskins Ditch – Segment	Historic Archaeology – Historic	Officially not eligible Field not eligible Field not eligible
5JF.2492	Queen of Heaven Orphanage Summer Camp – Mother Cabrini Shrine	Historic – Historic Archaeology	Field eligible Field assess.: Contrib. to district
5JF.2506	Hines House	Historic	Field not eligible
5JF.255	Chieftain Mine	Historic Archaeology	Field not eligible
5JF.257	(Site name not recorded/provided)	Archaeological	Field not eligible
5JF.2576	Charles Deaton Sculptured House; Huggins-Deaton Sculptured House; Sleeper House; Flying Saucer House; Clamshell House	Historic	Rejected by Washington DC for National Register listing Pending in Washington Review Board Recommendation for Listing
5JF.2584	Bachman Place	Historic	Field not eligible
5JF.2600	(Site name not recorded/provided)	Historic Archaeology	Field not eligible
5JF.2601	(Site name not recorded/provided)	Historic Archaeology	Field not eligible
5JF.2602	(Site name not recorded/provided)	Historic Archaeology	Field not eligible
5JF.2603	(Site name not recorded/provided)	Historic Archaeology	Field not eligible
5JF.2630	Lookout Mountain School for Boys	Historic Archaeology	106 – Officially eligible Field eligible
5JF.2631	Parfet Mine and Claypit	Historic Archaeology	Officially not eligible Field not eligible Field not eligible Officially not eligible
5JF.2638.1	US Highway 6 (Segment) – Highway 6	Historic Archaeology - Historic	Officially needs data Officially not eligible Officially not eligible Field eligible Field needs data Field not eligible
5JF.2638.4	US Highway 6 Tunnel – Tunnel No.3 (F-15-AW)	Historic Archaeology – Historic	106 – Officially eligible Field eligible
5JF.2733	State Highway 74	Historic Archaeology	Field eligible

Site Number	Site Name	Type	National Register Status ¹
5JF.2733.1	F-15-CF – East Evergreen Interchange	Historic Archaeology – Historic	Field not eligible
5JF.2784	Albino Romano Residence	Historic	Field eligible
5JF.2785	William Archaeological. "Archie" Bell Residence – Thornton Residence	Historic	Field eligible
5JF.2786	Agnes Phelan Residence – "Archaeological Mountain Lodge at Colorow Point" – Hall Residence	Historic	Field eligible
5JF.2787	Rockland School – Genesee Grange Hall	Historic	Field eligible
5JF.2788	Ralston Residence	Historic	Field eligible
5JF.2789	Rainbow Hills	Historic	Field eligible
5JF.2790	Bergen Park Trading Post – Humphery Trading Post	Historic	Field eligible
5JF.2840	(Site name not recorded/provided)	Historic	Officially not eligible Field not eligible
5JF.285	Hay Barns and Corral	Historic	Officially not eligible
5JF.286	Blackmer House	Historic	Officially not eligible
5JF.287		Historic	Officially not eligible
5JF.288	Octagonal Barn	Historic	Officially not eligible
5JF.289	Bergens Second House	Historic	Officially not eligible
5JF.290	Bergen Park, Bergen Park and Shelter House	Historic District	Listed on National Register
5JF.291	Fillius Shltr House	Historic	Officially eligible
5JF.292	Gate to Avery Acres	Historic	Officially not eligible
5JF.296	(Site name not recorded/provided)	Archaeological	Field not eligible
5JF.3012	Marine Corps Memorial	Historic	Officially not eligible No assessment given on form
5JF.323	Lorraine Lodge, Charles Boettcher Summer	Historic	Listed on National Register
5JF.3275	Allen Farmhouse – Hartzell-Allen Residence	Historic	Field eligible No assessment given on form
5JF.3313	Johnston Residence – Women in Science, Engineering, and Math, Colorado School of Mines	Historic	Field not eligible No assessment given on form
5JF.3316	Milton-Sutherland Residence	Historic	Field not eligible No assessment given on form
5JF.3319	Bellis Residence	Historic	Field not eligible No assessment given on form
5JF.3320	Burkle-Buckman-Bitzer Residence	Historic	Field not eligible No assessment given on form
5JF.3326	Kruger-Wilcox Residence	Historic	Field not eligible No assessment given on form

Site Number	Site Name	Type	National Register Status ¹
5JF.3328	Bellis-Miner Residence	Historic	Field not eligible No assessment given on form
5JF.3331	Reeves-Bowersock Residence	Historic	Field not eligible No assessment given on form
5JF.3332	Miners' Apartments – The Miner Apartments	Historic	Field not eligible No assessment given on form
5JF.3337	Shannon-Jensen Residence	Historic	Field not eligible No assessment given on form
5JF.3416	Shockley Residence	Historic	Field not eligible No assessment given on form
5JF.3417	Dawe Residence	Historic	Field not eligible No assessment given on form
5JF.3418	Berrier-Saunders Residence	Historic	Field not eligible No assessment given on form
5JF.3422	Craig Residence	Historic	106 - Officially eligible Field eligible No assessment given on form
5JF.3423	Williams Residence	Historic	Field not eligible No assessment given on form
5JF.3424	Bradley Residence	Historic	Field not eligible No assessment given on form
5JF.3434	Ferry-Carney-Cooper Residence	Historic	Field not eligible No assessment given on form
5JF.3458	Tierney-Volz Residence	Historic	Field not eligible No assessment given on form
5JF.3491	Coolbaugh House – Csm University Club	Historic	Local Landmark Field eligible No assessment given on form
5JF.3492	Ziegler Residence	Historic	Field not eligible No assessment given on form
5JF.366	F-15-CF East Evergreen Interchange	Historic	Field not eligible
5JF.3749	South Table Mountain	Paleontological	Field not eligible

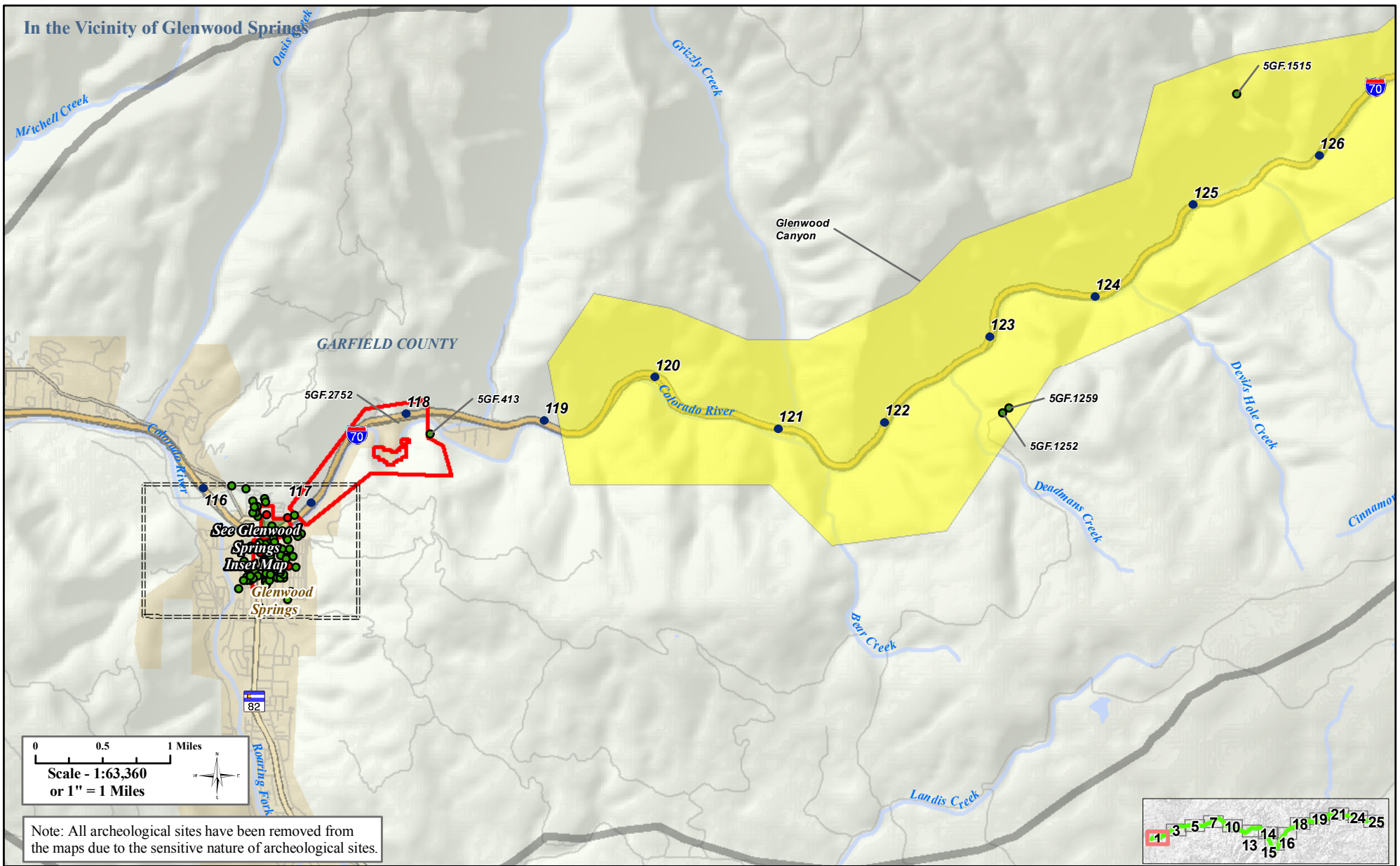
Site Number	Site Name	Type	National Register Status ¹
5JF.3798	Anderson Residence – Lookout Mountain Open Space	Historic	Determined not eligible Officially not eligible for the State Register Field eligible
5JF.389	Bergen House	Historic	Field not eligible
5JF.395	Church - Rockland Community	Historic	Field not eligible
5JF.396	Cody Park Cemetery, Rockland Cemetery	Historic	
5JF.398	Genesee Park Bridge	Historic	Officially eligible
5JF.401	Golden Cemetery	Historic – Historic Archaeology	106 – Officially eligible Field eligible
5JF.4323	Gage Residence	Historic	Officially not eligible Field not eligible
5JF.4324	Paleo Research Institute	Historic	Officially not eligible Field not eligible
5JF.4325	(Site name not recorded/provided)	Historic	Officially not eligible Field not eligible
5JF.4377	(Site name not recorded/provided)	Paleontological	Field not eligible
5JF.439	Mother Cabrini Orphanage	Historic	
5JF.440	Buffalo Bill Memorial Museum and Grave – Pahaska Tepee –Buffalo Bill Cody Gravesite/Buffalo Bill Museum	Historic	Field not eligible
5JF.441	Beaver Brook Trail	Historic	
5JF.4424	Genesee Mountain Park Training Annex	Historic Archaeology – Historic	Officially needs data Field needs data
5JF.445	South Golden Mine – South Golden Clay Pit	Historic Archaeology	Officially not eligible Field not eligible
5JF.532.2	Rocky Mountain Ditch – Segment	Historic Archaeology – Historic	Officially not eligible Officially not eligible Officially not eligible Field not eligible Field not eligible Field not eligible
5JF.587	Hogback Road	Paleontological – Historic Archaeology – Historic	106 – Officially eligible Field eligible Field eligible
5JF.590	Genesee Park	in Historic District	Listed on National Register Multiple Resource Component
5JF.63	Cherry Gulch Site	Archaeological	
5JF.665	Baxter Barn	Historic	Field not eligible Field not eligible
5JF.774	(Site name not recorded/provided)	Historic Archaeology	Officially not eligible Field not eligible
5JF.780	(Site name not recorded/provided)	Archaeological	Field needs data
5JF.783	(Site name not recorded/provided)	Archaeological	Field needs data
5JF.785	Strainland Clay Quarry	Historic Archaeology	Field not eligible

Site Number	Site Name	Type	National Register Status ¹
5JF.799	Stranger Mine (Clay)	Historic Archaeology	Officially not eligible Field not eligible Field not eligible Field not eligible
5JF.806	Inspiration Tree Picnic Area and Horse Trail	Archaeological – Historic Archaeology	Contributes to National Register district Field eligible
5JF.816.1	Golden City and South Platte Railroad Grade	Historic Archaeology – Historic	Field not eligible
5JF.817.1	Denver and Intermountain Railroad Spur	Historic Archaeology – Historic	Field not eligible
5JF.817.2	Denver and Intermountain Railroad	Historic Archaeology	Field not eligible
5JF.817.3	Denver and Intermountain Railroad Segment	Historic Archaeology – Historic	Officially not eligible Field not eligible
5JF.817.6	Denver and Intermountain Railroad – Segment	Historic Archaeology – Historic	Officially not eligible Noncontributing to National Register district Field not eligible
5JF.818.1	New Quarry Spur-Denver, South Park and Pacific Railroad	Historic Archaeology – Historic	Field not eligible
5JF.839	South Table Mountain Basalt Quarries	Historic Archaeology	Field needs data
5JF.846	Bridge – Structure Number 91	Historic Archaeology – Historic	Field not eligible
5JF.848.1	Golden Canal Segment – Welch Irrigation Ditch	Historic Archaeology – Historic	Officially not eligible Noncontributing to officially eligible district Field not eligible Field not eligible Field eligible
5JF.848.3	Welch Ditch	Historic Archaeology – Historic	Field eligible
5JF.848.8	Welch Ditch (Segment) – Golden Ditch	Historic Archaeology – Historic	Field eligible
5JF.943	Avery Acres Mink Farm	Historic	Field not eligible
5JF.976	Filius Park	in Historic District	Listed on National Register Multiple Resource Component
5JF.977	Little Park, Denver Mountain Parks	in Historic District	Listed on National Register
5JF.979	Katherine Craig Park	in Historic District	Listed on National Register Multiple Resource Component
5JF.991	Forks Creek	Historic Archaeology	Officially not eligible
5JF.995	Thiede Ranch – Gifford Ranch	Historic	Listed on National Register Staff - Officially Eligible

**Appendix C
Maps**

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In the Vicinity of Glenwood Springs



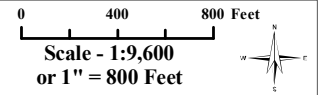
Note: All archeological sites have been removed from the maps due to the sensitive nature of archeological sites.

Legend

- | | | | |
|---------------------------|-----------------------------|---|---|
| • Mileposts | County Boundary | Historic Properties - Under 5 Acres | Historic Properties - Over 5 Acres |
| — Limited Access Highways | Urban Areas | ● National Register Listed | ● National Register Listed |
| — Major Highways | ○ 3 Mile Study Area of I-70 | ● Nationally Significant Interstate Feature | ● State Register Listed |
| — Highways | □ Historic Districts | ● Officially National Register Eligible | ● Nationally Significant Interstate Feature |
| — Lakes | | ● Treated As National Register Eligible | ● State Register Listed |
| | | ● Officially National Register Eligible | ● Treated As National Register Eligible |
| | | | ● Officially National Register Eligible |

I-70 Mountain Corridor PEIS Technical Reports
 U.S. Department of Transportation Federal Highway Administration

Glenwood Springs

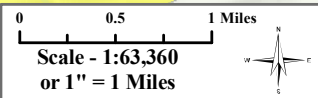
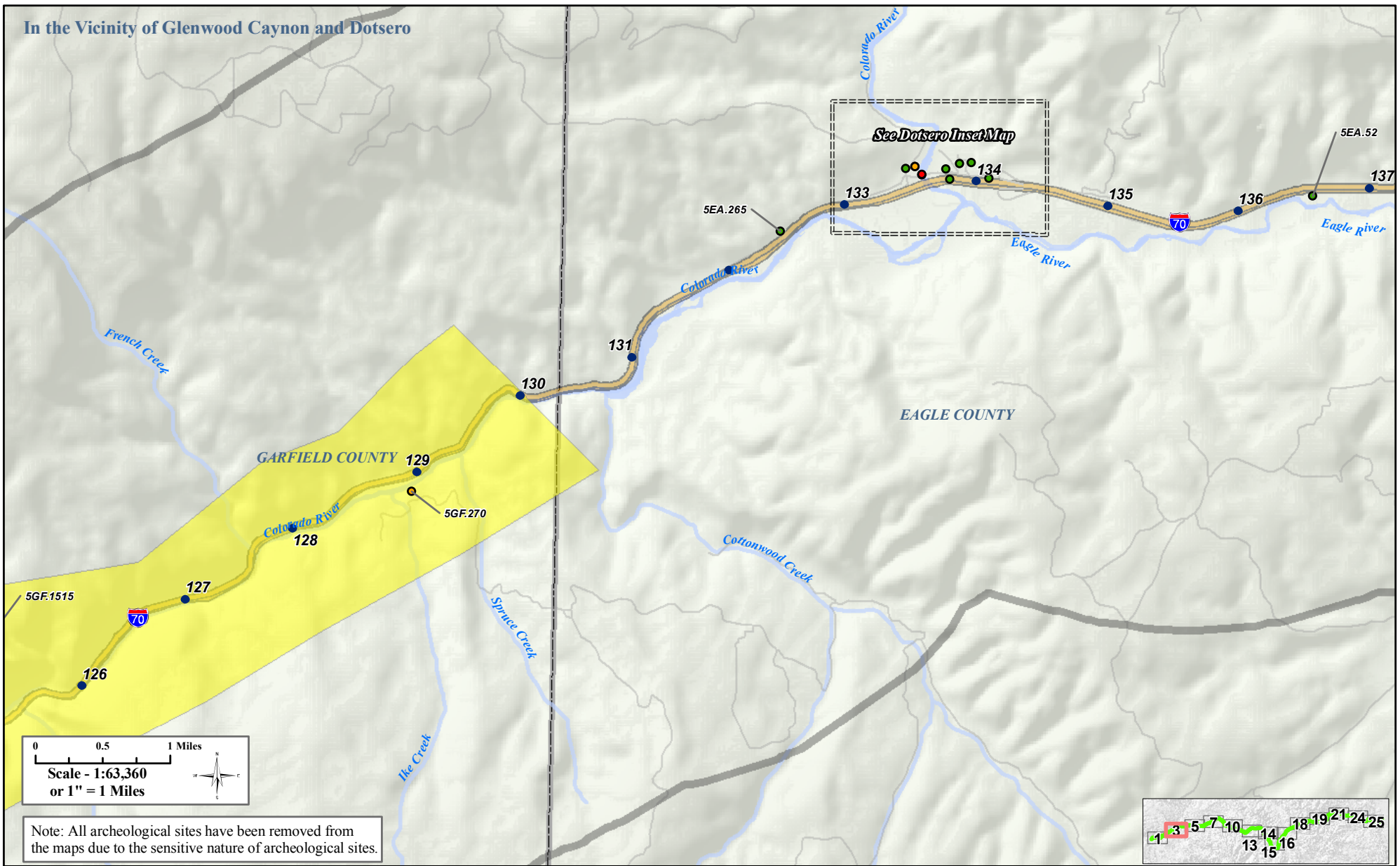


Note: All archeological sites have been removed from the maps due to the sensitive nature of archeological sites.

Legend

- | | | | |
|---------------------------|-----------------------------|---|---|
| • Mileposts | ▭ County Boundary | Historic Properties - Under 5 Acres | Historic Properties - Over 5 Acres |
| — Limited Access Highways | ▭ Urban Areas | ● National Register Listed | ● National Register Listed |
| — Major Highways | ○ 3 Mile Study Area of I-70 | ● Nationally Significant Interstate Feature | ● Nationally Significant Interstate Feature |
| — Highways | ▭ Historic Districts | ● Officially National Register Eligible | ● Officially National Register Eligible |
| — Lakes | | ● Treated As National Register Eligible | ● Treated As National Register Eligible |

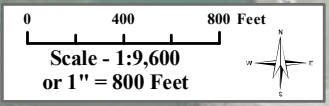
In the Vicinity of Glenwood Canyon and Dotsero



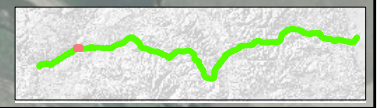
Note: All archeological sites have been removed from the maps due to the sensitive nature of archeological sites.

Legend

- | | | | |
|---------------------------|-----------------------------|---|---|
| • Mileposts | County Boundary | Historic Properties - Under 5 Acres | Historic Properties - Over 5 Acres |
| — Limited Access Highways | Urban Areas | ● National Register Listed | ● National Register Listed |
| — Major Highways | ○ 3 Mile Study Area of I-70 | ● Nationally Significant Interstate Feature | ● State Register Listed |
| — Highways | ■ Historic Districts | ● Officially National Register Eligible | ● Treated As National Register Eligible |
| — Lakes | | | ● Treated As National Register Eligible |
| | | | ● Officially National Register Eligible |



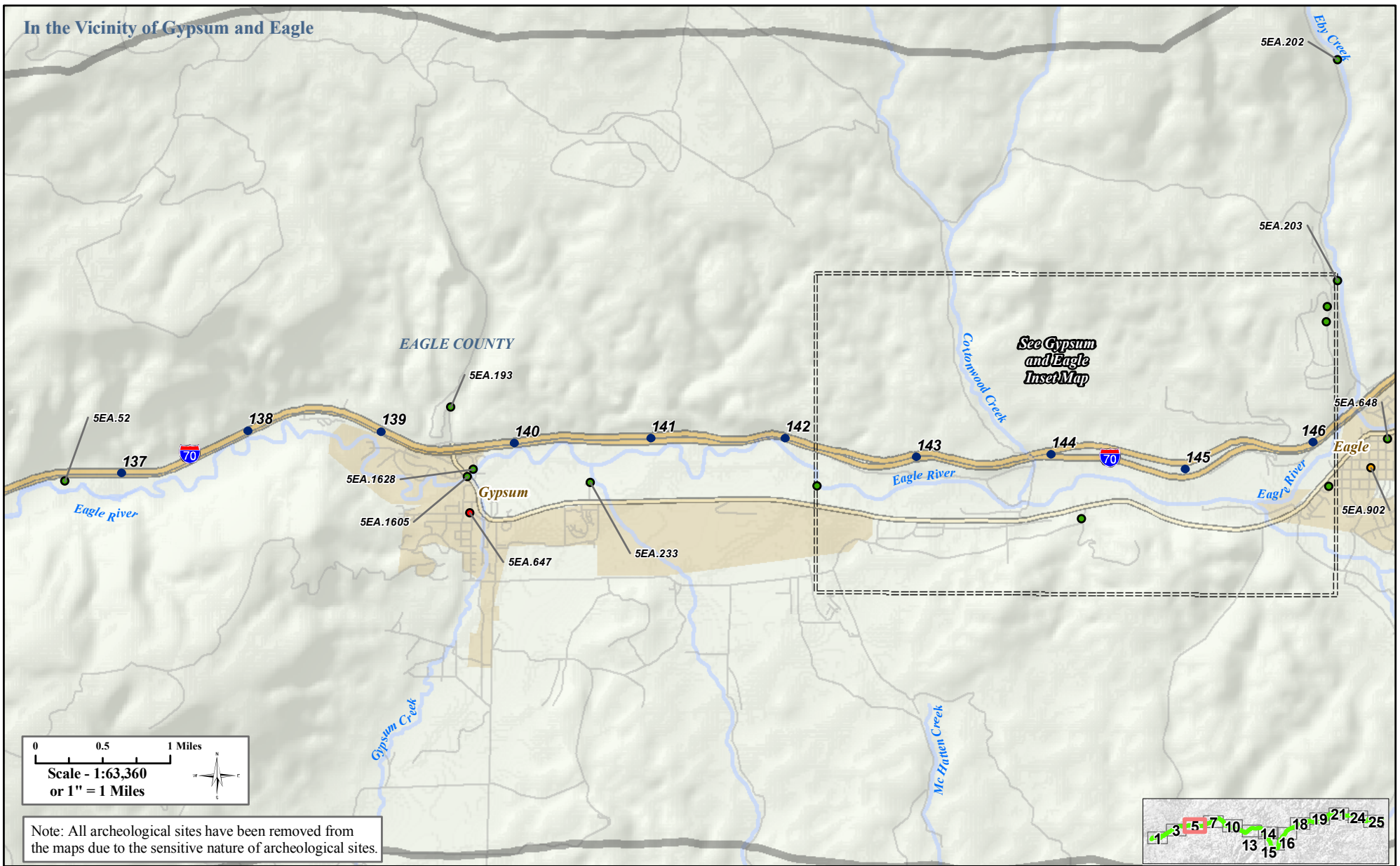
Note: All archeological sites have been removed from the maps due to the sensitive nature of archeological sites.



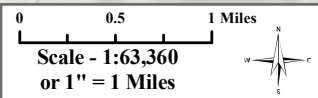
Legend

<ul style="list-style-type: none"> • Mileposts ▬ Limited Access Highways ▬ Major Highways ▬ Highways ▬ Lakes 	<ul style="list-style-type: none"> ▭ County Boundary ▭ Urban Areas ○ 3 Mile Study Area of I-70 ▭ Historic Districts 	<p>Historic Properties - Under 5 Acres</p> <ul style="list-style-type: none"> ● National Register Listed ● Nationally Significant Interstate Feature ● Officially National Register Eligible ● State Register Listed ● Treated As National Register Eligible 	<p>Historic Properties - Over 5 Acres</p> <ul style="list-style-type: none"> ■ National Register Listed ■ Nationally Significant Interstate Feature ■ Officially National Register Eligible ■ State Register Listed ■ Treated As National Register Eligible
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In the Vicinity of Gypsum and Eagle



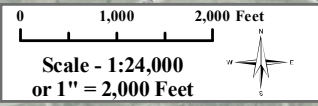
See Gypsum and Eagle Inset Map



Note: All archeological sites have been removed from the maps due to the sensitive nature of archeological sites.

Legend

- | | | | |
|---------------------------|-----------------------------|---|---|
| • Mileposts | County Boundary | Historic Properties - Under 5 Acres | Historic Properties - Over 5 Acres |
| — Limited Access Highways | Urban Areas | ● National Register Listed | ● National Register Listed |
| — Major Highways | ○ 3 Mile Study Area of I-70 | ● Nationally Significant Interstate Feature | ● State Register Listed |
| — Highways | □ Historic Districts | ● Treated As National Register Eligible | ● Nationally Significant Interstate Feature |
| — Lakes | | ● Officially National Register Eligible | ● Officially National Register Eligible |
| | | | ● State Register Listed |
| | | | ● Treated As National Register Eligible |

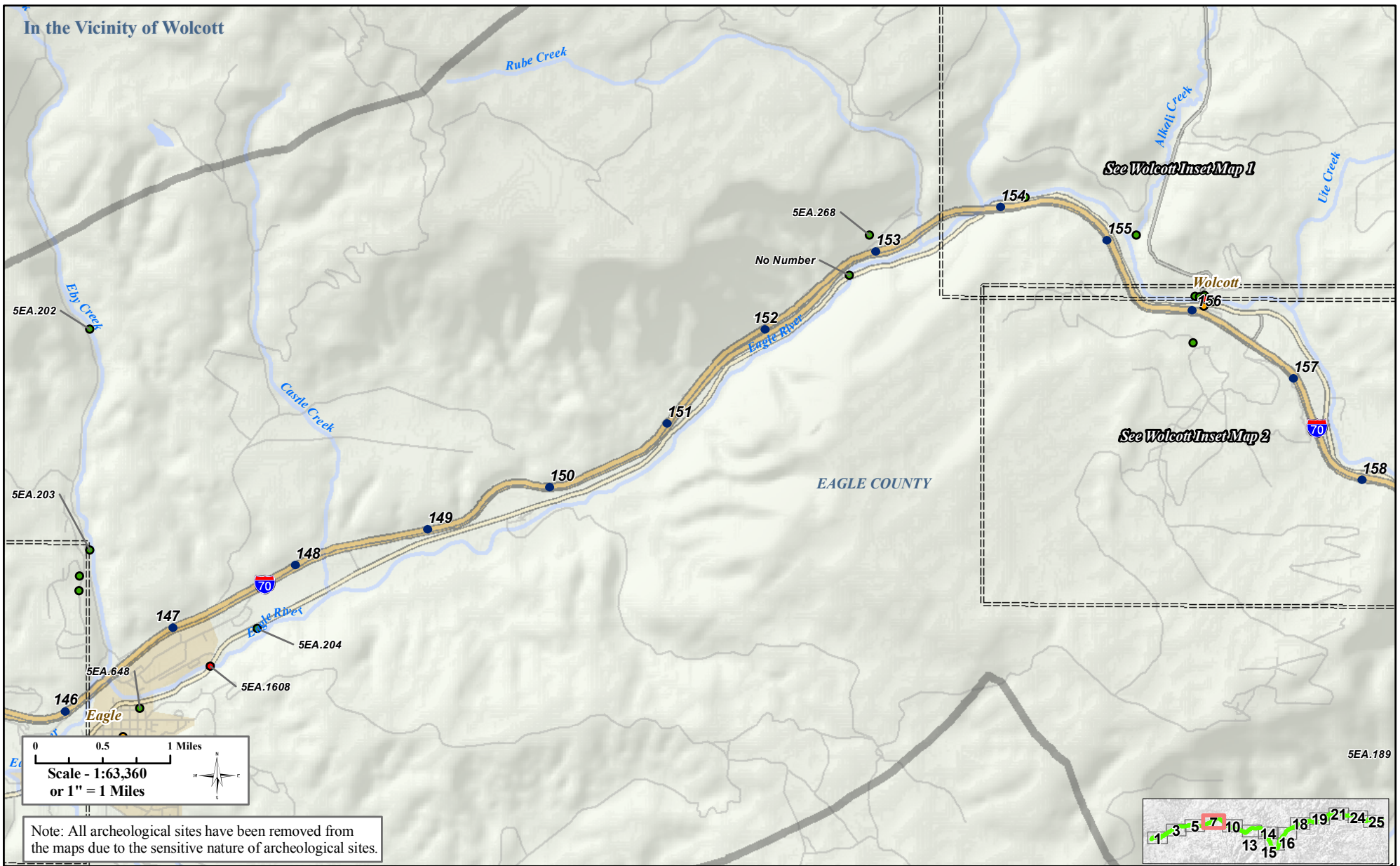


Note: All archeological sites have been removed from the maps due to the sensitive nature of archeological sites.

Legend

• Mileposts	County Boundary	Historic Properties - Under 5 Acres	Historic Properties - Over 5 Acres
— Limited Access Highways	Urban Areas	● National Register Listed	■ National Register Listed
— Major Highways	○ 3 Mile Study Area of I-70	● Nationally Significant Interstate Feature	■ Nationally Significant Interstate Feature
— Highways	■ Historic Districts	● Officially National Register Eligible	■ Officially National Register Eligible
— Lakes	● State Register Listed	● Treated As National Register Eligible	■ State Register Listed
			■ Treated As National Register Eligible

In the Vicinity of Wolcott

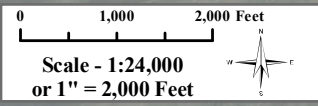


Note: All archeological sites have been removed from the maps due to the sensitive nature of archeological sites.

Legend

- | | | | |
|---------------------------|-----------------------------|---|---|
| • Mileposts | County Boundary | Historic Properties - Under 5 Acres | Historic Properties - Over 5 Acres |
| — Limited Access Highways | Urban Areas | ● National Register Listed | ● National Register Listed |
| — Major Highways | ○ 3 Mile Study Area of I-70 | ● State Register Listed | ● State Register Listed |
| — Highways | □ Historic Districts | ● Nationally Significant Interstate Feature | ● Nationally Significant Interstate Feature |
| — Lakes | | ● Officially National Register Eligible | ● Officially National Register Eligible |
| | | ● Treated As National Register Eligible | ● Treated As National Register Eligible |

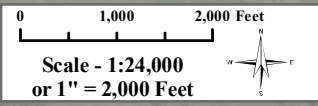
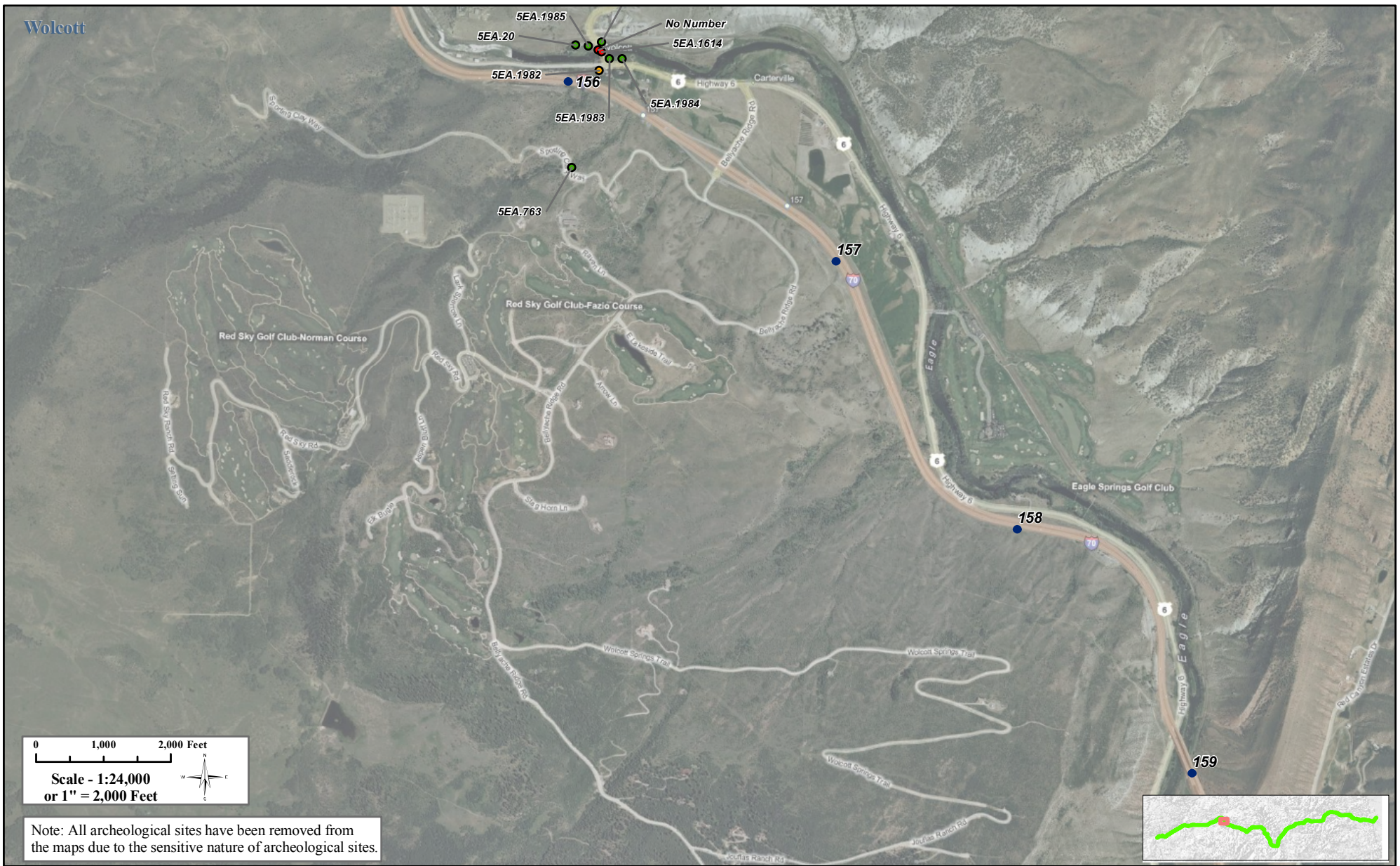
I-70 Mountain Corridor PEIS   **Technical Reports**



Note: All archeological sites have been removed from the maps due to the sensitive nature of archeological sites.

Legend

• Mileposts	County Boundary	Historic Properties - Under 5 Acres	Historic Properties - Over 5 Acres
— Limited Access Highways	Urban Areas	● National Register Listed	■ National Register Listed
— Major Highways	○ 3 Mile Study Area of I-70	● Nationally Significant Interstate Feature	■ Nationally Significant Interstate Feature
— Highways	■ Historic Districts	● Officially National Register Eligible	■ Officially National Register Eligible
— Lakes		● Treated As National Register Eligible	■ Treated As National Register Eligible

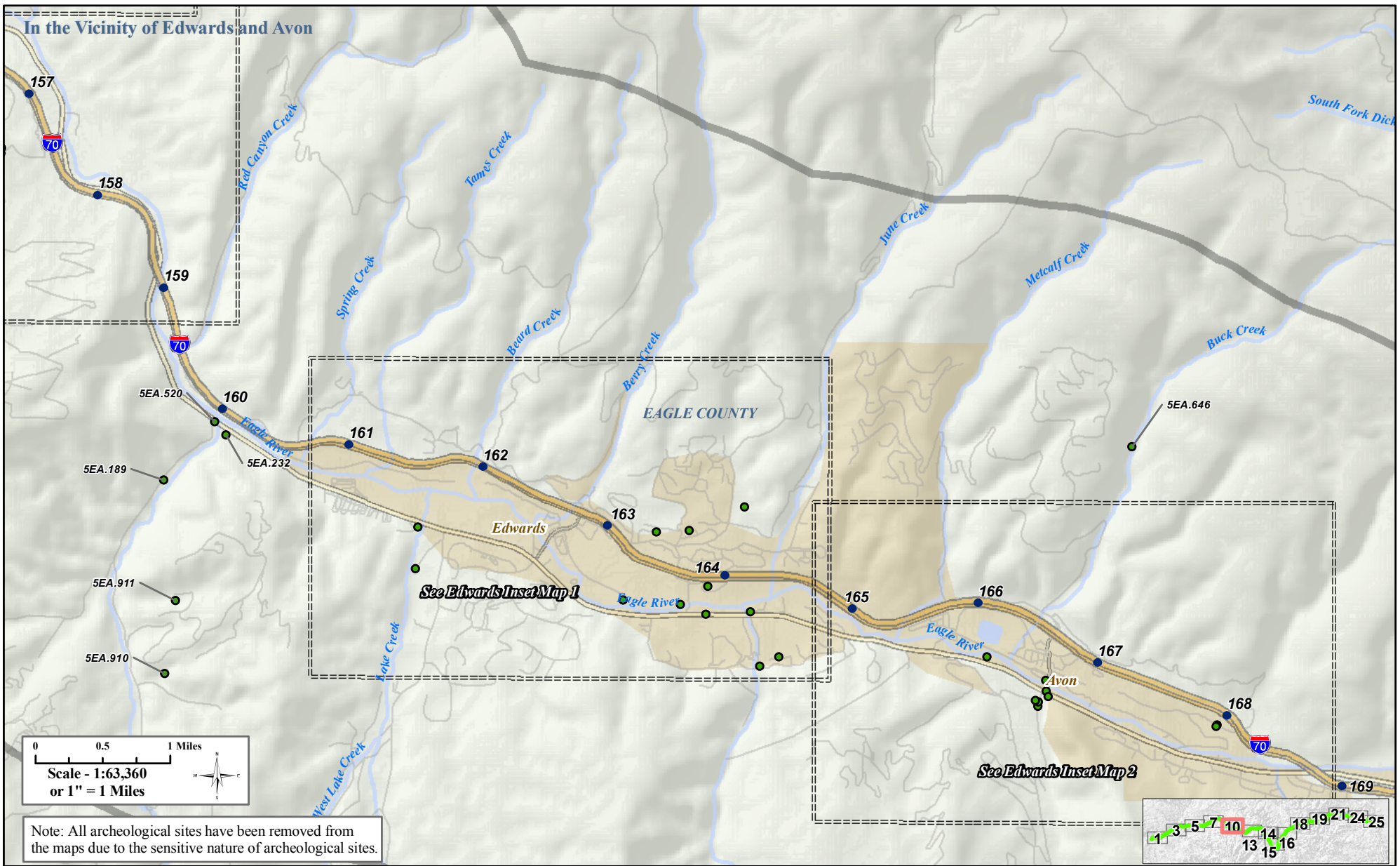


Note: All archeological sites have been removed from the maps due to the sensitive nature of archeological sites.

Legend

• Mileposts	County Boundary	Historic Properties - Under 5 Acres	Historic Properties - Over 5 Acres
Limited Access Highways	Urban Areas	● National Register Listed	■ National Register Listed
Major Highways	3 Mile Study Area of I-70	● Nationally Significant Interstate Feature	■ Nationally Significant Interstate Feature
Highways	Historic Districts	● Treated As National Register Eligible	■ Treated As National Register Eligible
Lakes		● Officially National Register Eligible	■ Officially National Register Eligible

In the Vicinity of Edwards and Avon



Note: All archeological sites have been removed from the maps due to the sensitive nature of archeological sites.

Legend

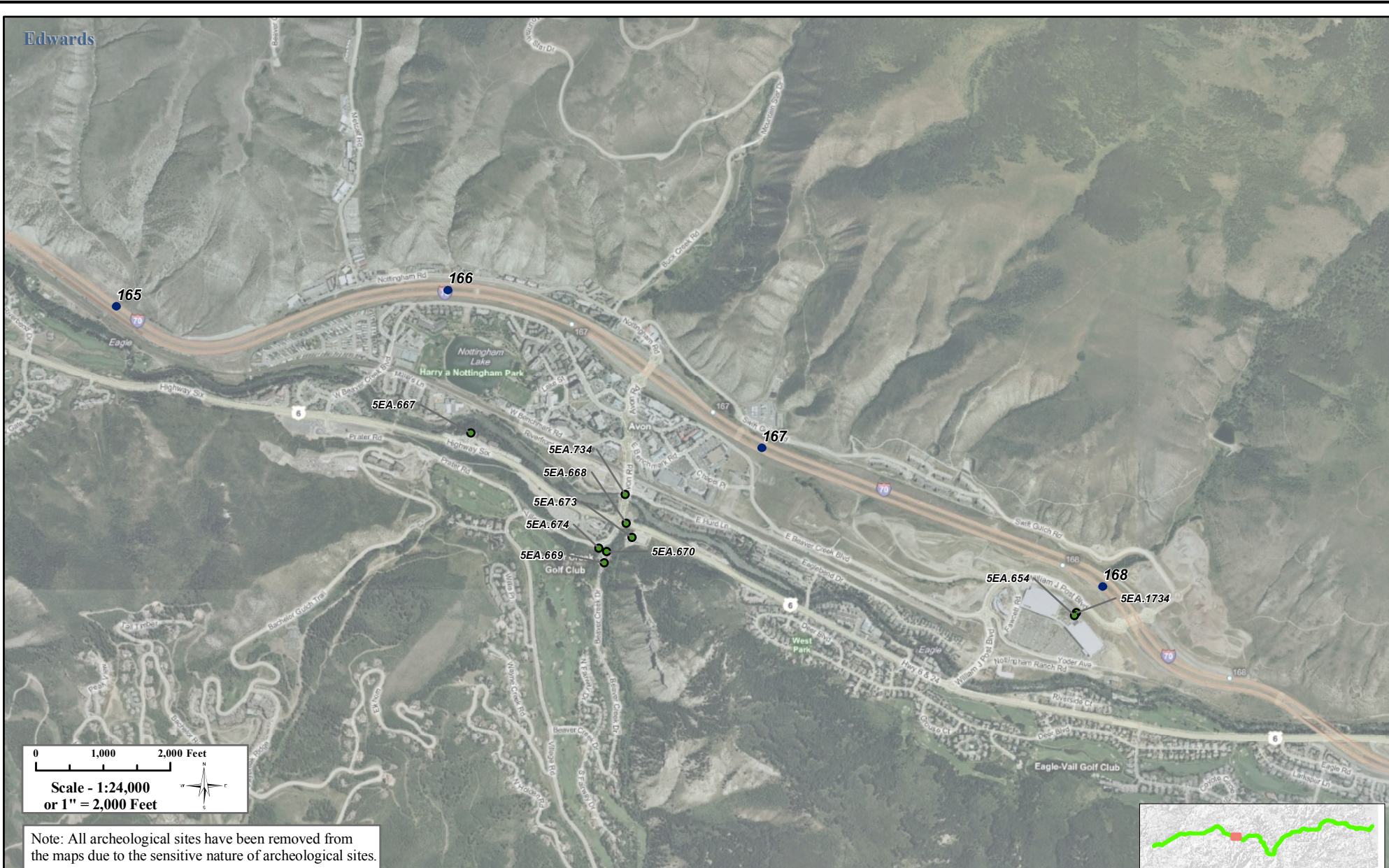
- | | | | |
|---------------------------|-----------------------------|---|---|
| • Mileposts | County Boundary | Historic Properties - Under 5 Acres | Historic Properties - Over 5 Acres |
| — Limited Access Highways | Urban Areas | ● National Register Listed | ● National Register Listed |
| — Major Highways | ○ 3 Mile Study Area of I-70 | ● State Register Listed | ● State Register Listed |
| — Highways | ■ Historic Districts | ● Nationally Significant Interstate Feature | ■ Nationally Significant Interstate Feature |
| — Lakes | | ● Officially National Register Eligible | ■ Officially National Register Eligible |
| | | ● Treated As National Register Eligible | ■ Treated As National Register Eligible |



Legend

- Mileposts
- ▭ County Boundary
- ▭ Limited Access Highways
- ▭ Urban Areas
- ▭ Major Highways
- ▭ Highways
- ▭ Lakes
- Historic Properties - Under 5 Acres
 - National Register Listed
 - State Register Listed
 - Nationally Significant Interstate Feature
 - Officially National Register Eligible
- Treated As National Register Eligible

- ▭ Historic Properties - Over 5 Acres
 - ▭ National Register Listed
 - ▭ State Register Listed
 - ▭ Nationally Significant Interstate Feature
 - ▭ Officially National Register Eligible
- ▭ Treated As National Register Eligible

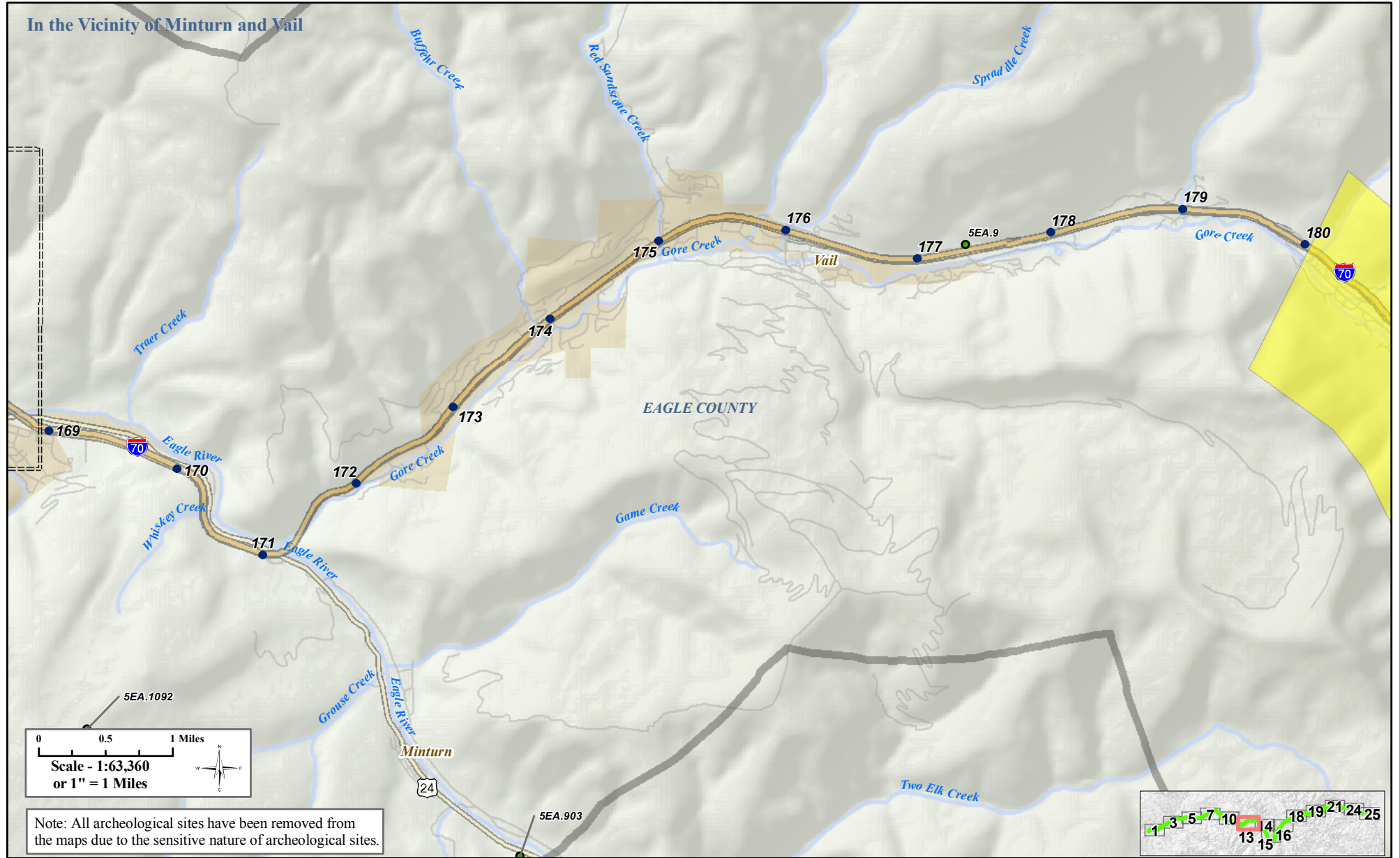


Note: All archeological sites have been removed from the maps due to the sensitive nature of archeological sites.

Legend

<ul style="list-style-type: none"> ● Mileposts ▬ Limited Access Highways ▬ Major Highways ▬ Highways ☞ Lakes 	<ul style="list-style-type: none"> ▭ County Boundary ▭ Urban Areas ○ 3 Mile Study Area of I-70 ▭ Historic Districts 	<p>Historic Properties - Under 5 Acres</p> <ul style="list-style-type: none"> ● National Register Listed ● State Register Listed ● Nationally Significant Interstate Feature ● Officially National Register Eligible ● Treated As National Register Eligible 	<p>Historic Properties - Over 5 Acres</p> <ul style="list-style-type: none"> ▭ National Register Listed ▭ Nationally Significant Interstate Feature ▭ Officially National Register Eligible ▭ State Register Listed ▭ Treated As National Register Eligible
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In the Vicinity of Minturn and Vail

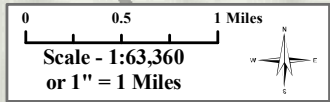
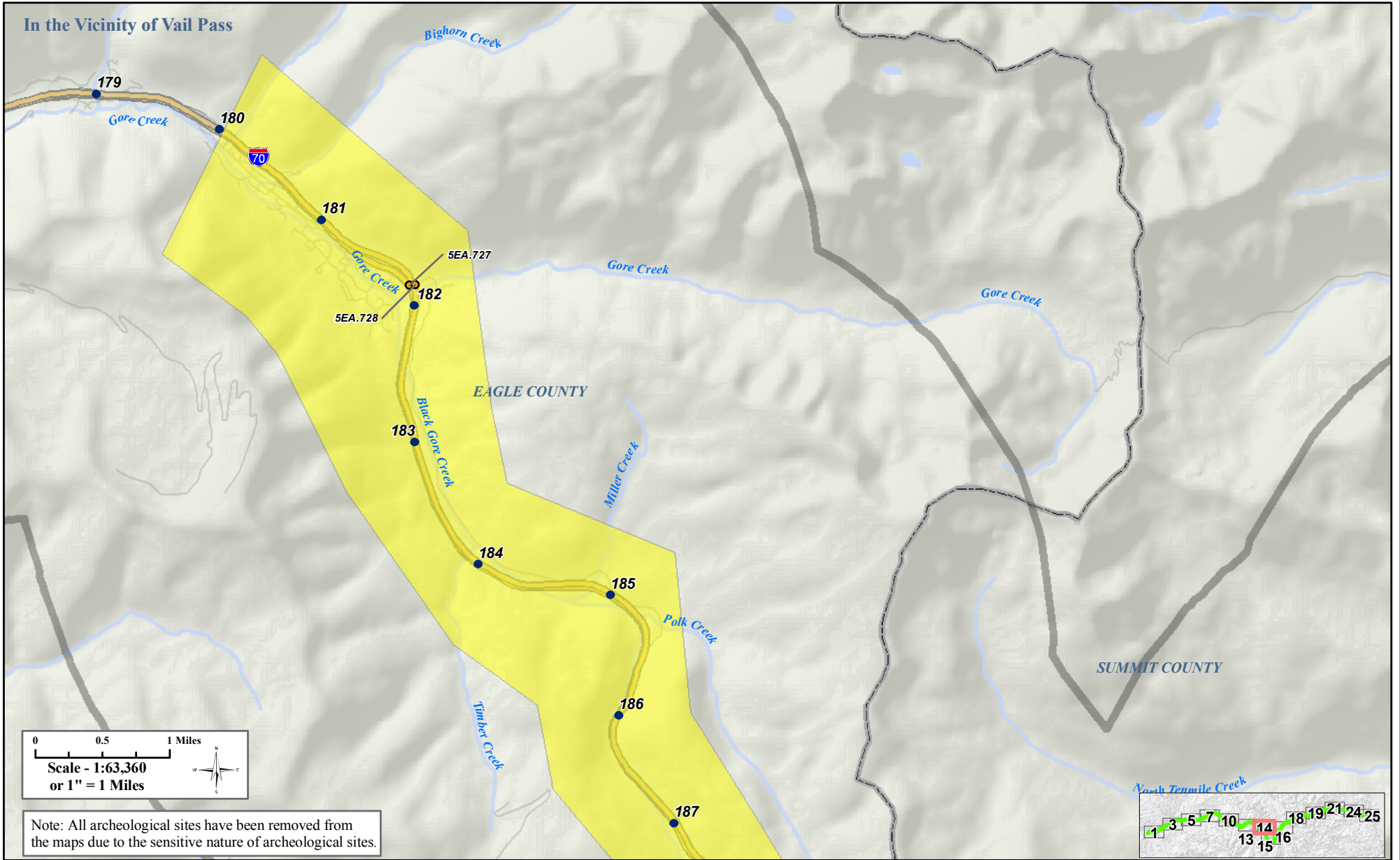


Note: All archeological sites have been removed from the maps due to the sensitive nature of archeological sites.

Legend

- | | | | |
|---------------------------|-----------------------------|---|---|
| • Mileposts | County Boundary | Historic Properties - Under 5 Acres | Historic Properties - Over 5 Acres |
| — Limited Access Highways | Urban Areas | ● National Register Listed | ● National Register Listed |
| — Major Highways | ○ 3 Mile Study Area of I-70 | ● Nationally Significant Interstate Feature | ● State Register Listed |
| — Highways | □ Historic Districts | ● Officially National Register Eligible | ● Treated As National Register Eligible |
| — Lakes | | | ● Treated As National Register Eligible |
| | | | ● Officially National Register Eligible |

In the Vicinity of Vail Pass



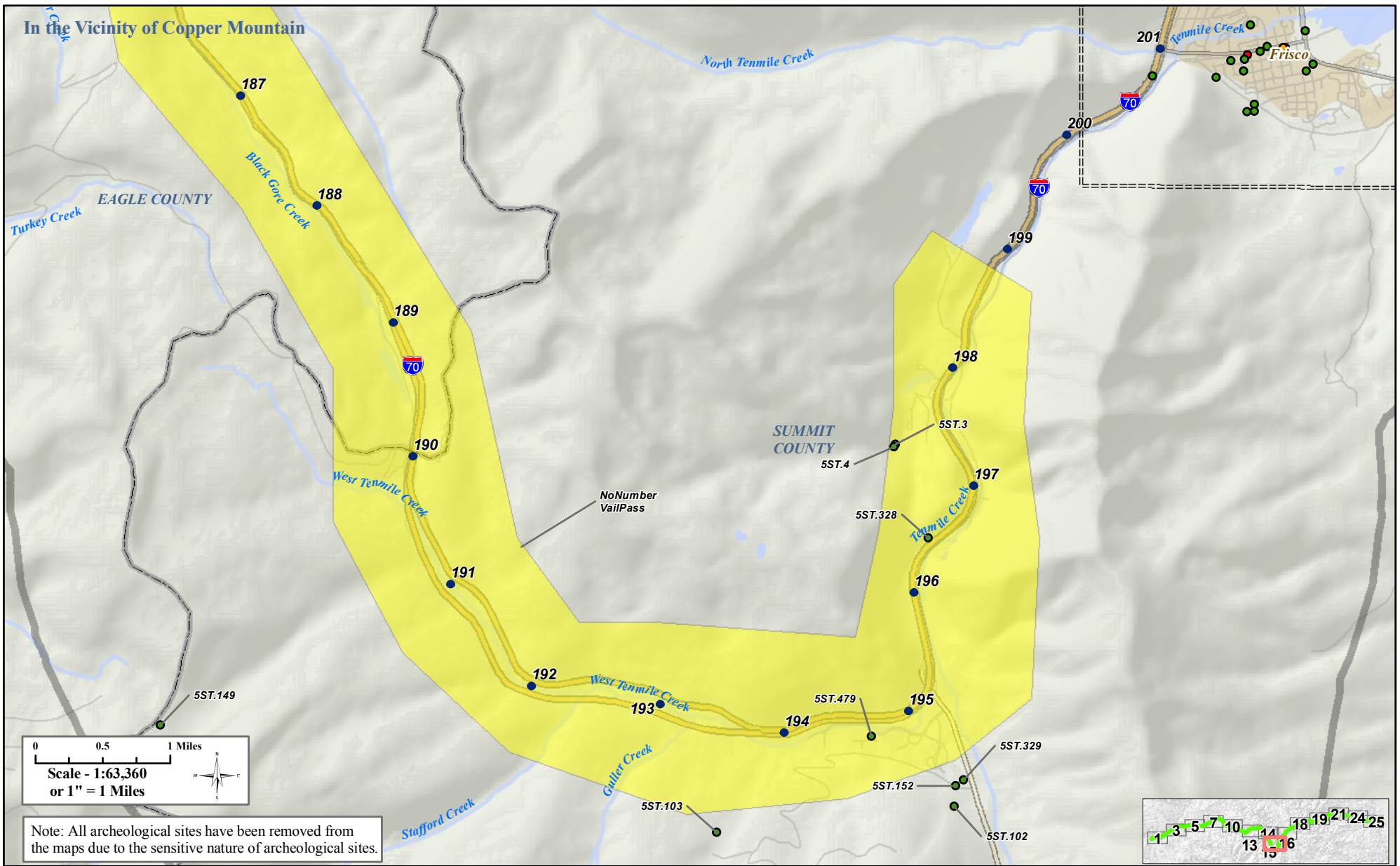
Note: All archeological sites have been removed from the maps due to the sensitive nature of archeological sites.

Legend

- Mileposts
- ▭ County Boundary
- ▭ Limited Access Highways
- ▭ Urban Areas
- ▭ Major Highways
- ▭ 3 Mile Study Area of I-70
- ▭ Highways
- ▭ Historic Districts
- ▭ Lakes
- Historic Properties - Under 5 Acres**
- National Register Listed
- State Register Listed
- Nationally Significant Interstate Feature
- Treated As National Register Eligible
- Officially National Register Eligible

- Historic Properties - Over 5 Acres**
- ▭ National Register Listed
- ▭ State Register Listed
- ▭ Nationally Significant Interstate Feature
- ▭ Treated As National Register Eligible
- ▭ Officially National Register Eligible

In the Vicinity of Copper Mountain

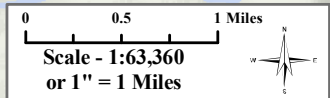
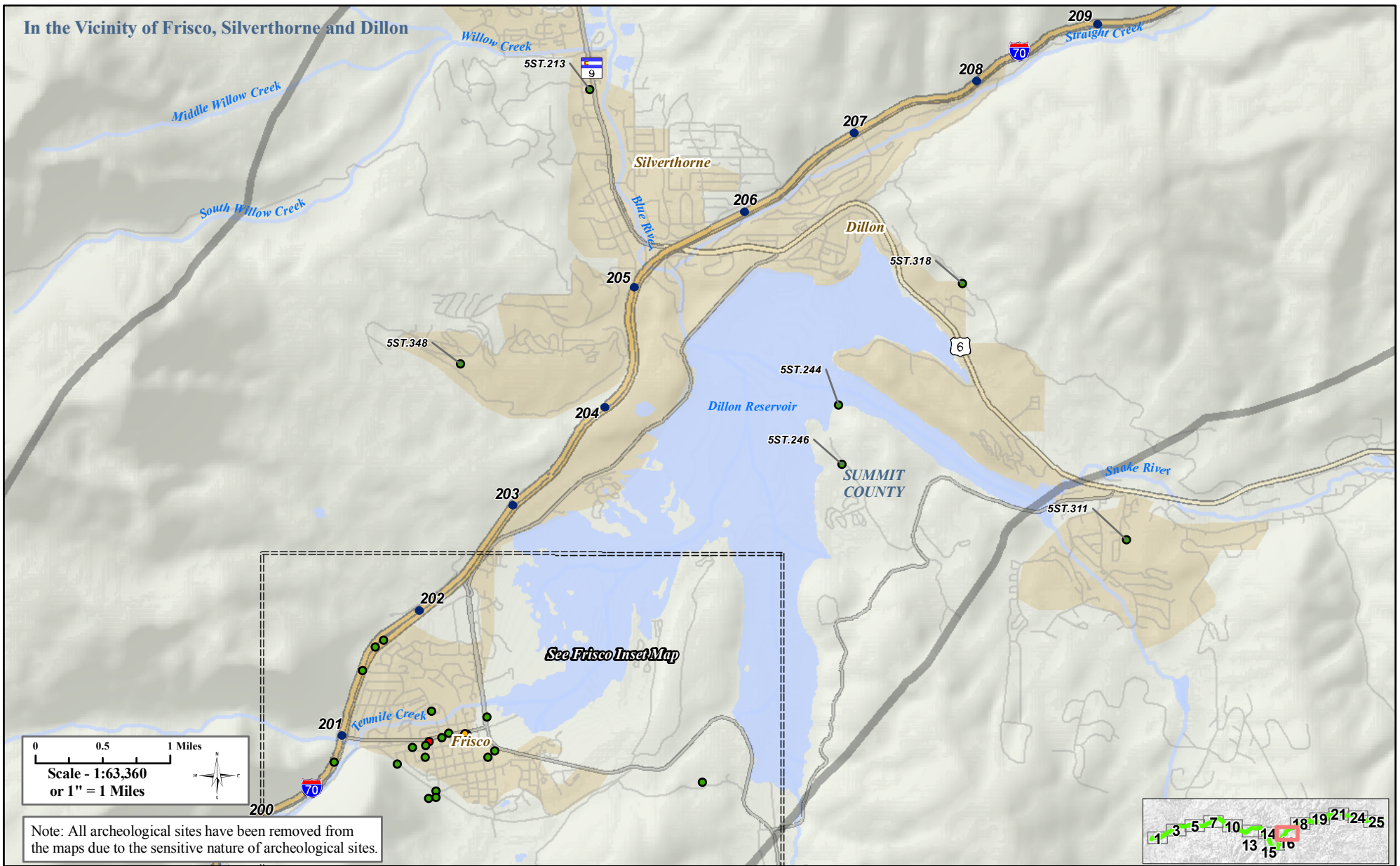


Note: All archeological sites have been removed from the maps due to the sensitive nature of archeological sites.

Legend

- | | | | |
|---------------------------|-----------------------------|---|---|
| • Mileposts | ▭ County Boundary | Historic Properties - Under 5 Acres | Historic Properties - Over 5 Acres |
| ▬ Limited Access Highways | ▭ Urban Areas | ● National Register Listed | ▭ National Register Listed |
| ▬ Major Highways | ○ 3 Mile Study Area of I-70 | ● Nationally Significant Interstate Feature | ▭ Nationally Significant Interstate Feature |
| ▬ Highways | ▭ Historic Districts | ● Officially National Register Eligible | ▭ Officially National Register Eligible |
| ▭ Lakes | | ● State Register Listed | ▭ State Register Listed |
| | | ● Treated As National Register Eligible | ▭ Treated As National Register Eligible |

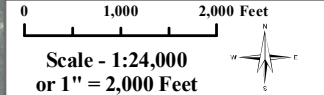
In the Vicinity of Frisco, Silverthorne and Dillon



Note: All archeological sites have been removed from the maps due to the sensitive nature of archeological sites.

Legend

• Mileposts	County Boundary	Historic Properties - Under 5 Acres	Historic Properties - Over 5 Acres
Limited Access Highways	Urban Areas	• National Register Listed	• National Register Listed
Major Highways	3 Mile Study Area of I-70	• Nationally Significant Interstate Feature	• State Register Listed
Highways	Historic Districts	• Treated As National Register Eligible	• Nationally Significant Interstate Feature
Lakes		• Officially National Register Eligible	• Treated As National Register Eligible
			• Officially National Register Eligible

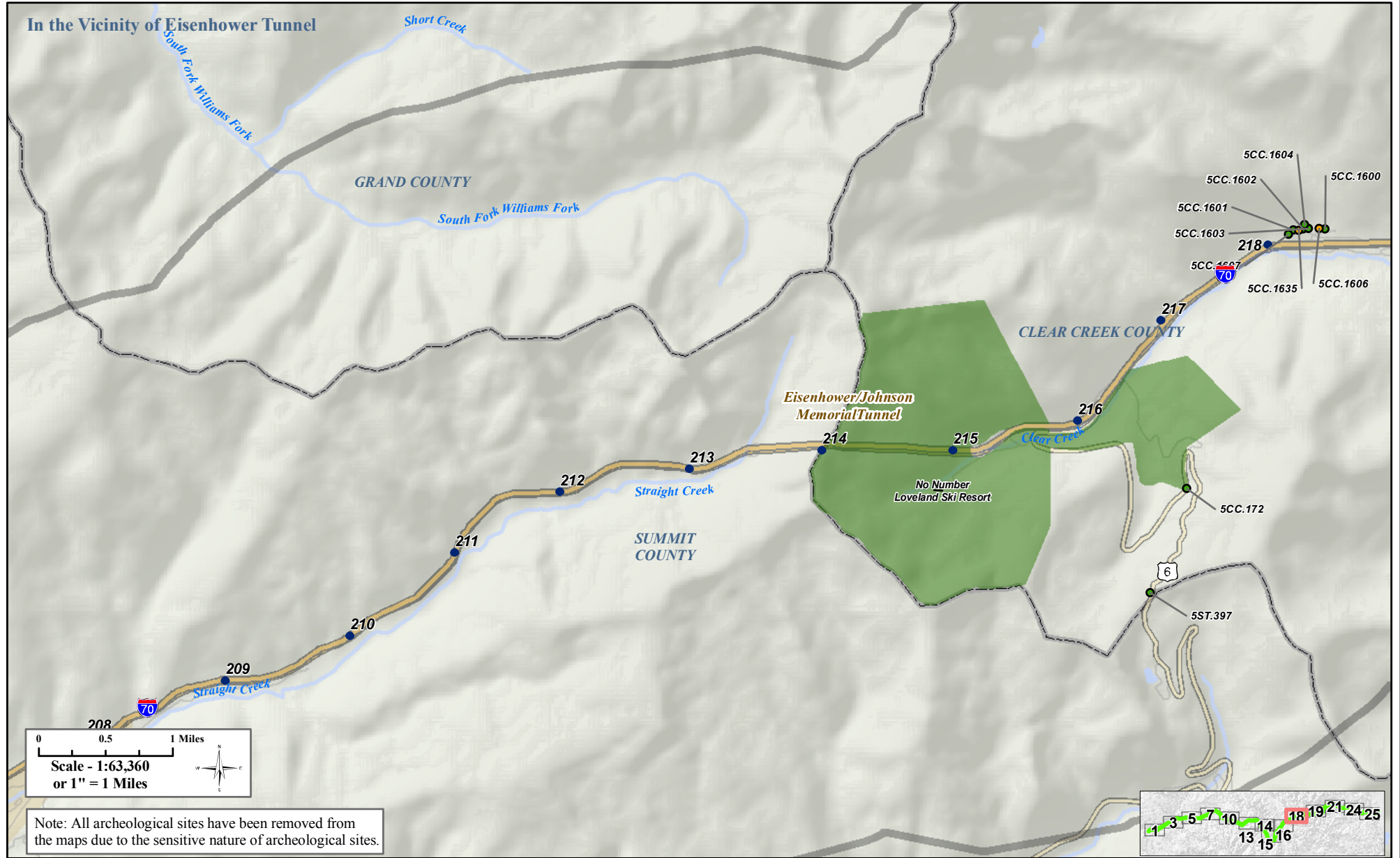


Note: All archeological sites have been removed from the maps due to the sensitive nature of archeological sites.

Legend

<ul style="list-style-type: none"> ● Mileposts ▬ Limited Access Highways ▬ Major Highways ▬ Highways ☪ Lakes 	<ul style="list-style-type: none"> ▭ County Boundary ▭ Urban Areas ○ 3 Mile Study Area of I-70 ▭ Historic Districts 	<p>Historic Properties - Under 5 Acres</p> <ul style="list-style-type: none"> ● National Register Listed ● State Register Listed ● Nationally Significant Interstate Feature ● Officially National Register Eligible ● Treated As National Register Eligible 	<p>Historic Properties - Over 5 Acres</p> <ul style="list-style-type: none"> ■ National Register Listed ■ State Register Listed ■ Nationally Significant Interstate Feature ■ Officially National Register Eligible ■ Treated As National Register Eligible
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In the Vicinity of Eisenhower Tunnel



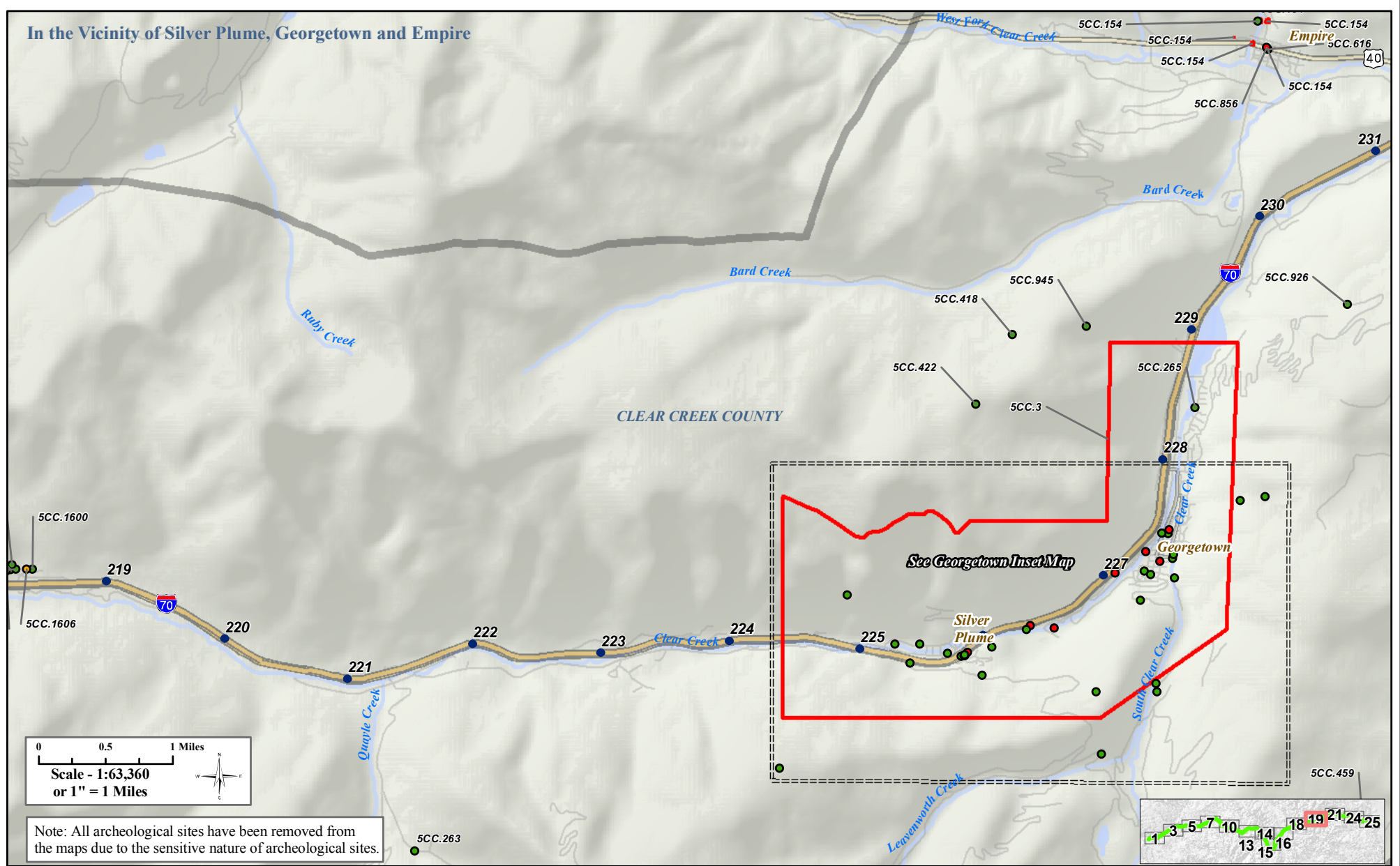
Note: All archeological sites have been removed from the maps due to the sensitive nature of archeological sites.

Legend

- Mileposts
- ▭ County Boundary
- ▭ Limited Access Highways
- ▭ Urban Areas
- ▭ Major Highways
- ▭ Highways
- ▭ Lakes
- Historic Districts
- 3 Mile Study Area of I-70
- Historically Significant Interstate Feature
- Officially National Register Eligible
- Historic Properties - Under 5 Acres
 - National Register Listed
 - State Register Listed
 - Treated As National Register Eligible

- Historic Properties - Over 5 Acres
 - National Register Listed
 - State Register Listed
 - Treated As National Register Eligible
- ▭ Historically Significant Interstate Feature
- ▭ Officially National Register Eligible

In the Vicinity of Silver Plume, Georgetown and Empire

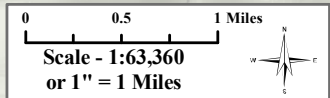
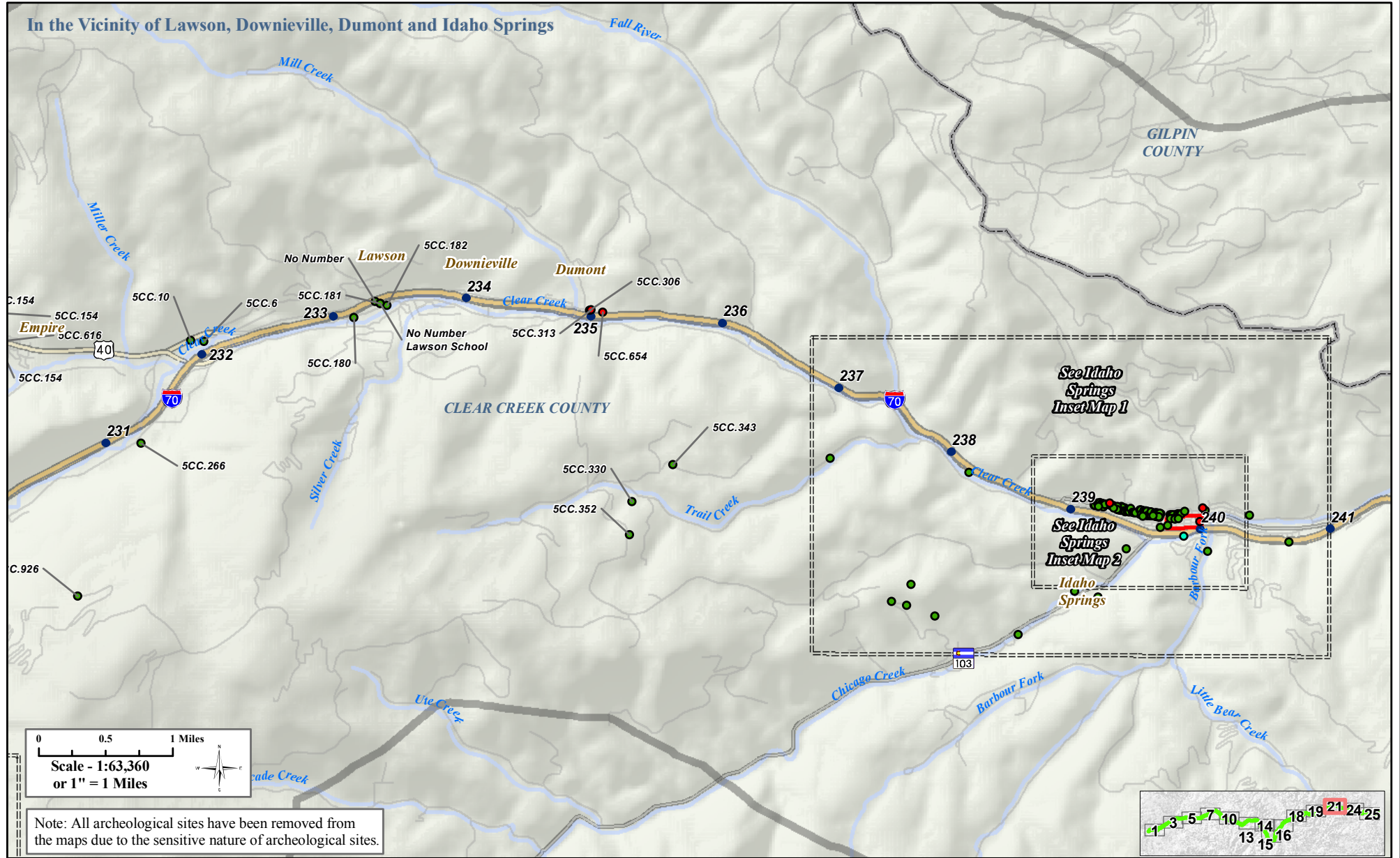


Legend

- Mileposts
- ▭ County Boundary
- ▭ Limited Access Highways
- ▭ Urban Areas
- ▭ Major Highways
- ▭ Highways
- ▭ Lakes
- 3 Mile Study Area of I-70
- ▭ Historic Districts
- Historic Properties - Under 5 Acres**
- National Register Listed
- State Register Listed
- Nationally Significant Interstate Feature
- Treated As National Register Eligible
- Officially National Register Eligible

- Historic Properties - Over 5 Acres**
- ▭ National Register Listed
- ▭ State Register Listed
- ▭ Nationally Significant Interstate Feature
- ▭ Treated As National Register Eligible
- ▭ Officially National Register Eligible

In the Vicinity of Lawson, Downieville, Dumont and Idaho Springs



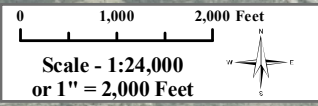
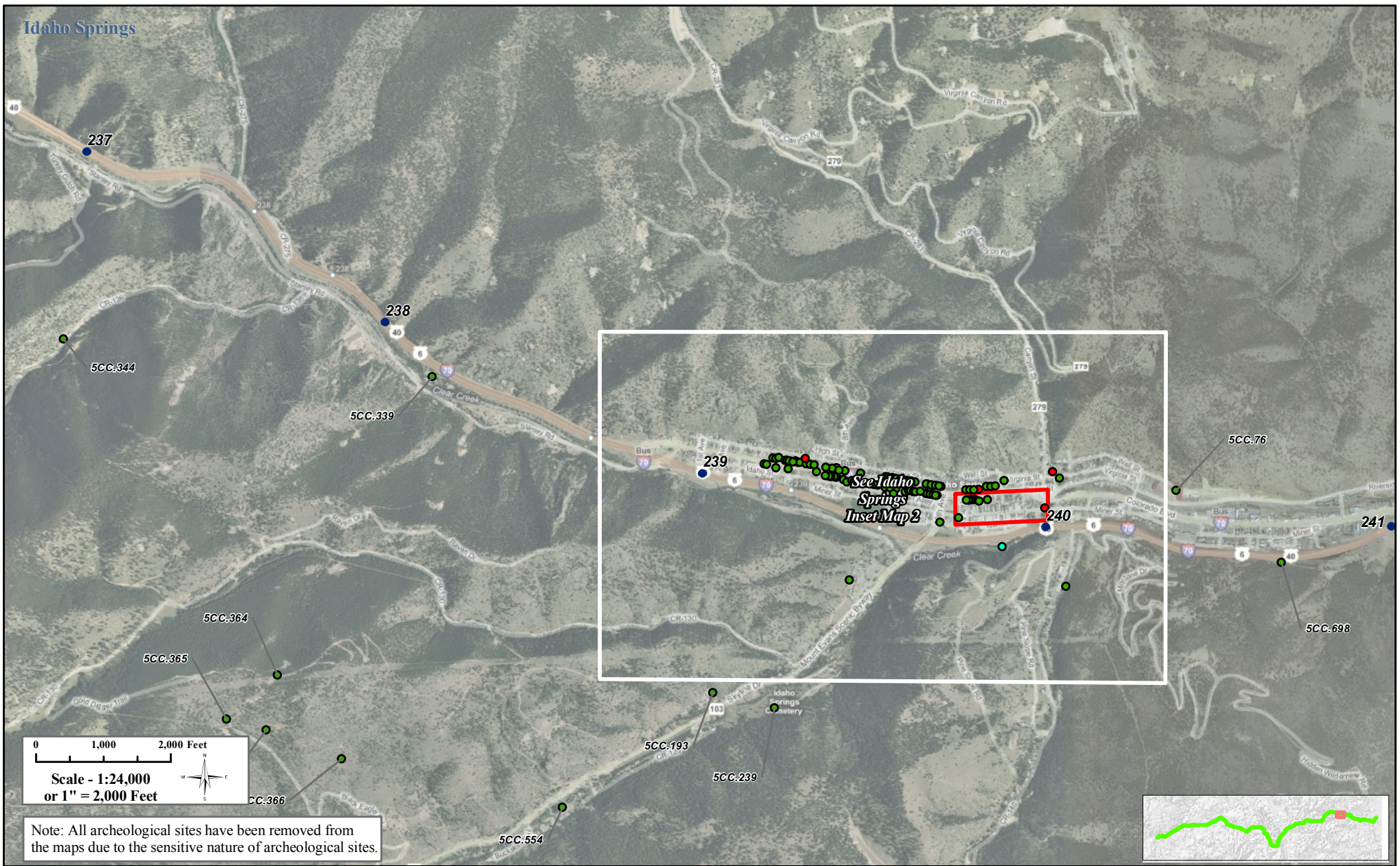
Note: All archeological sites have been removed from the maps due to the sensitive nature of archeological sites.

Legend

- | | | | |
|---------------------------|-----------------------------|---|---|
| • Mileposts | County Boundary | Historic Properties - Under 5 Acres | Historic Properties - Over 5 Acres |
| — Limited Access Highways | Urban Areas | ● National Register Listed | ● National Register Listed |
| — Major Highways | ○ 3 Mile Study Area of I-70 | ● Nationally Significant Interstate Feature | ● Nationally Significant Interstate Feature |
| — Highways | □ Historic Districts | ● Officially National Register Eligible | ● Officially National Register Eligible |
| — Lakes | | ● State Register Listed | ● State Register Listed |
| | | ● Treated As National Register Eligible | ● Treated As National Register Eligible |

I-70 Mountain Corridor PEIS Technical Reports

Idaho Springs

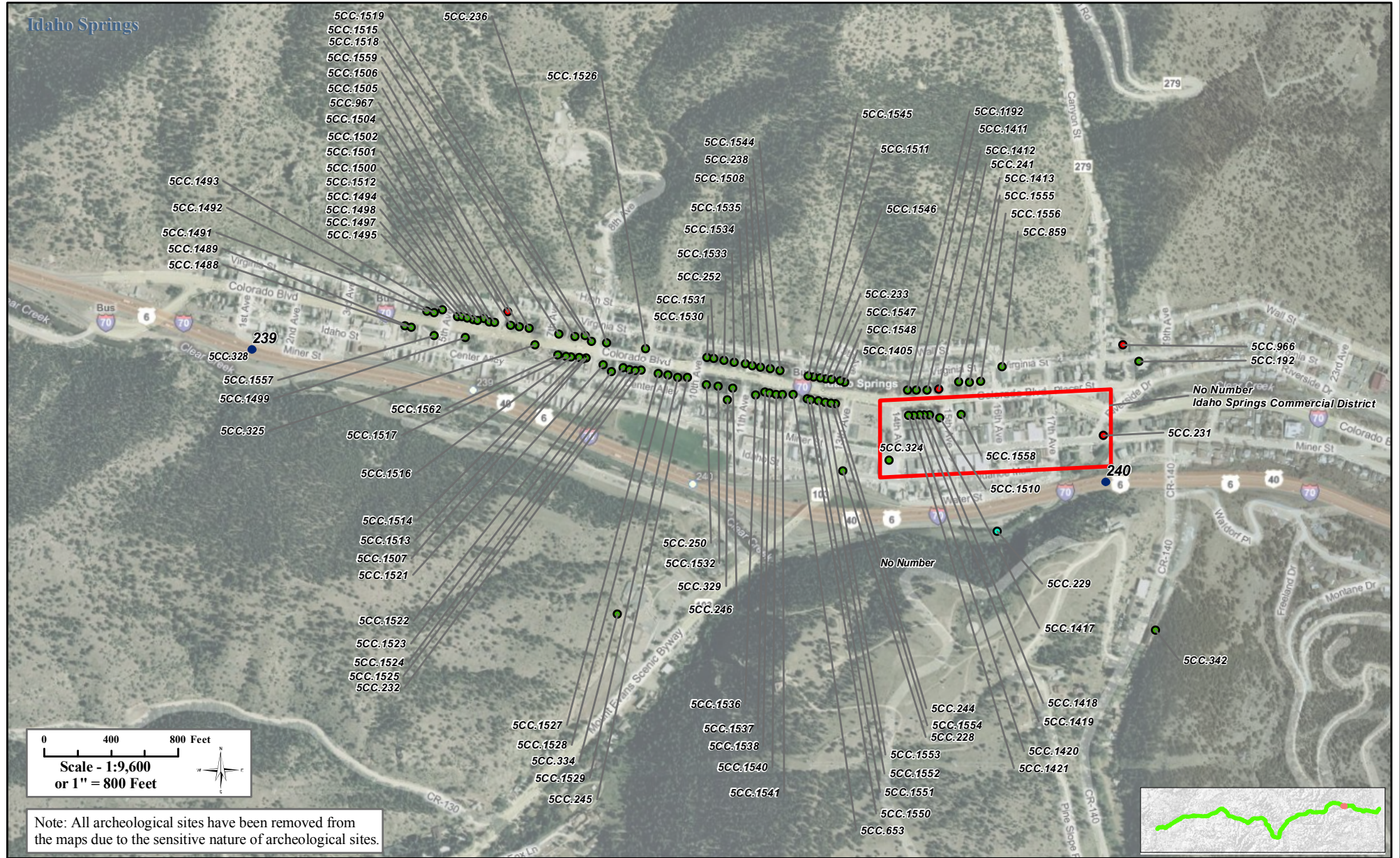


Note: All archeological sites have been removed from the maps due to the sensitive nature of archeological sites.

Legend

• Mileposts	▭ County Boundary	Historic Properties - Under 5 Acres	Historic Properties - Over 5 Acres
▬ Limited Access Highways	▭ Urban Areas	● National Register Listed	● National Register Listed
▬ Major Highways	○ 3 Mile Study Area of I-70	● State Register Listed	● State Register Listed
▬ Highways	▭ Historic Districts	● Nationally Significant Interstate Feature	● Nationally Significant Interstate Feature
▬ Lakes		● Officially National Register Eligible	● Officially National Register Eligible
		● Treated As National Register Eligible	● Treated As National Register Eligible

Idaho Springs

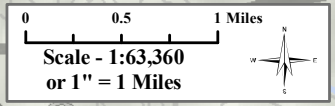
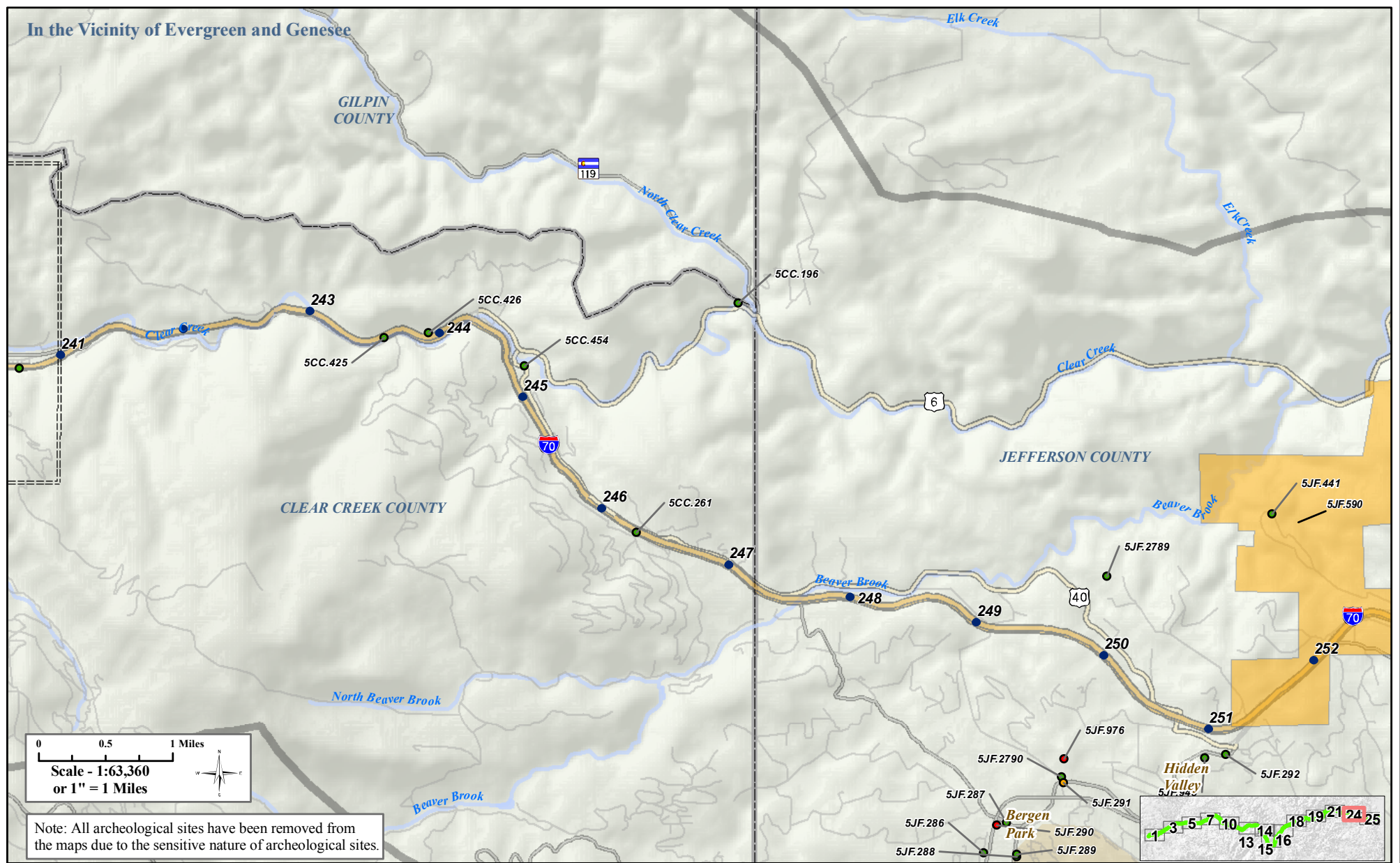


Note: All archeological sites have been removed from the maps due to the sensitive nature of archeological sites.

Legend

• Mileposts	County Boundary	Historic Properties - Under 5 Acres	Historic Properties - Over 5 Acres
— Limited Access Highways	Urban Areas	● National Register Listed	● National Register Listed
— Major Highways	○ 3 Mile Study Area of I-70	● Nationally Significant Interstate Feature	● State Register Listed
— Highways	▭ Historic Districts	● Officially National Register Eligible	● Nationally Significant Interstate Feature
— Lakes		● Treated As National Register Eligible	● State Register Listed
			● Treated As National Register Eligible
			● Officially National Register Eligible

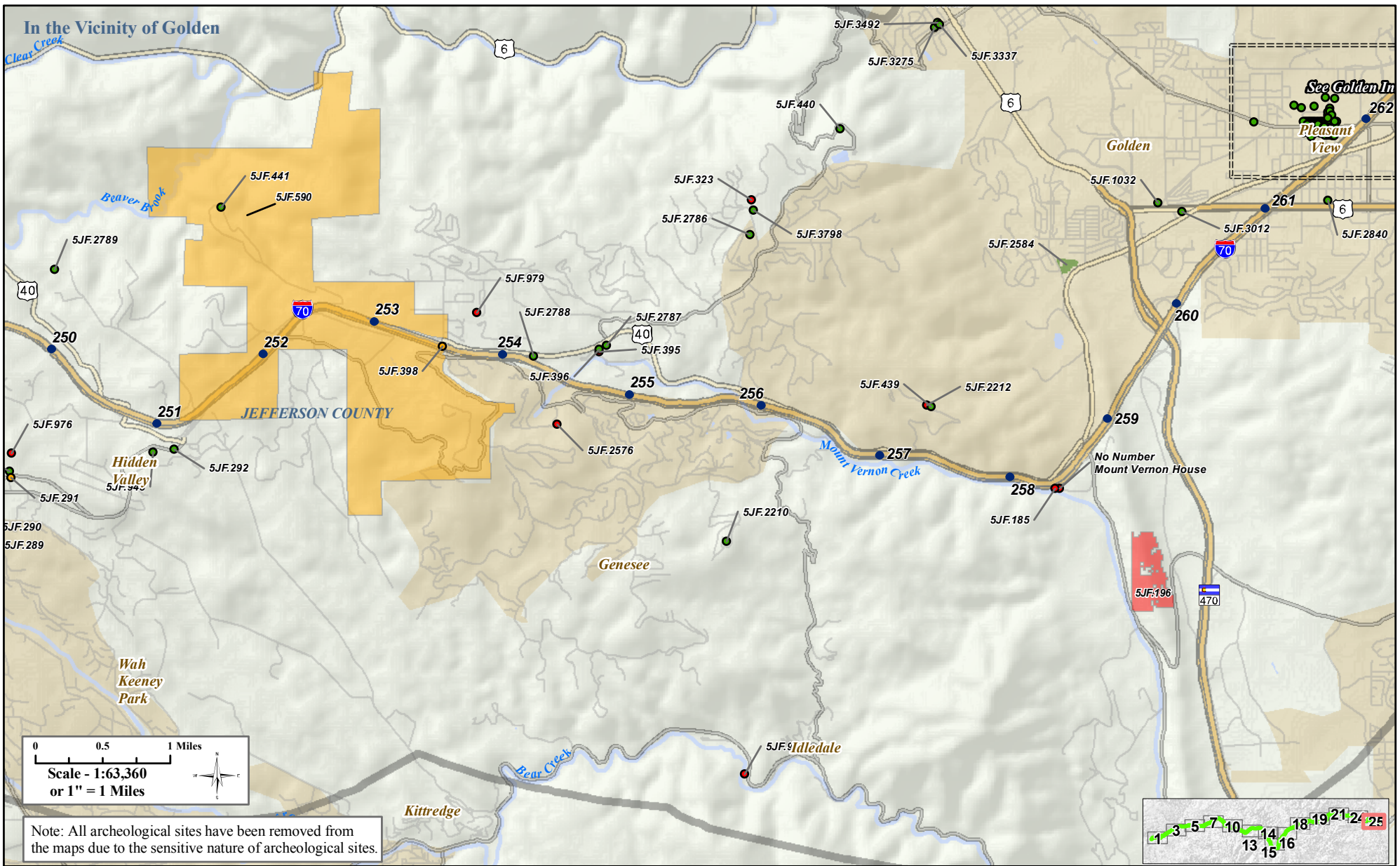
In the Vicinity of Evergreen and Genesee



Note: All archeological sites have been removed from the maps due to the sensitive nature of archeological sites.

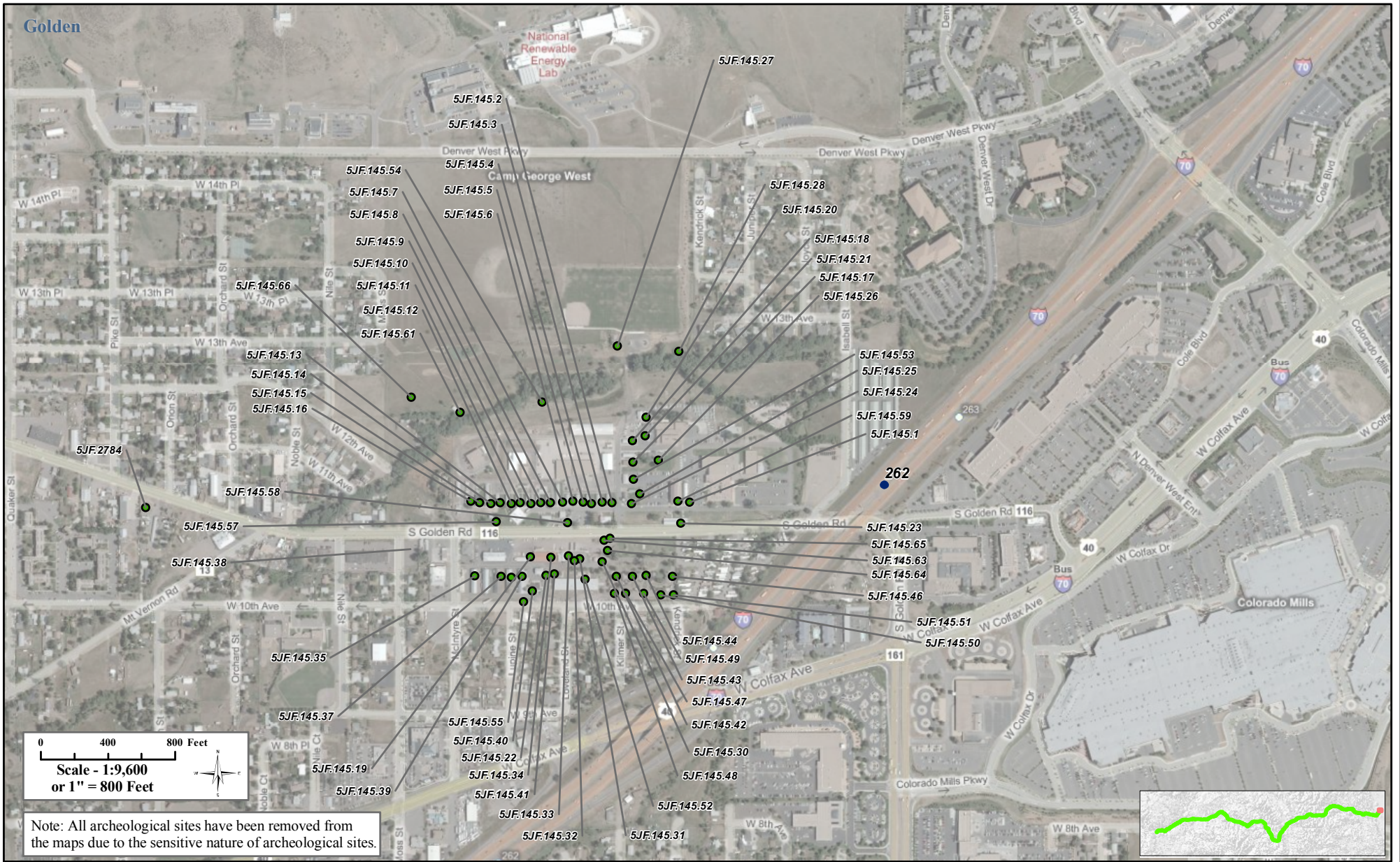
Legend

- | | | | | |
|-------------------------|---------------------------|--|---|---------------------------------------|
| • Mileposts | County Boundary | Historic Properties - Under 5 Acres | National Register Listed | State Register Listed |
| Limited Access Highways | Urban Areas | Nationally Significant Interstate Feature | Nationally Significant Interstate Feature | State Register Listed |
| Major Highways | 3 Mile Study Area of I-70 | Officially National Register Eligible | Nationally Significant Interstate Feature | Treated As National Register Eligible |
| Highways | Historic Districts | | Officially National Register Eligible | Treated As National Register Eligible |
| Lakes | | | | |



Legend

- | | | | |
|---------------------------|-----------------------------|---|---|
| • Mileposts | ▭ County Boundary | Historic Properties - Under 5 Acres | Historic Properties - Over 5 Acres |
| ▬ Limited Access Highways | ▭ Urban Areas | ● National Register Listed | ▭ National Register Listed |
| ▬ Major Highways | ○ 3 Mile Study Area of I-70 | ● Nationally Significant Interstate Feature | ▭ Nationally Significant Interstate Feature |
| ▬ Highways | ▭ Historic Districts | ● Officially National Register Eligible | ▭ Officially National Register Eligible |
| ▬ Lakes | | ● Treated As National Register Eligible | ▭ Treated As National Register Eligible |



Note: All archeological sites have been removed from the maps due to the sensitive nature of archeological sites.

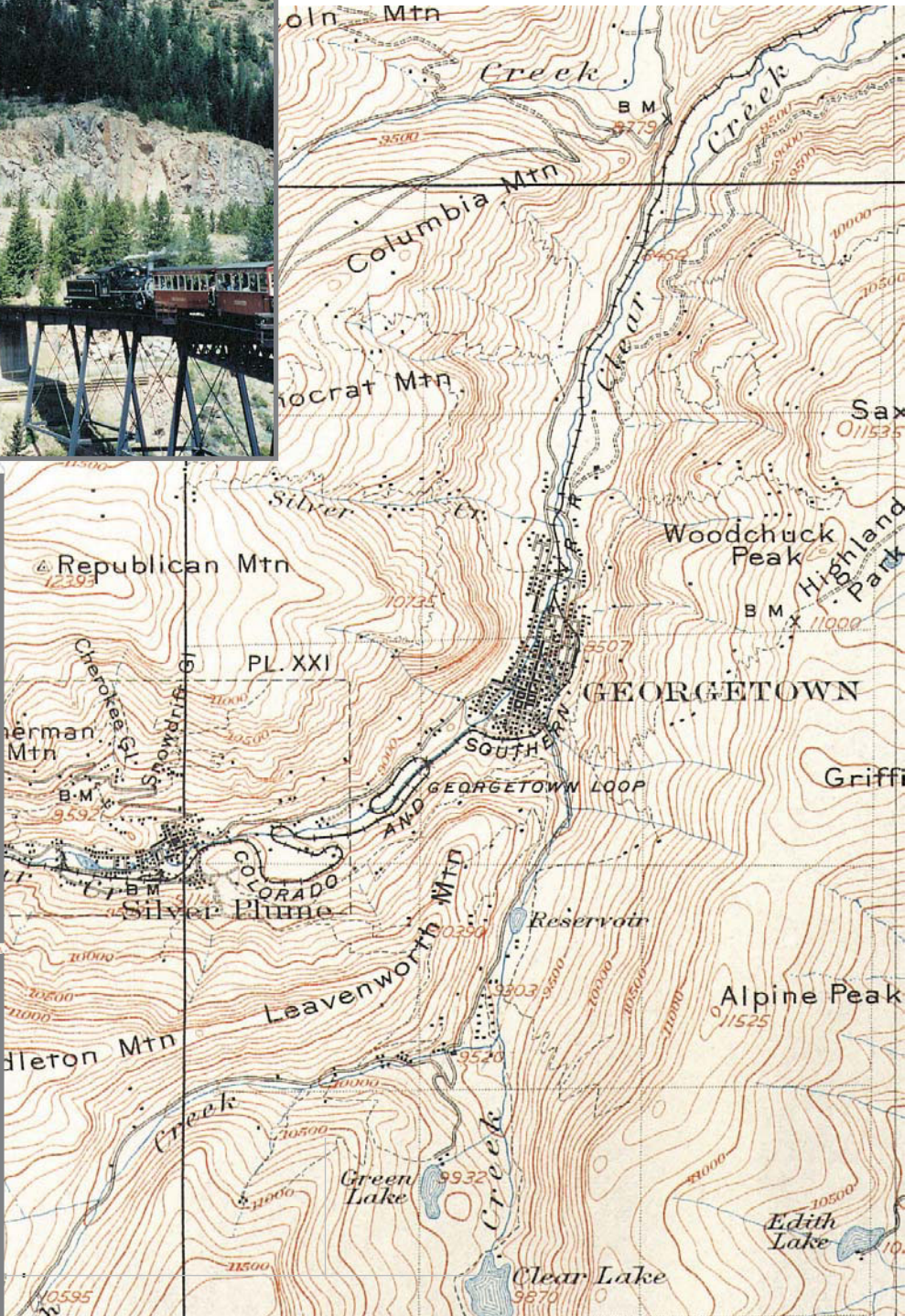
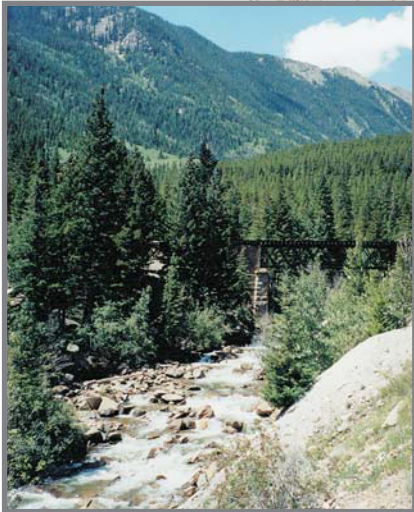
Legend

- | | | | |
|---|---|--|---|
| <ul style="list-style-type: none"> ● Mileposts ▬ Limited Access Highways ▬ Major Highways ▬ Highways 🌊 Lakes | <ul style="list-style-type: none"> ▭ County Boundary ▭ Urban Areas ○ 3 Mile Study Area of I-70 ▭ Historic Districts | <p>Historic Properties - Under 5 Acres</p> <ul style="list-style-type: none"> ● National Register Listed ● Nationally Significant Interstate Feature ● Officially National Register Eligible ● State Register Listed ● Treated As National Register Eligible | <p>Historic Properties - Over 5 Acres</p> <ul style="list-style-type: none"> ▭ National Register Listed ▭ Nationally Significant Interstate Feature ▭ Officially National Register Eligible ▭ State Register Listed ▭ Treated As National Register Eligible |
|---|---|--|---|

**Appendix D
Reconnaissance Survey**

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Revised Reconnaissance Survey of the Interstate 70 Mountain Corridor Between Glenwood Springs and C-470 in Colorado



Prepared in Partial Fulfillment of Section 106
Requirements for the I-70 Mountain Corridor
Programmatic Environmental Impact Statement

STATE OF COLORADO

DEPARTMENT OF TRANSPORTATION

Region 1
Environmental/Planning
18500 E. Colfax Avenue
Aurora, CO 80011



January 26, 2004

Re: I-70 Mountain Corridor Section 106 Process and Tier 1-Tier 2 NEPA Process

Dear Members of Section 106 Consulting Parties:

The purpose of this letter is to transmit copies of the Revised Reconnaissance Survey and to introduce the next step in the Section 106 process, the creation of the Programmatic Agreement (PA). The revised study has been done to satisfy the request by some consulting parties and local interested parties to provide additional sites and information beyond those listed in the August 2004 *Reconnaissance Survey of the Interstate 70 Mountain Corridor Between Glenwood Springs and C-470 in Colorado*. Information on currently known historic properties is summarized in the attached *Revised Reconnaissance Survey of the Interstate 70 Mountain Corridor Between Glenwood Springs and C-470 in Colorado* dated January 2005.

As noted during the two consulting party meetings and in correspondence with the consulting parties, CDOT and FHWA will examine, as part of Tier 1 for the I-70 Mountain Corridor Programmatic EIS (PEIS), the relative effects that the various alternatives being evaluated would have on currently known historic properties and properties that may be eligible for the National Register of Historic Places. This approach was developed in consultation with the Colorado State Historic Preservation Officer (SHPO) and the Advisory Council on Historic Preservation (ACHP), and is based on a Section 106 phased approach [36 CFR 800.4 (b)(2) and 36 CFR 800.5(a)(3)]. Identification of specific historic properties that might be affected by individual Tier 2 actions will be completed in the areas affected by those actions, and the specific effects of each action on historic properties will be evaluated at that time.

Because planning, design, and construction of any improvements to I-70 through the Mountain Corridor constitute a single "undertaking," Section 106 compliance for Tiers 1 and 2 is considered to be a single process. The phased nature of the process requires an approach specifically tailored to implementation of Section 106, which will be the subject of consultations among the federal agencies and consulting parties involved in the project. The decisions reached through these consultations will be described in detail in a Section 106 PA document. This PA will enable federal agencies and other parties who are signatories to the PA to comply with Section 106 for Tier 1 PEIS actions and establish a mutually agreeable compliance process for Tier 2 actions.

The SRI Foundation (SRIF) will take the lead role in developing the PA. SRIF facilitators are Lynne Sebastian and Terry Klein. As a first step, during the Draft PEIS public review period, SRIF will work with CDOT, FHWA, ACHP, and the SHPO to identify issues related to provisions to be included in the PA. In February and March, SRIF will begin to interview the consulting parties to identify their issues for the PA. SRIF will use the results of these interviews, discussions with the state and federal agencies, and public comments on the Draft PEIS to prepare a concept document for the PA. The concept document is scheduled to be completed in late March, and will outline the basic content of the PA to reflect the ideas and concerns set forth by Section 106 consulting parties and the public. An updated schedule for the PA development process is attached (see reverse).

Sincerely,

A handwritten signature in black ink, appearing to read "Chris Paulsen", written over a horizontal line.

Chris Paulsen
I-70 Mountain Corridor Project Manager

Draft Schedule: Steps to Complete Section 106 Tier 1 Programmatic Agreement

Section 106	Schedule
Draft PEIS available for public review	December 2004 to March 2005
SRIF works with CDOT, FHWA, ACHP, and SHPO to identify their issues for PA	January 2005 to February 2005
SRIF interviews consulting parties to identify their issues for PA; works with J. F. Sato to identify any relevant public comments	February 2005 to March 2005
SRIF prepares concept document for PA; submits to CDOT/FHWA for approval	Complete late March 2005
CDOT/FHWA review concept draft and SRIF preparation of revised PA	April 2005
Approved or revised and approved PA concept draft circulated to consulting parties, SHPO, and ACHP for 3 week review	Early May 2005
Meeting of all parties to discuss PA concept draft	Late May 2005
SRIF prepares informal draft of PA; submits to CDOT/FHWA for approval	Mid-June 2005
CDOT/FHWA review informal draft and SRIF preparation of revised PA	Mid-June to Mid-July 2005
Approved or revised and approved informal draft PA circulated to consulting parties, SHPO, and ACHP for 3 week review	Mid-July to Early August 2005
Meeting of all parties to discuss PA informal draft	Early August 2005
SRIF prepares draft PA, submits to CDOT/FHWA for approval for inclusion in draft Final PEIS	September 2005
CDOT/FHWA review draft PA and SRIF preparation of final revised PA	Late September 2005
Approved or revised and approved draft PA circulated to consulting parties, SHPO, and ACHP for final comments for 2 week review	Early October 2005
Meeting of all parties to discuss final PA	Mid-October
J.F.Sato incorporates final revised PA into FPEIS document for CDOT/FHWA review and approval (either in FPEIS or as separate transmittal to be added to FPEIS after review)	October - November 2005
Approved or revised final PA delivered to FHWA for signature process	November 2005
Signed PA incorporated in final PEIS (could go in the ROD if necessary)	November - December 2005

Acronyms:

ACHP	Advisory Council on Historic Preservation
CDOT	Colorado Department of Transportation
FHWA	Federal Highway Administration
FPEIS	Final Programmatic Environmental Impact Statement
PA	Programmatic Agreement
PEIS	Programmatic Environmental Impact Statement
ROD	Record of Decision
SHPO	State Historic Preservation Office
SRIF	SRI Foundation

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Revised Reconnaissance Survey of the Interstate 70 Mountain Corridor Between Glenwood Springs and C-470 in Colorado

The Reconnaissance Survey was conducted to facilitate the preparation of the Tier 1 I-70 Mountain Corridor Programmatic Environmental Impact Statement (PEIS). The Tier 1 PEIS will result in a policy-level decision by the Federal Highway Administration (FHWA) and the Colorado Department of Transportation (CDOT) regarding the transportation system needed to meet the transportation demand for the overall Corridor. Under the FHWA tiered approach, the Tier 2 studies will focus on design options for the Tier 1 selected alternative, and all Tier 2 environmental studies will include further cultural resources studies. Western Cultural Resource Management, Inc. (WCRM), the cultural resources subcontractor to J.F. Sato and Associates provided the data in the August 2004 version of this report. Work by the previous subcontractor, Western Historical Studies, Inc. (WHS), began in September 2000 and was taken over by WCRM in early 2002.

Due to the desire of Section 106 consulting parties and local interested parties to provide additional sites and information beyond that contained in the August 2004 *Reconnaissance Survey of the Interstate 70 Mountain Corridor Between Glenwood Springs and C-470 in Colorado*, this revised study has been completed. Since the release of the August 2004 report, the Area of Potential Effect (APE) for the Tier 1 undertaking was refined based on meetings with the Section 106 consulting parties. Information on resources presented in the August 2004 report has therefore been reorganized to conform with the revised APE. Site information has also been reorganized by county for easier reading. J.F. Sato and Associates prepared this revised document in close coordination with FHWA and CDOT.

The I-70 Project Corridor extends from Glenwood Springs in Garfield County east to the C-470 interchange (see Figure 1-1). The Corridor crosses parts of Garfield, Eagle, Summit, Clear Creek, and Jefferson counties. The study area is located on the following 7.5-foot USGS quadrangles: Boreas Pass, Central City, Copper Mountain, Cottonwood Pass, Dotsero, Eagle, Edwards, Evergreen, Frisco, Georgetown, Glenwood Springs, Gypsum, Idaho Springs, Loveland Pass, Minturn, Morrison, Shoshone, Squaw Pass, Vail East, Vail Pass, Vail West, and Wolcott.

The study area used for the file search covered up to 3 miles either side of I-70 between Glenwood Springs (milepost 116) and C-470 (milepost 260). This search was conducted before the APE for this project was finalized. The APE is now generally the same as the area used for the 2003 file search. The portion of the file search area that is now outside the APE runs between Glenwood Springs in Garfield County (milepost 116) into western Eagle County (milepost 139.5) where no width is added to the roadway due to the lack of proposed changes to the existing I-70. The APE was based on the alternatives for I-70 improvements and the effects the alternatives could have on the historic properties, taking into account potential damage or alterations, noise, or visual effects.

This revised study has been done to satisfy the request of some Section 106 consulting parties and local interested parties to provide additional sites and information beyond those listed in the August 2004 *Reconnaissance Survey of the Interstate 70 Mountain Corridor Between Glenwood*

Springs and C-470 in Colorado for the I-70 Mountain Corridor Programmatic EIS (PEIS). This report includes the following sections:

- 1.0 Introduction to Cultural Resources Analysis
- 2.0 Historic Properties in the I-70 Corridor
- 3.0 History of I-70: Abbreviated Overview
- 4.0 Historic Overview and Data Collection by County
- 5.0 Additional Cultural Resource Studies
- 6.0 References

The new subsection at the end of each county discussion, “Additional Local Input – 2004,” was added to accommodate the consulting-party-contributed site information as follows:

- 4.1 Methodology, 4.1.4 Additional Local Input—2004
- 4.2 Garfield County, 4.2.5 Additional Local Input—2004
- 4.3 Eagle County, 4.3.5 Additional Local Input—2004
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1.0 Introduction to Cultural Resources Analysis

1.1 Regulatory Environment

Numerous laws, regulations, executive orders, and guidelines establish the need and process for considering historic properties and the cultural heritage of Native Americans and others, in the planning process for federal undertakings. In addition to the National Environmental Policy Act of 1969 (NEPA), applicable federal laws and regulations are listed below.

- **Antiquities Act of 1906 (PL 59-209; 16 USC 461-471).** This was the federal enabling legislation for the setting aside and protection of “historic landmarks, historic and prehistoric structures, and other objects of historic or scientific interest.”
- **Historic Sites Act of 1935 (PL 74-292; 16 USC 461-471).** This act expanded the role of the Department of the Interior in determining and protecting “historic and archaeological sites, buildings, and objects.” In addition, a policy to protect nationally significant properties was initiated. Out of this law came the National Historic Landmark (NHL) program. The NHL program recognizes the importance of sites and areas across the country from battlefields to mining districts and others associated with national heritage.
- **National Historic Preservation Act of 1966 (NHPA), as amended (PL 89-665; 16 USC 470, as amended; 80 Stat.915).** This act mandates that all federal agencies must consider the effects of their projects and programs on cultural resources listed or eligible for inclusion in the National Register of Historic Places (NRHP). Later amendments include PL 91-243, PL 93-54, PL 94-422, PL 94-458, PL 96-199, PL 76-244, and PL 96-515. Section 106 of the NHPA requires federal agencies to take into consideration any effects of their undertakings on historic properties, and afford the Advisory Council on Historic Preservation (ACHP) a reasonable opportunity to comment on such undertakings. Provisions of the NHPA are implemented through 36 CFR 800. Section 110 of the NHPA protects NHLs.
- **Archaeological and Historic Preservation Act of 1974.** This act preserves significant historic and archaeological data from loss or destruction. Secretary of the Interior will be notified of any adverse effect on archaeological or historic properties, and a data recovery or mitigation program will be implemented if appropriate.
- **American Indian Religious Freedom Act of 1978.** Consultation will be made with Native American traditional religious leaders to protect and preserve Native American cultural and religious practices under this act.
- **Archaeological Resources Protection Act of 1979, as amended (PL 96-95; 93 Stat. 721; 16USC 470a).** This act supersedes the 1906 Antiquities Act and provides that before excavations on federal or Native American lands, permits for archaeological investigations must be obtained.
- **Native American Graves Protection and Repatriation Act of 1990.** Consultation with appropriate Native American tribes for activities on federal lands before excavation or removal of cultural items is required under this act. This act also provides for repatriation of items from federal agencies and federally assisted museums and other repositories.
- **Section 4(f) of the 1966 US Department of Transportation Act (49 USC 303).** This act offers protection to historic properties from transportation projects and is specifically addressed in section 3.16, Section 4(f) Evaluation, of the Draft PEIS.

The state of Colorado also has enacted laws to protect and preserve historic properties. The Colorado laws generally mirror the federal processes and establish a state interest in the process. In addition, the state has encouraged local governments to protect historic properties. House Bills 1034 and 1041 require that historic property values be considered when development plans are begun. Finally, various local governments along the Corridor have enacted ordinances to protect locally significant historic properties. The two key Colorado laws are:

- **Colorado Register of Historic Places Act (CRS 24-80.1 as amended)**
- **Historical, Prehistorical, and Archeological Resources of Colorado Act (CRS 24-80-401ff)**

1.2 Coordination

In Colorado, responsibility for cultural resources lies with the Office of Archaeology and Historic Preservation (OAHP) within the Colorado Historical Society. The State Historic Preservation Officer (SHPO), the Executive Director of the Colorado Historical Society, the Deputy Historic Preservation Officer, and the professional staff participate with federal agencies, local governments, and individuals in the Section 106 review process.

At the local level, the Certified Local Government (CLG) program is the result of the success of the federal-state relationship mandated by the 1966 NHPA that encouraged preservation partnerships. Amendments in 1992 expanded the program and allowed SHPO and National Park Service (NPS) representatives to certify local governments to participate in this partnership. CLGs are designed to strengthen existing preservation programs and encourage development of new ones. CLGs usually are the local leaders identifying, evaluating, and protecting historic resources within a community. CLGs can also participate in reviews of federal projects and acting as a consulting party.

A local government with jurisdiction over the area in which the effects of an undertaking may occur is entitled to participate as a consulting party per 800.2(c)(3). The agency official will invite any local governments or applicants that are entitled to be consulting parties under 800.2(c).

1.3 Tier 1 Section 106 Consultation

CDOT and FHWA staff held a series of agency meetings with the SHPO staff on January 22, 2004; May 3, 2004; June 16, 2004; and August 3, 2004. Additional meetings were held with agencies and consulting parties in August and September 2004.

The Tier 1 level agency coordination and consultation was initiated with the OAHP, ACHP, Department of Interior (DOI), National Park Service (NPS), and Colorado Commission of Indian Affairs (CCIA), through a series of nine historic properties and 4(f)/6(f) committee (Committee) meetings held between April 2001 and March 2003 (see Chapter 6, Public and Agency Involvement). The Committee did not reconvene in 2004. The Committee provided direction for Section 106 and Section 4(f) Tier 1 level of studies, including the definition of the APE, data gathering methods, and criteria for assessing effects. The Committee provided direction for the programmatic Tier 1 level of identification and assessment of effects of alternatives on historic properties in a manner consistent with Section 106 Regulations, 36 CFR 800:

- 800.4(b)(2)—Phased identification and evaluation of historic properties
- 800.5 (a)(3)—Phased application of criteria for assessment of adverse effects

Representatives from Clear Creek County local preservation groups participated in two of the Committee meetings. All local and county governments with historic preservation ordinances or boards were also contacted, including CLGs, to identify sites of local interest that have not been inventoried.

Native American consultation involved contacts with 16 federally recognized tribes with an established interest in one or more of the counties bisected by the Corridor between west Denver and Glenwood Springs. Two meetings and a field trip were held with interested tribes, and a Tribal Consultation programmatic agreement (PA) was drafted to formalize the consultation process and address all issues pertinent to both the agencies and tribes. This process meets the Section 106 responsibilities of the NHPA and 36 CFR 800.

Compliance with Section 106 will be completed during subsequent Tier 2 project-level environmental analysis, documentation, and review. A separate PA for 106 compliance involving FHWA, ACHP, DOI, NPS, Bureau of Land Management (BLM), US Forest Service (USFS), SHPO, CDOT, and other agencies or consulting parties, as appropriate, will be executed for the PEIS before preparation of a Record of Decision. The PA will include the steps for Section 106 agency responsibilities at the Tier 2 level.

1.4 Definitions

A **reconnaissance survey** is not designed to be statistically based nor complete. Instead it can be conducted on a judgmental or intuitive basis. For the I-70 Section 106 consultation and compliance, this document includes a compilation of existing data and file search information, sometimes known as a Class I inventory. A Class I Inventory is a professional study of existing data that includes a compilation of available archaeological or historic data. Previously recorded cultural resources are identified and listed in the inventory report.

For the I-70 PEIS, a windshield survey was conducted at the reconnaissance level, and local input has been included. The identification of local interest resources included contacts with individuals with local knowledge of historic and archaeological resources, and mining history.

A **cultural resource** is the physical remains of past human activity having demonstrable association with prehistoric events, historic events, individuals, or cultural systems. Cultural resources may include archaeological sites, districts, and objects; standing historic structures, objects, or groups of resources; locations of important historic events; or places, objects, and living or nonliving things that are important to the practice and continuity of traditional cultures. Under the broader heading of cultural resources are three more restrictive terms: **historic property**, **traditional use area**, and **sacred or religious site**.

A **historic property** is defined in 36 CFR 800.16(l) as "...any prehistoric or historic district, site, building, structure, or object included in, or eligible for inclusion in, the National Register of Historic Places...." A historic property may be an archaeological site, a historic site, or a traditional use area. Not all such sites meet the specific NRHP criteria for historic property designation. (Colorado State Register-only properties have been identified separately.) If a

property is not included in or eligible for inclusion in the NRHP, it is not a historic property for purposes of the NHPA and does not need to be considered under Section 106. (NEPA has similar requirements for full disclosure but does not require consultation.)

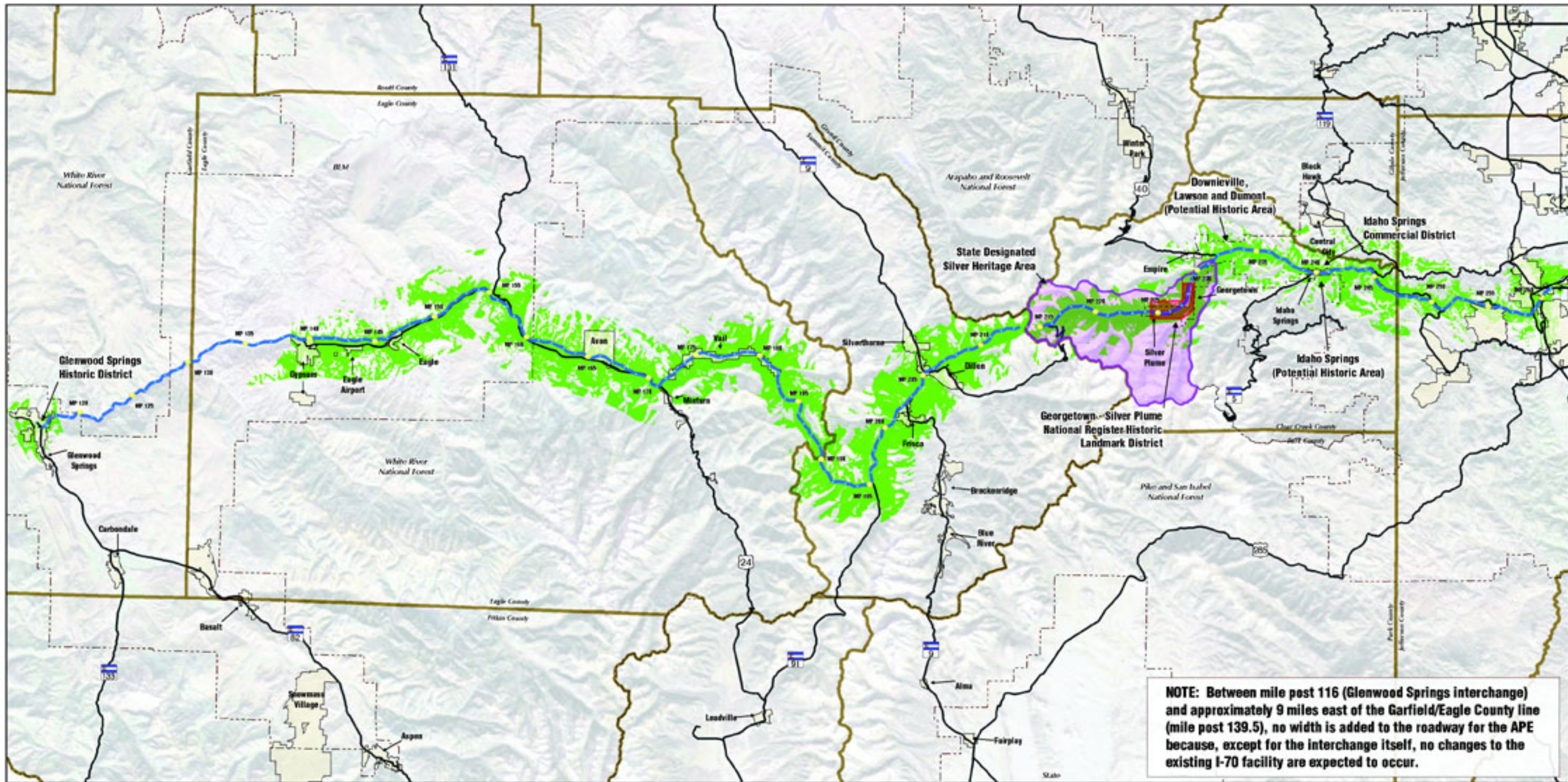
A **traditional use area** is a place or landscape that is important to a traditional culture. It may include a community, a sacred site, or an area from which food and nonfood resources were obtained.

A **sacred site** is a place important to the practice of traditional religions. Their relationship to traditional religions makes it possible for sacred sites to become historic properties, but they are also considered under statutes that protect First Amendment guarantees to the free practice of religions.

1.5 Area of Potential Effect for the I-70 Corridor PEIS

Typically, all areas where the undertaking may cause changes to land or structures, or to their uses, whether the changes would be direct or indirect, beneficial or adverse, are part of the APE. In addition to areas of ground disturbance, this would include all locations from which elements of the undertaking (such as structures or land disturbance) may be visible. The boundaries of an APE may be flexible, such as ridge tops or valleys. The identification of an APE does not dictate what an agency must do to identify, avoid, or mitigate effects within it.

For the I-70 PEIS, a flexible APE has been defined at the Tier 1 level. The flexible APE definition is the result of input from and coordination with the Committee and subsequent agency and consulting party concerns that the APE include the localized potential direct effects area and an expanded area from which I-70 could be seen. The APE runs along the Corridor and extends between the project termini at Glenwood Springs (milepost 116) and C-470 (milepost 260) (see Figure 1-1). The width of the APE varies along the Corridor. Between the Glenwood Springs interchange (milepost 116) and approximately 9 miles east of the Garfield/Eagle County line (milepost 139.5), no width is added to the roadway right-of-way for the APE because, except for the interchange itself, minimal changes to the existing I-70 are expected to occur. In other areas, the APE extends up to 3 miles either side of the interstate, to follow ridgelines for the I-70 viewshed area (area from which I-70 can be seen). The APE for Tier 2 analyses may not be the same.



NOTE: Between mile post 116 (Glenwood Springs interchange) and approximately 9 miles east of the Garfield/Eagle County line (mile post 139.5), no width is added to the roadway for the APE because, except for the interchange itself, no changes to the existing I-70 facility are expected to occur.

- | General Features | | Cultural Resources | |
|------------------|-----------------------------|--------------------|--|
| | State & Federal Highways | | Area of Potential Effect (Based upon the area that can be seen within 3 miles of I-70) |
| | Interstate Highway 70 | | State Designated Silver Heritage Area |
| | I-70 Mile Posts | | Georgetown - Silver Plume National Register Historic Landmark District |
| | Town & Municipal Boundaries | | |
| | County Boundaries | | |

SCALE - 1:486,000 or 1" = 40,500'



**Historic Properties
Area of Potential Effect (APE)**

Figure 1-1

2.0 Historic Properties in the I-70 Corridor

Once the APE has been identified, the focus shifts to the search for historic properties. The Corridor is rich in history and contains many recorded and unrecorded properties. The NRHP is the nation's official list of cultural resources worthy of preservation. Authorized under the National Historic Preservation Act of 1966, the National Register is part of a national program to coordinate and support public and private efforts to identify, evaluate, and protect historic and archeological resources. Properties listed in the Register include districts, sites, buildings, structures, and objects that are significant in American history, architecture, archeology, engineering, and culture.

NHLs are nationally significant historic places designated by the Secretary of the Interior because they possess exceptional value or quality in illustrating or interpreting the heritage of the US. While there are many historic places across the nation, only a small number have meaning to all Americans; these are called National Historic Landmarks. NHLs are listed on the NRHP.

To be eligible for the NRHP, a historic property must be fifty (50) years old or older and meet the following integrity and significance requirements per 36 CFR 60.04:

The quality of significance in American history, architecture, archaeology, engineering, and culture is present in districts, sites, buildings, structures, and objects that possess integrity of location, design, setting, materials, workmanship, feeling and association and:

- (a) that are associated with events that have made a significant contribution to the broad patterns of our history; or*
- (b) that are associated with the lives of persons significant in our past; or*
- (c) that embody the distinctive characteristics of a type, period, or method of construction, or that represent the work of a master, or that possess high artistic values, or that represent a significant and distinguishable entity whose components may lack individual distinction; or*
- (d) that have yielded, or may be likely to yield, information important in prehistory or history.*

The Tier 1 PEIS provides the following for the I-70 Corridor: an APE for historic properties and a Reconnaissance Survey. The Reconnaissance Survey included a records or file search conducted at the Colorado OAHP for the defined APE, a windshield survey along I-70, and gathering of local input. The windshield survey (an informal survey, a drive-by observation level of effort that does not require property access) was done along the Corridor to identify properties that may not have been previously recorded.

2.1 NRHP Status

The most recent file search conducted for the I-70 Mountain Corridor PEIS was based on a study area that varied to as wide as 3 miles on either side of I-70 (October 2003), and approximates the extent of the final APE defined for the Tier 1 undertaking. A total of 1,477 sites have been recorded at the OAHP in this study area. (An earlier search in 2001 for a 1-mile-wide corridor

produced 741 site records.) A total of 184 of these sites (October 2003 file search) are historic properties listed on or have been determined to be eligible for the NRHP.

In Tier 1, CDOT and FHWA in consultation with the SHPO, ACHP, and the consulting parties will examine the potential and relative effects that the various Tier 1 alternatives would have on currently known historic properties and properties that may be eligible for the National Register. This approach, which was developed in consultation with the SHPO and ACHP, is based on the assumption that enough is known about the general range of historic places within the APE to permit an assessment of the potential effects of the alternatives. Identification of specific historic properties that might be affected by individual Tier 2 actions will be completed within the areas affected by those actions, and the specific effects of each action on historic properties will be evaluated at that time.

2.2 Potential Effects on I-70 Corridor Historic Properties

As noted above, for the Tier 1 level analysis, CDOT and FHWA evaluated the potential and relative effects on known historic properties. These potential effects include damage or alteration per 36 CFR 800.5(a)(2)(i–iv) for properties located in or immediately adjacent to the footprint for a given alternative, noise impacts per 36 CFR 800.5(a)(2)(v), and visual impacts per 36 CFR 800.5(a)(2)(v). The data collected for this Reconnaissance Survey has served as the basis for the identification of potential effects associated with the proposed action studied in the Tier 1 I-70 PEIS.

Because specific effects on historic properties cannot be defined in Tier 1, a Programmatic Agreement (PA) will be created to establish a process for taking into account the effects of Tier 2 undertakings.

3.0 History of I-70: Abbreviated Overview

3.1 Synopsis of the Historic Themes

The historic themes provide the background information for reviewing and interpreting the cultural resources that date to the historic period and offer the reader a sense of the Corridor's past. This brief study has identified four key themes pertinent to the Corridor: settlement, mining, transportation/tourism, and recreation. The information in the following sections offers a brief overview of the themes. These statements are not intended to be comprehensive. While the resources are generally discussed from west to east along the Corridor, these historic descriptions tend to go from east to west, due to the east-to-west flow of settlement and development through time.

3.2 Background to Settlement, 1600–1858

In the 1600s and 1700s, the Spanish empire administered and controlled what is now modern Colorado from New Spain (Mexico). In the early 1700s, France threatened Spain's North American holdings. However, at the end of the Seven Years (French and Indian) War, the Treaty of Paris (1763) ceded the French territory of Louisiana west of the Mississippi River to Spain. This political change effectively ended the French threat to Spain's influence over northern New Mexico and Colorado. Less than half a century later, the European political instability that resulted in the Napoleonic Wars led to Spain ceding the Louisiana Territory lands back to France in 1800. Three years later, in an effort to raise funds, Napoleon sold the lands to the US. The Louisiana Purchase, a bold and important decision for President Thomas Jefferson, extended the boundaries of the US to the Continental Divide with possibilities as far west as the Pacific Ocean. The Louisiana border issue between the US and Spain was not resolved until 1819 when the Adams-Onis treaty determined that a line west along the Red River, north on the 100th meridian, west on the Arkansas River, north from its source to the 42nd parallel and west to the Pacific Ocean would be the official boundary between the two countries. Central Colorado was divided. The area south and west of the Arkansas River remained with Spain and the lands north and east officially became part of the US. Thus, in 1819, much of the future I-70 Corridor became part of the US. The western portions of this region remained under Spanish and later Mexican control until the late 1840s.

Government-sponsored explorers passed through the region. Major Stephen Long located the headwaters of the Platte River and returned east via the Arkansas and Red rivers. His expedition skirted the eastern edges of the I-70 Corridor region. While increasing America's geographic knowledge of the West, the primary result of the Long expedition was the coinage of the term "Great American Desert" to describe the region between the Missouri River and the Rocky Mountains. Long and another scientist on the expedition, Edwin James, incorrectly believed that the region was unfit for use and was only a desert (Goetzmann 1966, Pike 1966).

The US government did little to encourage further exploration or settlement in the area after the Long expedition. However, fur trappers traveled the area and other parts of central Colorado searching for beaver. One of the results of the high demand and prices for furs was that the trappers successfully followed the western rivers, discovered passes into and out of mountain parks, and began to understand the rich natural resources of the area (Goetzmann 1966, Billington 1974, Hafen 1945).

The era of exploration and the fur trade created a growing body of geographical, ecological, and scientific knowledge about the American West and Colorado by the 1850s. The single most significant contribution to the future development of the I-70 Corridor area's history came from the discoveries and mapping of travel routes, including the South Platte Trail, Smoky Hill Trail, and Santa Fe Trail. When William Green Russell's party of Georgians discovered gold in 1858, Americans already knew how to get to the Colorado gold fields.

The presence of gold in the future state of Colorado was known before the gold rush of 1859. In 1858, William Green Russell and about 10 men successfully worked Dry Creek, recovering gold worth several hundred dollars. During early 1859, after hearing of Russell's success at mining, tens of thousands of young men ventured west seeking wealth along the Platte River, Dry Creek, and Cherry Creek, and in nearby newly founded Denver. The boom and bust pattern, common to much of western precious metal mining, began early in the mining history of Colorado. After the easily worked deposits were mined out and new technologies were not available to process the lower grade ores, the mines would go into a decline or bust. This would lead to abandonment of an area, as miners, speculators, and others moved on to the next promising camp.

The earliest miners were engaged in placer mining; in its most basic sense, this was mining that relied on washing the gravel in water to separate the heavier gold from the other materials. Because it required relatively inexpensive equipment, placer mining was often the first type of mining that occurred in the region. In the case of early Colorado, the bust of the early placers, such as those of Dry Creek, led the prospectors to move west into the mountains, including portions of the Corridor, to find new mines. In some areas, the placer mines were soon replaced with hardrock, lode, or quartz mines. (All three of these terms have the same basic definition: excavation into the hills along the mineral-bearing vein, removal of the ores, and then crushing and other processing to separate the mined mineral from the surrounding waste matrix.) The early placer excitement led to the first wave of settlement and mining in the I-70 Corridor region.

The spring of 1860 brought a new wave of gold seekers into Colorado. One estimate is that in May 1860, 11,000 wagons crossed the plains of Nebraska and Kansas bringing thousands of people to make their fortunes in the gold fields or to work in the support industries or to "mine the miners." The 1860 wave of miners led to further settlement in the I-70 Corridor because many of the new mines were in the mountains along Clear Creek and its two main branches, North and South Clear creeks.

3.3 Settlement and Mining in the I-70 Corridor, 1859–1960

Settlement in what is now the I-70 Corridor began as a result of placer gold discoveries along the region's streams in 1859. Later discoveries of lode deposits indicated early on that the mining industry would be a key element in the growth of the Corridor during the nineteenth century. Mining led to the development of support industries and communities and stimulated the growth of towns and cities such as Georgetown and Frisco. Business and residential development provided support to the miners. Mineral resources other than precious metals also were abundant in the Corridor area. Gold placering came first, but the discovery of minerals and metals such as silver, fire clays, coal, and zinc began in the 1860s and 1870s and contributed to the growth of the Corridor in a generally east-to-west pattern (Henderson 1926, Hollister 1867). Throughout much of the history of the Corridor, its fortunes and overall economic health and vitality were dictated by the success of local mines.

Early explorers and mountain men reported finding gold in streams and creeks. Later explorers took similar reports east with them during the 1830s and 1840s. The 1849 California gold rush encouraged many adventurers to look west for riches. By 1858 and 1859, this attention focused on the Pikes Peak region, a common reference for Colorado at the time. By the end of 1859, numerous infant settlements such as Denver and Golden developed as support centers for the gold mines, many of which had developed by 1860 west of the Denver area in the mountains along the current I-70 Corridor.

3.4 Transportation and Tourism in the I-70 Corridor, 1859–1954

The story of transportation in the I-70 Corridor, and in most of Colorado, is a story of struggle and adaptation. Today, the exact location of many earlier transportation routes is known only in a general sense. The earliest recorded transportation routes were trails and paths used by Native Americans and/or adapted from animal trails. These routes usually followed the course of least resistance and were adopted by Euro-Americans after their arrival in the area. Some routes became part of plowed fields, while others evolved into new transportation networks. The built environment tended to change also, reflecting the technological changes. This evolution is especially evident in and near the Corridor from Mount Vernon Canyon west (Gilmore et al. 1999, Nelson et al. 2001).

Native Americans in the area adapted game trails and other routes using drainages and canyons. The goal of their travel was not always to move from one place to another or to cover long distances quickly. Rather, paths often were designed to provide access to areas containing different natural resources that could be used. Trappers and traders followed these Native American routes before developing their own routes. Over time, these routes were modified or redesigned to facilitate the rapid movement of goods and people (Mehls 1984, Long 1943).

The Colorado gold rush and subsequent population growth after 1859 stimulated road-building activities (Mehls 1984, Long 1943). During the 1860s, Coloradans depended on trails and wagon roads for their connections with the rest of the US. Stage companies made their profits from carrying mail and freight and had little incentive to improve the conditions for passengers. The road surfaces were very rough, and little effort was made to make or keep the roads level. Despite these drawbacks, various vehicles used the roads, including huge freight wagons, small delivery wagons, and passenger vehicles including stagecoaches, surreys, buggies, open spring wagons, handcarts, and Conestoga wagons. In addition to difficult road conditions, travelers faced various weather hazards.

Stage lines sprang up between Denver and Central City/Black Hawk, as well as between Denver and Idaho Springs/Georgetown when word of the gold discoveries spread in 1859. Stage companies in the area of Jefferson, Clear Creek, and Gilpin counties included the Golden City and Denver Express and the Denver, Mount Vernon, and Mountain City Stage and Express Company. On the northern edges of the Corridor, the Apex and Gregory Road (also known as the Apex Wagon Road) was chartered to run from Cold Springs Ranch near Apex (just north of modern I-70) to Central City. The road actually operated for only a short distance and for a short period of time.

Mount Vernon Canyon and the South Platte caught the interest of the pioneer road builders as possible long-distance routes west from the Denver area. A toll road, the Bradford and Blue

River Road, was proposed in 1861 and established in 1881 to connect the Corridor with lands to the south and west. The toll site was known as Bradford Junction Toll Gate. The road ran from Bradford Hill west to Pine Grove and then to the Ben Baker Hotel in South Park, Park County. The road provided a reasonably direct route between Denver and Leadville. Not much later, a road was built west into Summit County via Loveland Pass, and other roads were built into northwest Colorado via Berthoud Pass. These long-distance roads were seen by many as temporary measures to alleviate the transportation situation. The desire to improve transportation systems has been nearly a constant in Colorado history since these early days (Scott 1999).

Residents of Colorado in the 1860s saw rail connections as the foremost solution to their transportation problems by 1865. On the national scene during the Civil War, the Republican-controlled Congress feared that western American settlements were exposed to an invasion by the Confederacy or a foreign power. Concern about the safety of residents in the western territories, as well as about the wealth in gold and silver, prompted passage of the Pacific Railroad Acts (1862, 1864) to subsidize construction of transcontinental rail lines. Colorado hoped to be on one or more of the routes. The northern part of Colorado eventually gained Kansas Pacific (KP) and Union Pacific (UP) connections (Athearn 1971, Noel 1973, Mehls 1992).

Despite the failure of the transcontinental railroad to come through Denver, local boosters recognized the need for branch lines to feed into the mainline railroad and for local railroads to meet the needs of the mining industry. Golden promoters worked to establish their town as the rail hub of the mining regions to the west and north. William A.H. Loveland led a group in 1861 that hoped to link Golden with Salt Lake City. Loveland hired Edward H. Berthoud to survey the route. On this expedition, Berthoud discovered the pass that would bear his name. After first developing a wagon road, Loveland then became part of the Colorado Central group. Eventually their efforts bore fruit as the Colorado Central (CC) Railroad.

The CC Railroad eventually became an important link in the Union Pacific, Denver and Gulf Railway. Built under UP sponsorship, this narrow gauge and standard gauge railroad was built to serve the mining communities of the Clear Creek Valley. Golden's rail boosters, Berthoud and Loveland, incorporated the line in 1865 as the Colorado and Clear Creek Railroad. The name changed to Colorado Central and Pacific in 1866, and the next year it became the Colorado Central. The railroad was reorganized several times. When it was apparent that the UP would build across Wyoming, the CC Railroad was designed as a feeder to the Cheyenne line. Both CC and UP directors joyously broke ground for the CC in 1868, hoping to use the CC to bypass Denver and keep Golden as the center of Colorado railroads (Hauck 1972).

By 1870 the CC Railroad had rails up Clear Creek Canyon. Clear Creek Canyon west from Golden was a relatively easy path for construction as far as Idaho Springs and Georgetown on the south fork and Black Hawk on the north fork. The route then turned into a nightmare of steep grades and narrow defiles, challenging engineers and builders to move beyond Georgetown or Black Hawk. The topography caused the lines to suffer from flooding and various other operational problems. Beginning in 1870, the CC Railroad, at the behest of the UP, began an expansion program of standard gauge lines, one east to Denver and one north-northeast toward Longmont and beyond. The Panic of 1873 upset the teetering finances of the CC Railroad and many other western rail companies. The booming mines of Clear Creek and Gilpin counties

made the company's future look prosperous and the line remained viable under different parent companies into the twentieth century.

Despite the optimistic predictions, all of the UP lines faced political and financial problems and went into receivership in the 1890s. The majority of the CC/UP Denver and Gulf emerged as part of the Colorado and Southern (C&S), with Golden as an important point where standard gauge service ended. West of Golden was narrow gauge territory, and Denver to Golden was dual gauge. Business on Clear Creek lines began a slow downward spiral after 1910. By the 1920s, trains seldom went west of Idaho Springs, and the line to Georgetown was nearly abandoned. By the end of the decade, the Colorado and Southern was making an earnest effort to abandon the rest of the Clear Creek line, as well as the old Denver South Park and Pacific (DSP&P). By the 1930s, the fate of the Clear Creek line was tied to the fortunes of the DSP&P line, which ran south of the current I-70 Corridor via Morrison, the South Platte, and on to South Park. In 1931, the Black Hawk to Central City line was formally abandoned, and in 1937 the C&S abandoned the South Park line. In 1939, the Silver Plume to Idaho Springs line was abandoned, and in 1941 the Black Hawk/Idaho Springs to Golden line was abandoned because of declining traffic, ending the rail era for the eastern portion of the Corridor (Forrest and Albi 1982, Jones et al. 1965, and Jones and Holley 1986).

The two key rail lines into the western portion of the Corridor on the other side of the Continental Divide were the Denver & Rio Grande (D&RG) and the Colorado Midland. The Denver South Park and Pacific (later UPD&G and C&S) also entered a relatively small portion of the Corridor area serving the Breckenridge/Dillon area. These companies entered the Corridor area from the south. While the history of each company is well documented elsewhere, what is important to remember is that the companies sought out rail line locations to reach mining camps, as sources of traffic or to connect other portions of their systems with each other. The circuitous routes the companies took to reach the Corridor also reflect the extreme nature of the topography. The lines reached the western portions of the Corridor during the early 1880s and generally failed to generate enough traffic to pay the expenses of construction and operation. Of the three pioneering companies, only one survived into the years after World War II: the D&RG, by that time known as the Denver & Rio Grande Western. That company also served the greatest expanse of territory along the Corridor, entering the Corridor area at Minturn, immediately west of Vail, and continuing past the western end of the Corridor at Glenwood Springs. Another significant fact about the D&RG line in the Corridor is that at Dotsero (near Gypsum) a connector line, the Dotsero Cut-Off, linked the Moffat Tunnel line of the railroad with the original Tennessee Pass line and when the Cut-Off was opened for traffic during the 1930s, it represented the completion of the last transcontinental rail route in the US. While the Tennessee Pass line is now out of service, the Dotsero-Moffat Tunnel line remains in daily use by the D&RGW's current owner, the Union Pacific Railroad (Poor 1976, Athearn 1962, and Cafky 1965).

The spread of automobile usage and ownership during the early twentieth century altered forever the character of transportation in the Corridor. As with the development of the rail network, the presence of the auto did not lead to the end of earlier transportation modes and technologies. As early as 1910, some hearty souls were beginning to plan and take extended trips in their automobiles. These pioneer auto tourists would eventually cause dramatic changes in the way America took its vacations. Cars changed the landscape, leading to the construction of distinctly

auto-oriented building forms such as service stations, the spread of auto campgrounds and motor courts, and the development of businesses aimed at assisting the motorist.

Early auto routes were often nothing more than wagon roads linked together and denoted by published guides and small route markers. Discouraged with road conditions, motorists realized that to secure the funding and guidance needed to build good interstate auto roads would require action by Congress. In 1916, the first Federal Highway Act was signed into law, providing for federal monies to assist states in road construction. To receive funding, states established highway commissions and began to designate roads to receive the monies. One of the first US highways established in the state was US 40, which crossed the eastern portions of the Corridor as far west as Empire. Thus, from the earliest days of the auto age, the Corridor was seen as a key element of the highway planners' thinking for future highways (Thomas 1996, Anonymous 1954).

The 1920s and 1930s witnessed a comparatively rapid expansion of the highway system in the Corridor. One of the foremost projects was the construction and improvement of US 40 from Kansas to Salt Lake City. By the 1930s, the road was oiled, asphalted, and/or paved except for a short segment near Kremmling, north of the current I-70 Corridor (Thomas 1996). US 6 was designated; part of it paralleled US 40, part of it was co-terminus with US 40, and part of it extended on west, becoming the first US highway to follow the length of the current I-70 Corridor (Thomas 1996). At the same time, another US highway, US 24, was being developed. This highway used the abandoned grade of the Colorado Midland Railroad for much of its route and connected into the Corridor at Minturn after running north out of Leadville over Tennessee Pass. During the years of the Eisenhower Administration, transportation planners and others felt that a system of divided highways similar to Germany's Autobahn would be necessary for national defense in any future war. This type of talk also pleased local developers and chambers of commerce, who felt that improved highways would lead to more tourism, which would lead to more profits. As part of the interstate system, and after extensive lobbying by Coloradoans, the federal government determined that an interstate west out of Denver should be built to improve upon the existing US 6 and US 40, thus creating a significant new east-west travel artery. This route was designated Interstate-70 (Hyde 1990, CDOT 2002).

Hand in hand with the progress of transportation evolution in the I-70 Corridor went the growth of tourism. As early as the 1860s, travelers were being encouraged to visit the Colorado Rockies in Clear Creek and Gilpin counties. Much of this promotion was aimed at selling the wonders of nature, a thread that persists to the present. Railroad system development in the Corridor, especially up Clear Creek Canyon, led to further attempts to encourage travelers to see the splendors of Colorado from the comfort of their train. Rail companies, seeing the tourists as a potential source of traffic, published guides, offered special fares, and did other things to get people onto the trains for vacations. One of the highly touted attractions of nineteenth century Colorado was the Georgetown Loop on the Colorado Central Railroad. After automobiles became more prevalent during the early twentieth century, tourist travel took on a different complexion, but the I-70 Corridor and its numerous attractions continued to be well visited, a pattern that has continued into the twenty-first century (Dark 1939).

3.5 Recreation

The earliest recreation uses of the Corridor can be traced to the early nineteenth century. European and eastern travelers and sportsmen came to the Rocky Mountains, often in the company of mountain men, to experience the wonders of the area. These travelers hunted, fished, and observed the world around them. They were few in number, but their zest for the outdoors and the ability of the Corridor to meet their expectations established a pattern that has continued to the present. During the late nineteenth century, dude ranches developed to meet the needs of these recreation-oriented visitors, and recreation tended to be tied to extended-length stays.

By the early twentieth century, as the middle class expanded in Denver and the nation, outdoor recreation in the area became something that could be accomplished as a day trip or weekend outing. As a result, new recreation facilities developed to cater to the needs of these users. Among the first were the Denver Mountain Parks, including Lookout Mountain Park and others that were acquired and opened in 1913 and later. Under the leadership of Mayor Robert Speer and George Kessler, the City's park and parkway planner, the mountain park system grew. Eventually Denver acquired more than 13,000 acres in 22 mountain parks. This trend was later reinforced when Jefferson County and other local governments began to acquire open space lands, many along the I-70 Corridor, especially in the Corridor's eastern reaches.

The desire for outdoor recreation in Colorado and along the Corridor was further reinforced during the early twentieth century with the highly publicized hunting trip of President Theodore Roosevelt. Even before the President's jaunt, hunting and fishing expeditions were a popular pastime for the wealthy. Later, local residents, and especially Denverites, would take to the mountains to hunt and fish and with US 6 and US 40 available, many looked to the future I-70 Corridor as a favored place for such activities. After World War II, and especially during the late 1950s and into the 1960s and beyond, more and more Americans sought the backcountry for all types of recreation, such as hiking, camping and other activities, not just hunting and fishing. Their numbers swelled the demands for recreation areas in and along the Corridor.

Another Colorado recreational activity, skiing, also can trace its roots to the late nineteenth century, but needed the increased access to the mountains offered by the highways to really take off. Numerous factors affected the growth of recreational skiing in Colorado and the Corridor. As early as the 1910s and 1920s, Denverites were heading in their cars to ski slopes on the outskirts of town, such as ones along the future I-70 Corridor near Mount Vernon Canyon. These skiers were generally day-trippers, and these small ski areas remained popular until after World War II. That war, and an area near the Corridor, would have a profound effect on not only the ski use of the Corridor, but also the overall growth of skiing into an industry.

As America inched its way toward active involvement in World War II during 1940 and 1941, military leaders, at the urging of skiers such as Bob Livermore, Roger Langely, and Charles M. "Minnie" Dole, recognized the need for the US to have troops trained for winter and mountain warfare. Out of this concern was born the 10th Mountain Division. The Division trained at Camp Hale, a newly built base that included lands that would be part of the I-70 Corridor, with the cantonment area located outside Minturn. After the end of World War II, veterans of the 10th became ski coaches, ski instructors, and recreation directors, many at resorts in Colorado. Some went on to develop the Vail ski area and build Aspen into a ski area. The presence of highways, especially I-70, helped this rapid growth of skiing and other winter sports in and near the

Corridor. The role of outdoor recreation in the growth of the I-70 Corridor area has been one of the constants of the area's history for well over 100 years.

4.0 Historic Overview and Data Collection by County

4.1 Methodology

This chapter is organized by county to provide easy accessibility to data. It is organized as follows: a brief description of the historic setting; file search summary data (including tables listing all sites and listed/eligible sites), and then windshield survey and local input data for the subject county. As a result of coordination with consulting parties within the I-70 PEIS APE in 2004, a subsection containing additional local data has been included by County. Counties are described in their order of occurrence from west to east: Garfield, Eagle, Summit, Clear Creek, and Jefferson.

4.1.1 File Search Procedure

The file search was conducted at the Colorado SHPO office, also known as the Office of Archaeology and Historic Preservation (OAHP), which is the official repository for all cultural resources site records within the state of Colorado. The file search presents a list in tabular form of the site number, site descriptive information, site location, and National and/or State Register eligibility status. As a followup step, copies of relevant site record forms and report excerpts were made for reference in the preparation of this report. Federal protection for cultural resources applies only to those resources that have been listed in or determined eligible for inclusion in the NRHP. Review of the results of the file search indicated some discrepancies, especially in eligibility status and descriptive information. Further work will need to be completed during any Tier 2 studies to complete determinations of eligibility for those sites recorded but not officially determined “eligible,” “not eligible,” or “need data.”

Most of the historic properties (NRHP-eligible or listed) are buildings, structures, or objects. These results support current interpretations of what is known about the Corridor’s history, especially the mining heritage that dominates the eastern portions of the Corridor. Historic properties that are considered to be archaeological in nature but that are from the historic period (historic archaeology) represent about one-third of the historic properties. Most of the historic archaeological properties are associated with mining and transportation systems. The smallest group of eligible sites is of prehistoric origin. Most of the significant prehistoric sites have been found in the western portions of the Corridor (Eagle and Summit counties).

The original file search conducted in 2001 for the PEIS for a 1-mile-wide corridor produced 741 site records. The record search area followed I-70 from Glenwood Springs (milepost 116) to C-470 (milepost 260). This corridor size is commonly used in developing background data for cultural resource studies in non-urbanized areas and formed the basis for data collection, review, and analysis from existing records. The most recent file search was based on an area that varied to as wide as 3 miles on either side of I-70 (October 2003), an area subsequently identified as the APE. File search summary data are provided by county in the sections that follow. More than 1,400 sites have been recorded at the OAHP within the APE.

Note that a file search is considered a starting point for historical survey work and identification of historic properties. Data contained in the OAHP files are not considered to be complete or correct for Section 106 purposes. However, as noted above, data in OAHP’s files does provide enough information on the general range of historic places within the APE for analyzing the potential effects of the alternatives studied in the Tier 1 PEIS.

Completion of Section 106 coordination during Tier 2 will result in the clarification of or redefinition of the Tier 2 project-specific APE, initiation of a new file search and appropriate windshield survey and local input coordination, use of this report as a source of background information, and a complete inventory and evaluation of appropriate sites for Tier 2 project-specific areas.

4.1.2 Initial Local Input Procedure

The second area of data collection involved two data sources: (1) input from local, knowledgeable individuals and (2) a windshield survey. Gathering of local data was initiated by contacting local preservation groups and boards. By February 2001, all local and county governments with historic preservation ordinances or boards, including CLGs, had been contacted. These groups were contacted again in December 2001 with followups in January 2002, as shown in Table 4-1. This resulted in discussions with Clear Creek County residents in the summer of 2001 to identify areas of local concern. A GIS database of locally recognized historic resources was compiled and overlaid with the proposed APE and disturbance areas (direct/indirect impacts). Representatives from Summit County and Glenwood Springs identified various potential historic resources. The USFS later identified one of the sites of local interest.

Cindy Neely, a representative of Georgetown and a member of the Mountain Corridor Advisory Committee, worked with historical consultants to set up a meeting in April 2001 with Clear Creek County residents who had knowledge of historic and archaeological resources along the Corridor within the county. The meeting was attended by Gale Murphy and Joan Drury of Mill Creek Valley Historical Society, as well as Chee Chee Bell and Mary Jane Loevlie of the Historical Society of Idaho Springs. This meeting resulted in the identification of six areas of interest. After the meeting, a group was asked to provide a map and list of potentially eligible resources and sites of local interest in the Lawson, Downieville, and Dumont historic area. Later, in the summer of 2001, R.L. Jones of Clear Creek Watershed Association took Tim Tetherow (J.F. Sato & Associates) and Steven Mehls (WHS/WCRM) on a tour of I-70 in Clear Creek County and identified three mining and two other resources between Idaho Springs and the lands west of Silver Plume.

Table 4-1 lists the cities, towns, and counties that were contacted for information on their historic preservation concerns.

Table 4-1. Local Corridor Contacts for Historic Preservation Concerns

City/Town/County	Contact	Letter (date)	Response	Called (date)
Breckenridge	Jeff Hunt, Assistant Director of Community Development Town of Breckenridge P.O. Box 168 Breckenridge, CO 80424 970-453-3184 Fax: 970-547-3132 jeffh@ci.breckenridge.co.us	1/5/01 12/21/01	No concerns, January 2002, phone call	01/02
Denver*	Devon Buckels, Assoc. City Planner Denver Planning Office 200 W. 14th Ave. Denver, CO 80204 720-865-2931 Fax: 720-865-3056 buckedc@ci.denver.co.us	1/5/01 12/21/01	No response	2/1/02

City/Town/County	Contact	Letter (date)	Response	Called (date)
Frisco	Amy Ito Historic Preservation Board Town of Frisco P.O. Box 4100 Frisco, CO 80443 970-668-5276 Fax: 970-668-0677 frisco@colo.net	1/5/01 12/21/01	No response	2/1/02
Georgetown*	Paul McKenna, Town Administrator P.O. Box 426 Georgetown, CO 80444 303-569-2555 ext. 3 Fax: 303-569-2705 gtownadmin@cji.net	1/5/01 12/21/01	Email from C. Neely 1/31/01 and others	
Glenwood Springs*	Mike Pelletier Community Development Planner City of Glenwood Springs 806 Cooper Ave. Glenwood Springs 81601 970-928-6028 Fax: 970-945-2597 mpelletier@ci.glenwood-springs.co.us Note that original contact was Ms. Janet Buck	1/5/01 12/21/01	Letter and email 1/29/01	
Golden*	Charles L. Hearn, City Planner City of Golden 1445 10th St. Golden, CO 80401 303-384-8096 Fax: 303-384-8161 chearn@ci.golden.co.us	1/5/01 12/21/01	No interest	2/8/01
Idaho Springs*	Jack Russalesi, City Administrator 1711 Miner St., Box 907 Idaho Springs, CO 80452 303-567-4421 Fax: 303-567-4955 Denver Metro: 303-573-1510 cis@idahospringsco.com	1/5/01 12/21/01	See Georgetown meetings held spring and summer 2001	
Lakewood	Kris Anderson, Collections Curator Department of Community Resources, Heritage, Culture and the Arts Lakewood's Heritage Center 797 South Wadsworth Blvd. Lakewood, CO 80226 303-987-7850 Fax: 303-987-7851	1/5/01 12/21/01	No response	2/1/02
Silver Plume	Janine Weeds, Town Clerk Town of Silver Plume, Drawer F Silver Plume, CO 80476 303-569-2363 Fax: 303-569-2363	1/5/01 12/21/01	Requested a newsletter, 3/02 See Georgetown meeting held 7/2/02	
Summit County	Mary Ellen Gilliland Historic Preservation Commission P.O. Box 289 Breckenridge, CO 80424 970-468-6273 Fax: 970-468-2080 72467.1272@compuserve.com	1/5/01 12/21/01	Email 2/23/01	

*Indicates Certified Local Governments (CLG)

4.1.3 Windshield Survey Procedure

Western Historical Studies, Inc. (WHS), as a subcontractor to J.F. Sato & Associates and at their direction and the direction of Colorado Department of Transportation (CDOT), undertook a windshield survey of the Corridor and met with local experts to identify historic, architectural, and other cultural resources along the Corridor. This was conducted as part of the PEIS preparation process to fulfill FHWA responsibilities under Section 106 of the National Historic

Preservation Act to identify potential historic properties that might be affected by the project alternatives under consideration. The windshield survey was completed in the summer of 2001 to identify and evaluate historic and cultural resources along the Corridor.

In addition to the meetings with local representatives, WHS staff also conducted a more inclusive windshield survey of the Corridor to identify additional resources (not locally identified) and attempted to refine the locations of the locally identified resources where possible. WHS completed this work during the summer of 2001 to determine whether possible further investigations were necessary. Subsequent investigations were determined to be outside the scope of Tier 1 data needs.

The study area for the windshield survey extended from Glenwood Springs (milepost 116) to the Clear Creek-Jefferson County line (approximately milepost 247) along I-70. (The approximate boundaries were parallel to I-70 about 500 feet out from the edges of pavement.) It was anticipated that most of the resources observed would be related to mining or community development and be generally or at least partially architectural in nature.

The windshield survey consisted of driving the Corridor, examining United States Geological Survey topographic maps, and comparing the locations identified with previously recorded resources found during the initial OAHF (SHPO) file search for the project. This initial file search was completed in October 2000. As another part of this effort, the researchers attempted to verify the locations given to WHS by local informants and found that some sites previously determined not eligible for the NRHP were still considered important by local residents. Notations were made regarding these sites and resources where possible, but no on-the-ground examinations were made of the resources.

The reconnaissance efforts (both windshield survey and local input) were successful at identifying areas of potential concern for the I-70 Corridor Tier 1 PEIS, and they indicate that additional surveys will need to be completed and/or previous surveys updated at the Tier 2 level of analysis for future I-70 improvements.

4.1.4 Additional Local Input—2004

Two additional meetings with agencies and consulting parties were held in August and September 2004. As a result of these meetings, supplemental information has been provided for inclusion in this document. Every effort has been made to acknowledge local concerns regarding data collection to the extent that it applies to the Tier 1 analysis. Errors or omissions of sites or site information will be corrected during Tier 2 analysis as appropriate.

4.2 Garfield County

4.2.1 Historic Setting

Farther west, pioneers of Garfield County, and especially Glenwood Springs, understood the value of tourism long before much of the population of the Western Slope and the Corridor. Like Eagle County, Garfield County and Glenwood Springs remained generally unavailable to settlers until after the 1881 Ute removal. However, on the heels of the Ute came settlers and land speculators. Isaac Cooper, an early promoter of Aspen, recognized the potential of the Roaring Fork and Grand (Colorado) rivers' confluence as a prime location for a town. He also felt that the

nearby hot springs could be turned into a draw for health seekers and vacationers. A town company was soon formed, and attempts to build a resort were started. The first few years were trying at best, but after the arrival of the D&RG Railway in 1887 (via Glenwood Canyon from Eagle), the town of Glenwood Springs quickly developed into a resort. Within a few years of D&RG’s arrival, the line to Aspen was built down the Roaring Fork Valley; and the Colorado Midland Railroad, building from the east into Aspen and then down the Roaring Fork Valley, also reached Glenwood Springs. The town’s location and transportation connections led the community to become a regional trade center. The area west of Glenwood Springs also developed during the late nineteenth century, while the region to the east remained relatively unsettled because of the rugged nature of Glenwood Canyon. This pattern of sparse settlement continued into the twentieth century; only recently has the area, especially Glenwood Springs, begun to grow significantly. This growth is due in large part to the post-World War II development of the ski industry in Aspen, as well as the increase in tourism and recreation in the region (Urquhart 1970).

The Corridor area in Garfield County experienced only limited mining activity, and most of that took place in the vicinity of Glenwood Springs. After the town was settled and rail service became available, coal mines near the town were opened for commercial exploitation. The first mines were located south of town; they opened in 1883 to supply fuel to smelters in Leadville and elsewhere. A few years later, mines were opened on the western edge of Glenwood Springs, and much of the coal produced was turned into coke at ovens along the Colorado Midland Railroad near Cardiff. The mines remained active until the end of the nineteenth century, and with their closure the “mining” phase of Glenwood Springs-area Corridor history came to an end (Mehls 1982).

4.2.2 OAHF File Search Results

The OAHF acknowledges that the data available in their files may not be complete or accurate. This is a result of mistakes on site forms, incomplete or inaccurate encoding of the information into the database, and/or missing data. Table 4-2 represents the results of the October 2003 file search for the Garfield County portion of the I-70 Corridor, including sites now considered outside the Tier 1 APE (between mileposts 116 and 139.5).

Table 4-2. Garfield County OAHF File Search Results

*If the eligibility column is blank, it means that the OAHF file search listed no recommendations or official status for the resource. Site number contains an abbreviation indicating the county: GF=Garfield.
Listing type abbreviations: H = Historic; A = Archaeological; HA = Historic, Archaeological; HD = Historic District; NR = National Register*

Site Number	Site Name	Type	NRHP Eligibility Status
5GF.1000	Denver & Rio Grande	H	
5GF.1000.3	Denver & Rio Grande	HA	Officially eligible Contributes to National Register district
5GF.1000.4	Denver & Rio Grande	HA	Officially eligible Contributes to National Register district
5GF.1015	O’Neil Saloon—Silver Club Building	H	Field not eligible
5GF.1016	Palace Hotel—The Watersweeper and the Dwarf	H	Field not eligible
5GF.1017	The Parkinson Building	H	Field eligible
5GF.1018	Tailor Shop	H	Field not eligible
5GF.1019		H	Field not eligible

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Site Number	Site Name	Type	NRHP Eligibility Status
5GF.1020		H	Field not eligible
5GF.1021	Kamm-Dever Building—Kamm Block—Kamm Mercantile	H	Officially not eligible
5GF.1022	Citizens National Bank Building—New Citizens Building—Deacon Building	H	Listed on National Register
5GF.1023	Thorson Block Bldg	H	Field not eligible
5GF.1024	Loof Lodge Bldg	H	Field not eligible
5GF.1025	Coal Office Bldg	H	Field not eligible
5GF.1026		H	Field not eligible
5GF.1028	US Land Office Bldg	H	Field not eligible
5GF.1029	Hughes Wholesale Liquors Building—Anderson Building	H	Field not eligible
5GF.1030	J.C. Schwarz Mercantile Co./Howard and Torrey Building—Brockway Building/Fabric & Quilt Shop	H	Field not eligible
5GF.1031	Napier Building	H	Field not eligible
5GF.1032	Barber Shop Building	H	Field not eligible
5GF.1033	Telegraph & Express	H	Field not eligible
5GF.1034	Liquor Emporium	H	Field not eligible
5GF.1035	Mirror Bar—Glenwood Shoe Service/ King Barber Shop	H	Field eligible
5GF.1036	Foe Building	H	Field not eligible
5GF.1037	Blake Building	H	Field not eligible
5GF.1038	McCoy Building—Corner Store—Sunlight Sports—Stringham Photography	H	Field not eligible
5GF.1039	Good Health Grocery	H	Field not eligible
5GF.1040	Heisler's Home Bakery Building—For You Shoppe—Dobbin House	H	Field not eligible
5GF.1041	Sheridan Building—Creamery Building—Creamery Condos—Cellular Glenwood Springs	H	Field not eligible
5GF.1042	Western Hotel	H	Field not eligible
5GF.1043	Hotel Denver—Star Hotel	H	Field not eligible
5GF.1044	E.B. Everett Grocery	H	Field not eligible
5GF.1045	HJH Print Shop	H	Field not eligible
5GF.1046	Noonan Building—Noonan Block	H	Field eligible
5GF.1047	Eighth St Office	H	Field not eligible
5GF.1048	Berthod Motors	H	Field needs data
5GF.1049	Garfield County Courthouse	H	Field eligible
5GF.1050	Hot Springs Historic District	Historic District	Officially eligible
5GF.1050.2	Glenwood Hot Springs Bathhouse—Natatorium—Yampa Spring—(Glenwood Springs Hot Springs Lodge and Pool)	H	Officially eligible
5GF.1050.3	Denver & Rio Grande Railroad Station (Glenwood Springs Train Station)	H	Officially eligible
5GF.1252	Hubbard Cave	H	
5GF.1258	Vapor Cave 33—Yampah Hot Springs Vapor Caves	H	Field not eligible
5GF.1259	Ice Cave	H	
5GF.1262.1	N/A Flume	HA	Field eligible
5GF.1262.9	Water Tank and Treatment Facility	HA	Field eligible

Revised Reconnaissance Survey of the I-70 Mountain Corridor

If the eligibility column is blank, it means that the OAHP file search listed no recommendations or official status for the resource. Site number contains an abbreviation indicating the county: **GF**=Garfield.

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Site Number	Site Name	Type	NRHP Eligibility Status
5GF.1270	Glenwood Canyon	HD	
5GF.1305		A	Field not eligible
5GF.1457	The Glenwood (Springs) Ditch	H	Officially not eligible
5GF.1515		H	Officially needs data
5GF.1549	Federal Building (Glenwood Springs)—Post Office—Glenwood Springs	H	Officially eligible
5GF.1654	Shelton-Holloway House	H	Listed on the State Register
5GF.1661	Denver & Rio Grande Western Railroad Aspen Branch	HA	Officially eligible
5GF.1662	Atkinson Canal	H	Field not eligible
5GF.1663	Colorado Midland Railroad Grade	HA	Field eligible
5GF.2129	White River Supervisor's Warehouse	H	Officially not eligible
5GF.2306	Edinger-Shumate House—Frontier Historical Society Museum	H	Field not eligible
5GF.2438	Sam Dougan House—Osgood House	H	Field eligible
5GF.2439	Rex Hotel	H	Field eligible
5GF.2441	Glenwood Springs Hydroelectric Plant—Glenwood Light & Water Co. Hydroelectric Plant—Glenwood Center for the Arts	H	Listed on National Register Listed on the State Register
5GF.2456.5	Shosone to Hopkins Transmission Line Segment	HA H	Officially eligible
5GF.2460	First Church of Christ the Scientist—Glenwood Springs	H	Field eligible
5GF.2461	Kaiser House	H	Field not eligible
5GF.2501		HA	Field not eligible
5GF.2587	First Presbyterian Church (Glenwood Springs)	H	Field not eligible
5GF.2588	Napier House	H	Field eligible
5GF.2615	Parkison House	H	Field eligible
5GF.2616	De Remer-Korn House	H	Field not eligible
5GF.2675	Kendrick House	H	Field eligible
5GF.2693	Dr. William W. Crook House—Crook House	H	Field eligible
5GF.2694	Von Rosenberg House	H	Field not eligible
5GF.2695	Glenwood Springs Sanitarium—Glenwood Sanitarium	H	Field eligible
5GF.270	Bair Ranch	H	Officially eligible
5GF.2717	Glenwood Springs Viaduct—Milepost 0.23—CDOT No. F-07-A	H	Officially eligible
5GF.2752	Glenwood Canyon Transportation Corridor	HD	
5GF.2753.1	Grizzly Creek Trail Segment—Grizzly Creek Pack Trail Segment—Grizzly Creek Mule Trail Segment	HA H	Field needs data
5GF.2773.1		HA H	Field not eligible
5GF.2773.2	Transfer Trail	HA	Officially not eligible
5GF.2775	Red Mountain Ski Area	HA	Field eligible
5GF.2786	Furniture Crockery—Bell Cafe	H	Field not eligible
5GF.279	Brackney House	H	
5GF.2812		HA	Officially not eligible
5GF.285	Starr Manor	H	Listed on National Register

If the eligibility column is blank, it means that the OAHP file search listed no recommendations or official status for the resource. Site number contains an abbreviation indicating the county: **GF**=Garfield.
 Listing type abbreviations: *H* = Historic; *A* = Archaeological; *HA* = Historic, Archaeological; *HD* = Historic District; *NR* = National Register

Site Number	Site Name	Type	NRHP Eligibility Status
5GF.286	Edward T. Taylor House—Taylor House	H	Listed on National Register
5GF.409	Log Barn & House	HA	Officially not eligible
5GF.411		H	
5GF.413		H	
5FG.414	Shoshone Hydroelectric Power Plant	H	Officially eligible
5GF.469	Aspen and Western Railroad Colorado Midland Railroad	HA	Officially eligible
5GF.489		A	
5GF.767	Hotel Colorado	H	Listed on National Register
5GF.822		A	Field needs data
5GL.1205.1		HA	Officially not eligible
5GL.717	South Bend Placer, Lone Star Mine	HA	Officially not eligible

4.2.3 NRHP Listed or Eligible Properties Identified from File Search

As a result of the OAHP file search, a number of properties were identified as NRHP or SRHP listed or eligible. For Garfield County, these properties are identified in Table 4-3. Asterisks indicate sites in portions of the Garfield County corridor that are no longer within the boundaries of the final Tier 1 APE.

Garfield County historic districts and individual properties identified on Table 4-3 that are located within 500 feet on either side of I-70 are discussed on the pages following the table to give the reader a better sense of the variety, qualities, and characteristics of the historic properties in the Corridor.

Table 4-3. Garfield County NRHP and State Listed or Eligible Properties from OAHP File Search

Site Number	Site Name	Type	Eligibility Status
5GF.1000.3	Denver & Rio Grande*	Historical Archaeology	Officially eligible
5GF.1000.4	Denver & Rio Grande*	Historical Archaeology	Officially eligible
5GF.1022	Citizens National Bank Building—New Citizens Building— Deacon Building	Historic	Listed on National Register
5GF.1050	Hot Springs Historic District	Historic District	Officially eligible
5GF.1050.2	Hot Springs Lodge and Pool (Glenwood Hot Springs Bathhouse; Natatorium; Yampa Spring)	Historic	Officially eligible
5GF.1050.3	Denver & Rio Grande Railroad Station	Historic	Officially eligible
5GF.1549	Federal Building (Glenwood Springs)—Post Office— Glenwood Springs	Historic	Officially eligible
5GF.1654	Shelton-Holloway House	Historic	Listed on the State Register
5GF.1661	Denver & Rio Grande Western Railroad	Historic	Officially eligible
5GF.2441	Glenwood Springs Hydroelectric Plant—Glenwood Light & Water Co. Hydroelectric Plant—Glenwood Center For The Arts	Historic	Listed on National Register Listed on the State Register

Site Number	Site Name	Type	Eligibility Status
5GF.2456.5	Shoshone to Hopkins Transmission Line Segment	Historical Archaeology- Historic	Officially eligible
5GF.270	Bair Ranch*	Historic	Officially eligible
5GF.2717	Glenwood Springs Viaduct—Milepost 0.23—CDOT No. F-07-A	Historic	Officially eligible
5GF.285	Starr Manor*	Historic	Listed on National Register
5GF.286	Edward T. Taylor House—Taylor House*	Historic	Listed on National Register
5GF.414	Shoshone Hydroelectric Power Plant*	Historic	Officially eligible
5GF.767	Hotel Colorado	Historic	Listed on National Register

4.2.3.1 Hot Springs Historic District (5GF.1050)

The hot springs bathhouse, natatorium, and Yampa Spring were developed between the late 1880s and early 1990s on what was at that time an island in the Colorado River by the Glenwood Hot Springs Company, a combination of local, East Coast, and English investors, led by prominent mining engineer and Glenwood developer, Walter Devereux. The Lodge (bathhouse and natatorium) were constructed between 1888 and 1890 in the Romanesque Revival style; the architect was Theodore Von Rosenberg. With the completion of the Hotel Colorado (5GF.767) to the north of the natatorium in 1893, many of the business and social elite of Colorado visited the resort. The district also includes the Glenwood Springs Train Station (Denver and Rio Grande Railroad Station, 5GF.1050.3). The Train Station was constructed in 1903 in the Romanesque Revival style. The district is considered eligible under Criteria A and C.

4.2.3.2 Hot Springs Lodge and Pool

Glenwood Hot Springs Bathhouse, Natatorium, Yampa Spring, 5GF.1050.2, in the Hot Springs Historic District

The Hot Springs Resort was developed between the late 1880s and 1890s on what was at that time an island in the Colorado River. The river was diverted to the south of the island (its current location) by the construction of a large rock wall, and the Yampa Spring was lined with stone in 1886–1887. The natatorium (swimming pool) was then excavated and finished in 1888, in what is essentially the original river bed along the north edge of the island. Finally, the bathhouse (and other small buildings no longer present) was constructed between 1888 and 1890 to complete the spa. This individual property is considered eligible under Criteria A, B and C.

4.2.3.3 Glenwood Springs Train Station

Denver and Rio Grande Railroad Station, 5GF.1050.3, in the Hot Springs Historic District

The Denver and Rio Grande Railroad was the first to arrive in Glenwood Springs in October 1887. During its first 15 years of operation in Glenwood Springs, a simple depot was located at the north end of Pitkin Avenue. By the late 1890s, this structure was proving inadequate. Construction of the current building was completed in 1903. In addition to tourists and miners, the railroad depot was visited by troops traveling across the country during World War I and World War II when Glenwood Springs was the site of the Naval Convalescent Hospital located in the Hotel Colorado. The Railroad Station is an excellent example of the Romanesque Revival style. This individual property is considered eligible under Criteria A and C.

4.2.3.4 Glenwood Springs Viaduct F-07-A (5GF.2717)

Built in 1953 to replace one of the most important bridges in the state, the Glenwood Springs Viaduct is historically significant for its role in regional transportation. The bridge is technologically significant as a long-span example of its structural type. During the 1920s and 1930s, the Colorado Highway Department began building steel deck girder structures in lieu of trusses. Not many steel girder bridges were built, limiting their use to particular circumstances such as long-span urban crossings. The Glenwood Springs Viaduct is distinguished as a well-preserved, large-scale example of beam bridge construction in Colorado. This bridge was determined officially eligible for the NRHP under Criteria A and C on July 8, 2002.

4.2.4 Local Input and Windshield Survey Results

The following briefly describes the resources identified by the local input and windshield survey efforts for the I-70 PEIS. Some of these properties have site numbers, but none have been identified at this time as listed on or officially eligible for the NRHP. During the Tier 2 process, eligibility determinations will be made for properties meeting appropriate criteria. In Garfield County, the proposed Glenwood Springs Commercial District was identified as the result of local input. This district is described below.

4.2.4.1 Glenwood Springs Commercial District

This resource is the downtown area of Glenwood Springs and is made up of commercial and residential architectural resources. The area is about four blocks long (north-south) by two to three blocks wide (east-west). The resources generally date to the late nineteenth and early twentieth centuries and exhibit some indications of modification and remodeling over the years. The area has the potential to be considered as eligible to be a National Register Historic District. Local parties identified this resource.

4.2.5 Additional Local Input—2004

Mike Pelletier, Senior Planner, City of Glenwood Springs provided a map of potential historic properties within 500 feet of I-70 for the intersection of I-70 (milepost 116) and Grand Avenue (SH 82) in Glenwood Springs (email dated September 2, 2004). Table 4-4 is a tabular presentation of that data. Data on NRHP eligibility were pulled from the OAHF database also shown in Table 4-4. Besides the Odeon Theater (5GF.3299), these sites are also on Table 4-2.

Table 4-4. Potential Additional Historic Properties Glenwood Springs

Site Number	Site Name	NRHP Eligibility Status
No Number	Historic Commercial—northwest of Grand Avenue and 6 th Street	Needs information
5GF.2441	Glenwood Springs Hydroelectric Plant	Listed on National Register
5GF.1258	Yampa Vapor Caves	Field not eligible
5GF.1050.2	Glenwood Hot Springs Bathhouse—Natatorium—Yampa Spring	Officially eligible
5GF.3299	Odeon Theater	Unknown
5GF.1050.3	Denver & Rio Grande Railroad Station	Officially eligible
No Number	Historic Commercial—either side of Grand Avenue, south of 7 th Street	See section 4.2.4.1 above
5GF.1015	O’Neil Saloon—Silver Club Building	Field not eligible
5GF.1043	Hotel Denver—Star Hotel	Field not eligible

4.3 Eagle County

4.3.1 Historic Setting

The settlement of Eagle County dates to the late nineteenth century as settlers, supported by growing transportation networks, spread west across central Colorado. Despite early precious mineral discoveries along the upper Arkansas River and subsequent prospecting along the Eagle and Roaring Fork rivers, little actual settlement took place. This was due in large part to the isolation of the region stemming from a lack of ready transportation, and the presence of the Ute on the Western Slope. After the Leadville discoveries and boom of the 1870s, prospecting gained renewed interest, and miners filtered across the Continental Divide into both the Roaring Fork and Eagle River areas.

Despite successes in prospecting, the Native Americans and their reservations were perceived as a major obstacle. However, during September 1879, events unfolded that led to the removal of the Ute from the Corridor area during the early 1880s. The White River Agency Utes, under the control of Nathaniel C. Meeker, finally reached a point that they could no longer tolerate the agent's demands. The Ute attacked the agency and a detachment of US cavalry. The attacks led to US Army reprisals and, after lengthy negotiations, removal of the Ute from the region in 1881 (Emmit 1954).

Mineral discoveries made during 1878–1879 along the Eagle River by prospectors from Leadville led to the development of a mining camp at Red Cliff (Homestake Creek and Eagle River) in 1879. Soon thereafter, Eagle City, Astor City, Taylor City, Eagle River, and the Horn Silver mining districts were formed, and the Eagle Valley was alive with the sounds of mining and other activities.

In 1882, the Denver and Rio Grande (D&RG) Railway crossed Tennessee Pass and entered Red Cliff, which marked the beginning of a new era for the Eagle Valley. Eventually the Vail line would build on west across Eagle County, paralleling the current I-70 Corridor from Minturn west into Garfield County and Glenwood Springs. The railroad, the markets of the mining camps, and the broad valleys along the Eagle River led to the rapid settlement of that portion of the Corridor by ranchers and farmers during the 1880s. From then until the middle to later part of the twentieth century, ranching and farming continued to dominate the area's economy. After World War II, tourism and recreation became an increasingly important part of the life of the region (Knight and Hammock 1965, McCabe 1899).

Over Vail Pass in the Eagle River Valley, mining activity originally was for precious metals, but other minerals, especially zinc and gypsum, became important products that were mined for decades. While less glamorous than a bonanza gold mine, zinc and gypsum mines remained significant producers, adding annually to the local economy for much of the twentieth century. Mining started in the Eagle County area after the discoveries at Red Cliff, and spread from there to much of the county. Many of the early mines were silver mines, and in the wake of the Panic of 1893, most closed, never to reopen. Other mines, primarily because of the high lead and zinc content of their ores, continued to operate, and the mines at Gilman became a key zinc producer for the nation during the World Wars of the twentieth century. The mines at Gilman became the nation's leading producer for much of the first half of the twentieth century. Later in the century, the value of the gypsum deposits near Gypsum were recognized and exploited. Thus, Eagle

County, while never considered one of Colorado’s leading mining areas, did prove to be a key element of Colorado’s mining industry during the twentieth century (Smith 1949).

4.3.2 OAHP File Search Results

The OAHP acknowledges that the data available in their files may not be complete or accurate. This is a result of mistakes on site forms, incomplete or inaccurate encoding of the information into the database, and/or missing data. Table 4-5 represents the results of the October 2003 file search for the Eagle County portion of the I-70 Corridor, including sites now outside the Tier 1 APE (between mileposts 116 and 139.5). Note that archaeological sites listed usually do not have site names shown.

Table 4-5. Eagle County OAHP File Search Results

*If the eligibility column is blank, it means that the OAHP file search listed no recommendations or official status for the resource. Site number contains an abbreviation indicating the county: EA=Eagle.
Listing type abbreviations: H = Historic; A = Archaeological; HA = Historic, Archaeological; HD = Historic District; NR = National Register*

Site Number	Site Name	Type	NRHP Eligibility Status
5EA.1		A	Officially not eligible
5EA.1027		HA	Field not eligible
5EA.1035		A	Field not eligible
5EA.1037		HA	Field not eligible
5EA.1038	Koprivnikar Ranch	H	Field not eligible
5EA.1039	O'Neill-Holland Ditch	HA	Field not eligible
5EA.1040		A	Field not eligible
5EA.1042		A	Field not eligible
5EA.1046		A	Field not eligible
5EA.1047		A	Field not eligible
5EA.1048		A	Field not eligible
5EA.1049		HA	Field not eligible
5EA.1050		HA	Field not eligible
5EA.1051.1	Stremme and Gates Ditch	HA	Officially not eligible
5EA.1051.2	Stremme and Gates Ditch	HA	
5EA.1052.1	CKP Ditch	HA	Officially not eligible
5EA.1053		A	Officially not eligible
5EA.1054		A	Officially not eligible
5EA.1055		A	Officially not eligible
5EA.1056		A	Officially not eligible
5EA.1057		A	Officially not eligible
5EA.1058		A	Officially not eligible
5EA.1059		A	Officially not eligible
5EA.1060		A	Officially not eligible
5EA.1061		A	Officially not eligible
5EA.1062	Eagle Mine Belden, Gilman Rex Flats	H	
5EA.1063		A	Field not eligible
5EA.1064	Eagle Town Hall	H	Field needs data
5EA.1076	Calhoun's Lazy Ranch (Centennial Farm)	H	Centennial Farm

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Listing type abbreviations: H = Historic; A = Archaeological; HA = Historic, Archaeological; HD = Historic District; NR = National Register

Site Number	Site Name	Type	NRHP Eligibility Status
5EA.1083		A	Officially not eligible
5EA.1089		A	Officially not eligible
5EA.1092	Meadow Mountain Line Shack	H	Officially not eligible
5EA.1095		HA	Officially not eligible
5EA.1096		HA	Field not eligible
5EA.1171	Lottie, Raymond	HA	Officially not eligible
5EA.1239	Oleson Ditch	HA	
5EA.1273		A	Officially eligible
5EA.1276		A	Officially not eligible
5EA.1277		A	Officially needs data
5EA.128	Dotsero Burial	A	Officially eligible
5EA.1286		A	Field not eligible
5EA.1289		A	Officially eligible
5EA.129		A	Officially not eligible
5EA.13		A	Field not eligible
5EA.130		A	Officially not eligible
5EA.131		A	Officially not eligible
5EA.1329		A	Field needs data
5EA.1330		A	Field not eligible
5EA.1331		A	Field not eligible
5EA.1332		A	Field needs data
5EA.1333		A	Field not eligible
5EA.1334		A	Field not eligible
5EA.1335		A	Officially not eligible
5EA.1336		A	Officially not eligible
5EA.1337		A	Officially not eligible
5EA.1338		A	Field eligible
5EA.1339		A	Field needs data
5EA.1340		A	Field eligible
5EA.1341		A	Officially not eligible
5EA.1342		A	Field not eligible
5EA.1343		HA	Field not eligible
5EA.1344		A	Field not eligible
5EA.1345		A	Field not eligible
5EA.1346		A	Field not eligible
5EA.1347		HA	Field not eligible
5EA.1348		A	Field not eligible
5EA.1349		A	Field not eligible
5EA.1350		HA	Field not eligible
5EA.1351		A	Field not eligible

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Listing type abbreviations: H = Historic; A = Archaeological; HA = Historic, Archaeological; HD = Historic District; NR = National Register

Site Number	Site Name	Type	NRHP Eligibility Status
5EA.1352		A	Field not eligible
5EA.1353		A	Field not eligible
5EA.1354		A	Field not eligible
5EA.1355		A	Field not eligible
5EA.1356		A	Field not eligible
5EA.1365		A	Field not eligible
5EA.1366		A	Field not eligible
5EA.1367		A	Field not eligible
5EA.1370		A	Field not eligible
5EA.1371		A	Field not eligible
5EA.1372		A	Field not eligible
5EA.1373		A	Field not eligible
5EA.1374		A	Field not eligible
5EA.1375		A	Field not eligible
5EA.1377		HA	Officially not eligible
5EA.1378		HA	Officially not eligible
5EA.1452		A	Field not eligible
5EA.1453		A	Field not eligible
5EA.1454		A	Field not eligible
5EA.1455		A	Field not eligible
5EA.1456		A	Field not eligible
5EA.1457		A	Field not eligible
5EA.1458		A	Field not eligible
5EA.1463		A	Field not eligible
5EA.1464		A	Field not eligible
5EA.1465		A	Field not eligible
5EA.1466		HA	Officially not eligible
5EA.1467		A	Field not eligible
5EA.1470.1	Hollingsworth Ditch Segment	HA	Officially not eligible
5EA.1472		A	Officially not eligible
5EA.1474		A	Field not eligible
5EA.1475		A	Field not eligible
5EA.153		A	Field needs data
5EA.154		A	Field needs data
5EA.155		A	Field needs data
5EA.1555	Grouse Creek Lithic Scatter	A	Officially eligible
5EA.1585	Glenwood Canyon Transportation Corridor	HD	
5EA.159		A	Field needs data
5EA.1590	Eagle River Bridge—Milepost 155.98—CDOT No. F-10-E	H	Officially eligible
5EA.1595.1	Dotsero Cutoff	HA	Officially eligible

If the eligibility column is blank, it means that the OAHP file search listed no recommendations or official status for the resource. Site number contains an abbreviation indicating the county: EA=Eagle.

Listing type abbreviations: H = Historic; A = Archaeological; HA = Historic, Archaeological; HD = Historic District; NR = National Register

Site Number	Site Name	Type	NRHP Eligibility Status
5EA.1595.2– 5EA.1595.5	Denver & Rio Grand Railway Company Line	HA	Officially eligible
5EA.1595.6	Denver & Rio Grande Railroad	HA	Field eligible
5EA.1597		HA	Officially not eligible
5EA.1598		HA	Officially not eligible
5EA.1599.1	Nottingham and Puder Ditch Segment	HA	Officially not eligible
5EA.16		A	Field not eligible
5EA.160		A	Field needs data
5EA.1604	Dotsero Bridge—Milepost 133.51—CDOT No. F-08-F	H	Listed on National Register
5EA.1605	Eagle River Bridge—Milepost 142.18—CDOT No. F-09-A	H	Officially not eligible
5EA.1608	Eagle River Bridge—CDOT No. F-09-H—Milepost 150.24	H	Listed on National Register
5EA.161		A	Field needs data
5EA.1614	Wolcott Bridge—CDOT No. F-10-B	H	Listed on National Register
5EA.162		A	Field needs data
5EA.1628	Gypsum Bridge—CDOT No. Gyp-Trg	H	Field eligible
5EA.163		A	Field needs data
5EA.1633	Town of Eagle Dump	HA	Officially not eligible
5EA.1647		HA	Field not eligible
5EA.1648		A	Field not eligible
5EA.1649		A	Officially not eligible
5EA.165		A	Officially not eligible
5EA.1691.1	Fleck Ditch	HA	Officially not eligible
5EA.1692		A	Field not eligible
5EA.1693		A	Field not eligible
5EA.1694		A	Field not eligible
5EA.1697		HA	Officially not eligible
5EA.1730		A	Officially not eligible
5EA.1731.1	Terrell and Ford Ditch—Segment	HA	Officially not eligible
5EA.1735		A	Officially eligible
5EA.1736		A	Officially eligible
5EA.1737		A	Field not eligible
5EA.1738		A	Field not eligible
5EA.1739		A	Field not eligible
5EA.174		A	Field needs data
5EA.1740		A	Field not eligible
5EA.1747		HA	Field not eligible
5EA.1748		HA	Field not eligible
5EA.175		A	Field not eligible

If the eligibility column is blank, it means that the OAHP file search listed no recommendations or official status for the resource. Site number contains an abbreviation indicating the county: EA=Eagle.

Listing type abbreviations: H = Historic; A = Archaeological; HA = Historic, Archaeological; HD = Historic District; NR = National Register

Site Number	Site Name	Type	NRHP Eligibility Status
5EA.1799		A	Field not eligible
5EA.1800		A	Field not eligible
5EA.1801.1	Casper-Schumm Ditch	HA	Officially not eligible
5EA.1802		HA	Officially not eligible
5EA.1803		A	Officially eligible
5EA.1804		A	Officially not eligible
5EA.1805		A	Officially needs data
5EA.1806		A	Officially needs data
5EA.1807		A	Officially needs data
5EA.1808		A	Officially eligible
5EA.1809		HA	Field not eligible
5EA.1810		A	Field not eligible
5EA.1811		A	Field not eligible
5EA.1812		A	Field not eligible
5EA.1816		A	Officially needs data
5EA.1817		A	Officially needs data
5EA.186.1	Wolcott to Steamboat Springs Stage Road	HA	Officially not eligible
5EA.187		H	Field eligible
5EA.189		H	
5EA.19	Price Ranch	HA	
5EA.193	Rood Gulch Bridge	H	Officially not eligible data
5EA.195		HA	No assessment given on form
5EA.198	Denver & Rio Grande Western Railroad (Entire Railroad)	H	Field eligible
5EA.198.1	Denver & Rio Grande Railroad—Bridge	H	Officially eligible
5EA.198.34	D & RGW RR Shed, Signals & Phone Box—Sptc Shed, Signals & Phone Box—Denver & Rio Grande Western—Sage to Leadville—Southern Pacific Lines—Sage to Leadville—Milepost 329.2	H	Field not eligible
5EA.199		HA	Field not eligible
5EA.20	Wolcott Cabin Site, Bocco Residence	H	Delisted from National Register
5EA.200		HA	Officially not eligible
5EA.202		H	
5EA.203		H	
5EA.204		H	Field eligible
5EA.232		H	No assessment given on form
5EA.233		H	No assessment given on form
5EA.234		HA	No assessment given on form
5EA.235		H	No assessment given on form
5EA.236		H	No assessment given on form
5EA.237		HA	No assessment given on form
5EA.238		H	No assessment given on form

Revised Reconnaissance Survey of the I-70 Mountain Corridor

If the eligibility column is blank, it means that the OAHP file search listed no recommendations or official status for the resource. Site number contains an abbreviation indicating the county: EA=Eagle.

Listing type abbreviations: H = Historic; A = Archaeological; HA = Historic, Archaeological; HD = Historic District; NR = National Register

Site Number	Site Name	Type	NRHP Eligibility Status
5EA.239		HA	No assessment given on form
5EA.25	Hyde Hurst Dairy	H	Field eligible
5EA.255	McCoy Ck Town	H	No assessment given on form
5EA.259		A	Field eligible
5EA.26		H	Field eligible
5EA.264		A	
5EA.265		H	
5EA.267		H	
5EA.268	Brown Palace Quarry	H	Field eligible
5EA.269	Brett Homestead, Brett Cabin	H	
5EA.271		HA	Field needs data
5EA.272		A	Officially needs data
5EA.3		A	Officially needs data
5EA.317	Shield Cave	A	Field eligible
5EA.324		HA	Field not eligible
5EA.330		A	Field not eligible
5EA.344	Grouse Creek Cabin Site	HA	Officially not eligible
5EA.347		A	Field not eligible
5EA.355		A	Field not eligible
5EA.368		A	Field not eligible
5EA.4		A	Officially not eligible
5EA.423		A	Field not eligible
5EA.424		A	Field not eligible
5EA.425		A	Field not eligible
5EA.426		A	Field not eligible
5EA.427		H	Field not eligible
5EA.428		H	Field not eligible
5EA.429		A	Field not eligible
5EA.430		A	Field not eligible
5EA.431		A	Field not eligible
5EA.432		A	Field not eligible
5EA.433	Bead 'N' Tinkle Site	A	Officially eligible
5EA.434		A	Field not eligible
5EA.435		A	Field not eligible
5EA.436		A	Field not eligible
5EA.47		H	Officially eligible Field needs data
5EA.477	Agnew Gulch Bridge	H	
5EA.48		H	Field needs data
5EA.49		H	Field needs data
5EA.5		A	Officially not eligible

If the eligibility column is blank, it means that the OAHP file search listed no recommendations or official status for the resource. Site number contains an abbreviation indicating the county: EA=Eagle.
 Listing type abbreviations: H = Historic; A = Archaeological; HA = Historic, Archaeological; HD = Historic District; NR = National Register

Site Number	Site Name	Type	NRHP Eligibility Status
5EA.50		HA	Field needs data
5EA.51		HA	Officially needs data
5EA.52		H	Field eligible
5EA.520	Redcliff-Dotsero Stage Road	H	
5EA.520.1	Redcliff-Dotsero Stage Road Segment	HA	Field not eligible
5EA.521		A	Field not eligible
5EA.522		A	Field not eligible
5EA.54		HA	Field needs data
5EA.576		A	Field needs data
5EA.6		A	Officially not eligible
5EA.618		A	Field not eligible
5EA.620		A	Field not eligible
5EA.629		A	Field not eligible
5EA.63		A	Field not eligible
5EA.645		A	Field not eligible
5EA.646	Avon Ranger Station	H	Field not eligible
5EA.647	Church—First Evangelical Lutheran	H	Listed on National Register
5EA.648	Church—Community United Methodist	H	
5EA.652		H	
5EA.653	Dotsero	H	
5EA.654	Holden Ranch	H	
5EA.66		H	
5EA.667	Prater Residence	H	
5EA.668	Avon Store—Post Office	H	
5EA.669	Schlaepfer Barn, Offerson-Nottingham	H	
5EA.67		HA	Officially eligible
5EA.670	Townsend-Howard Barn, Offerson-Nottingham	H	
5EA.671	Edwards Cemetery	H	
5EA.672	Brett Ranch	H	
5EA.673	Quick Residence	H	
5EA.674	Nottingham Ranch, Offerson Ranch	H	
5EA.7		A	Officially needs data
5EA.727	Bridge F-11-AU	H	Officially eligible
5EA.728	Bridge F-11-AV	H	Officially eligible
5EA.729	F-11-AS	H	Field not eligible
5EA.730	F-11-AT	H	Field not eligible
5EA.731	F-11-AO	H	Field not eligible
5EA.732	F-11-AP	H	Field not eligible
5EA.734	Eagle River Bridge at Avon	H	
5EA.737	Bridge F-12-AS—Bridge F-12-AT	H	Officially eligible

Revised Reconnaissance Survey of the I-70 Mountain Corridor

If the eligibility column is blank, it means that the OAHP file search listed no recommendations or official status for the resource. Site number contains an abbreviation indicating the county: EA=Eagle.

Listing type abbreviations: H = Historic; A = Archaeological; HA = Historic, Archaeological; HD = Historic District; NR = National Register

Site Number	Site Name	Type	NRHP Eligibility Status
5EA.738	F-11-AQ-AR	H	Field not eligible
5EA.739	F-10-AA/F-10-AB	HA H	Officially eligible
5EA.740	Vail Road Bridge	H	Officially eligible
5EA.741	F-9-AF-AG	H	Field not eligible
5EA.758		A	Officially not eligible
5EA.759		A	Officially not eligible
5EA.760		A	Field not eligible
5EA.761		A	Field not eligible
5EA.762		A	Field not eligible
5EA.763		HA	Field not eligible
5EA.764		A	Officially not eligible
5EA.765		A	Field not eligible
5EA.766		A	Field not eligible
5EA.767		A	Field not eligible
5EA.768		A	Field not eligible
5EA.769		A	Officially not eligible
5EA.770		A	Field not eligible
5EA.771		A	Officially not eligible
5EA.773		A	Officially not eligible
5EA.774		A	Field not eligible
5EA.786	S Fork Piney Cabin	H	Field not eligible
5EA.795	Tigiwon Community House, Tigiwon Community	H	Officially eligible
5EA.8		A	
5EA.803		A	Field not eligible
5EA.804		A	Field not eligible
5EA.805		A	Field not eligible
5EA.806		A	Officially not eligible
5EA.807		A	Officially not eligible
5EA.808		A	Officially not eligible
5EA.809		A	Officially not eligible
5EA.821		A	Field not eligible
5EA.829		A	Field not eligible
5EA.83		H	Field needs data
5EA.830		A	Field not eligible
5EA.831		A	Officially not eligible
5EA.852		HA	Officially not eligible
5EA.856		A	
5EA.87		A	Field not eligible
5EA.870		A	Field not eligible
5EA.88		A	Field not eligible

Revised Reconnaissance Survey of the I-70 Mountain Corridor

If the eligibility column is blank, it means that the OAHP file search listed no recommendations or official status for the resource. Site number contains an abbreviation indicating the county: EA=Eagle.

Listing type abbreviations: H = Historic; A = Archaeological; HA = Historic, Archaeological; HD = Historic District; NR = National Register

Site Number	Site Name	Type	NRHP Eligibility Status
5EA.888	Camp, Temporary Shelter	H	Officially not eligible
5EA.89		A	Field needs data
5EA.894		A	
5EA.9		H	Field needs data
5EA.90		A	Field not eligible
5EA.902	Eagle Ranger Station	H	Officially eligible
5EA.903	Minturn Work Center, Minturn Ranger Station	H	Officially not eligible
5EA.91		HA	Officially needs data
5EA.910	Case Homestead	H	Officially not eligible
5EA.911	Tom High Homestead	H	Officially not eligible
5EA.913		A	Field not eligible
5EA.915	Nelson Ranch, Meadow Mountain Complex	HA	
5EA.916		A	Officially not eligible
5EA.918		A	
5EA.919		A	
5EA.92		A	
5EA.933		A	
5EA.934		HA	
5EA.956		A	Officially eligible
5EA.957		HA	Officially not eligible
5EA.958		A	Field not eligible
5EA.959		A	Field not eligible
5EA.960		A	Field not eligible
5EA.961		A	Field not eligible
5EA.962		A	Field not eligible
5EA.963		A	Field not eligible
5EA.964		A	Field not eligible
5EA.965		A	Field not eligible
5EA.966		A	Field not eligible
5EA.967		A	Field not eligible
5EA.968		A	Officially not eligible
5EA.969		A	Officially not eligible
5EA.970		A	Officially not eligible
5EA.971		A	Officially not eligible
5EA.972		A	Officially not eligible
5EA.973		HA	Officially not eligible
5EA.974		HA	Officially not eligible
5EA.975		HA	Officially not eligible
5EA.976		HA	Officially not eligible
5EA.977		A	Officially not eligible

If the eligibility column is blank, it means that the OAHP file search listed no recommendations or official status for the resource. Site number contains an abbreviation indicating the county: EA=Eagle.
 Listing type abbreviations: H = Historic; A = Archaeological; HA = Historic, Archaeological; HD = Historic District; NR = National Register

Site Number	Site Name	Type	NRHP Eligibility Status
5EA.978		A	Officially not eligible
5EA.979		A	Officially not eligible
5EA.980		A	Officially not eligible
5EA.988		HA	Officially not eligible

4.3.3 NRHP Listed or Eligible Properties Identified from File Search

As a result of the OAHP file search, a number of properties were identified as NRHP or SRHP listed or eligible. For Eagle County, these properties are identified in Table 4-6. Asterisks indicate sites in portions of the Eagle County corridor that are no longer within the boundaries of the final Tier 1 APE.

Individual Eagle County historic properties identified on Table 4-6 that are located within 500 feet on either side of I-70 are discussed on the pages following the table to give the reader a better sense of the variety, qualities, and characteristics of the historic properties in the Corridor. No historic districts have been identified in the Eagle County portion of the I-70 Tier 1 APE.

Table 4-6. Eagle County NRHP and State Listed or Eligible Properties from OAHP File Search

Site Number	Site Name	Type	Eligibility Status
5EA.1273	N/A	Archaeological	Officially eligible
5EA.128	Dotsero Burial*	Archaeological	Officially eligible
5EA.1289	N/A	Archaeological	Officially eligible
5EA.1555	Grouse Creek Lithic Scatter*	Archaeological	Officially eligible
5EA.1590	Eagle River Bridge—Milepost 155.98—CDOT No. F-10-E (The bridge was removed in 1999.)	Historic	Officially eligible
5EA.1595.1	Dotsero Cutoff*	Historical Archaeology	Officially eligible
5EA.1595.3	Denver & Rio Grande Railway Company Line	Historical Archaeology	Officially eligible
5EA.1595.4	Denver & Rio Grande Railway Company Line	Historical Archaeology	Officially eligible
5EA.1595.5	Denver & Rio Grande Railway Company Line	Historical Archaeology	Officially eligible
5EA.1595.6	Denver & Rio Grande Railroad	Historical Archaeology-Historic	Field eligible
5EA.1604	Dotsero Bridge—Milepost 133.51*—CDOT No. F-08-F	Historic	Listed on National Register
5EA.1608	Eagle River Bridge—Milepost 150.24—CDOT —No. F-09-H	Historic	Listed on National Register
5EA.1614	Wolcott Bridge—CDOT No. F-10-B	Historic	Listed on National Register
5EA.1735	N/A	Archaeological	Officially eligible
5EA.1736	N/A	Archaeological	Officially eligible

Site Number	Site Name	Type	Eligibility Status
5EA.1803	N/A	Archaeological	Officially eligible
5EA.1808	N/A	Archaeological	Officially eligible
5EA.198.1	Denver & Rio Grande Railroad—Bridge	Historic	Officially eligible
5EA.433	Bead ‘N’ Tinkle Site	Archaeological	Officially eligible
5EA.47	N/A*	Historic	Officially eligible
5EA.647	Church—First Evangelical Lutheran	Historic	Listed on National Register
5EA.67	N/A*	Historical Archaeology	Officially eligible
5EA.727	F-11-AU Vail Pass Bridge	Historic	Officially eligible
5EA.728	F-11-AV Vail Pass Bridge	Historic	Officially eligible
5EA.737	Bridge F-12-AS—Bridge F-1	Historic	Officially eligible
5EA.739	F-10-AA/F-10-AB Bridges	Historical Archaeology- Historic	Officially eligible
5EA.740	Vail Road Bridge	Historic	Officially eligible
5EA.902	Eagle Ranger Station	Historic	Officially eligible
5EA.956	No Name	Archaeological	Officially eligible

4.3.3.1 Bead ‘N’ Tinkle Site (5EA.433)

The Bead ‘N’ Tinkle site was originally recorded during monitoring of the Wolcott-Basalt Powerline Project in 1981 (Grand River Institute). The property consists of a wickiup village located on a sage/juniper-covered bench above the Eagle River Valley. Six wickiup structures with evidence of juniper matting, numerous hearths, and various artifacts (chipped and ground stone, beads, metal tinklers, and leather fragments) were present at the site. Most of the site was probably affected by the original construction of I-70. Projectile point types are Late Archaic and may have been collected for reuse by the Utes. The property was reevaluated in 1999–2000 during a survey for a proposed fiber optic line. One possible wickiup and associated debitage are located within the I-70 right-of-way. The property appears to be much larger than originally recorded. The Bead ‘N’ Tinkle site was officially determined eligible for inclusion in the NRHP on June 8, 2000, for its data potential (Criterion D).

4.3.3.2 Archaeological No Name (5EA.1803)

This prehistoric site is located on a broad, flat ridge above the Eagle River. The site is important for its prehistoric value and contains a large lithic scatter and camp with abundant debitage and fire-cracked rock associated with ground stone, burned bone, and several hearths. It is eligible under Criterion D for its data potential.

4.3.3.3 Archaeological No Name (5EA.1808)

This protohistoric site is located on a broad, flat ridge above the Eagle River. It consists of a lithic scatter and camp with a diverse artifact assemblage. The artifacts include the remains of several prehistoric cultural features including possible remains of three wickiups. The site has the potential to contribute significant information about a range of research topics related to

Protohistoric era use in the Eagle River Valley. It is eligible under Criterion D for its data potential.

4.3.3.4 F-11-AU Bridge (5EA.727)

This segmented concrete box girder is located on I-70 eastbound at Vail Pass and consists of the eastbound lane where it crosses over a county road and Gore Creek. The architect was the International Engineers Company, and the builder was the Centric Corporation. This structure is one of eight segmented concrete bridges built on the Vail Pass Highway Project between 1973 and 1978. The bridge consists of four spans, each a maximum length of 200 feet. The total length of the girder is 701 feet. This bridge and another that cross Gore Creek (5EA.728) are considered to be the most distinctive of their type. They are notable for their complex geometry and high mountain setting. Although the bridges are less than 50 years old, they were the first of their type to be constructed in Colorado. The alignment and design were selected to fit the highway to the land with the least possible disturbance to the ecological setting. As a result of the ease of precast girder construction used on the bridge, the Vail Pass Highway Project was able to construct an interstate highway compatible with the mountain environment. They even complemented the natural landscape in color, form, and placement. This girder bridge was officially determined eligible for inclusion in the NRHP on June 3, 1988, for its engineering values (Criterion C).

4.3.3.5 F-11-AV Bridge (5EA.728)

This segmented concrete box girder is located adjacent to F-11-AU Bridge, is of the same design and construction, and was officially determined eligible for inclusion in the NRHP on June 3, 1988, for its engineering values (Criterion C) described above.

4.3.3.6 F-10-AA/F-10-AB Bridge (5EA.739)

Site 5EA.739 is a seven-span composite welded girder bridge constructed in 1971. Carrying I-70 over the Eagle River, the bridge measures 1,126 feet in total length. This bridge was one of the first to preserve the environment by leaving the trees in the median. This structure is a notable long span example of the continuous and composite welded girder. A somewhat unusual design at the time of construction, this bridge and others like it in the Vail Pass area received a 1973 Award of Merit from the American Institute of Steel Construction. This property was assessed as officially eligible for the NRHP on June 3, 1988.

4.3.3.7 Wolcott Bridge CDOT F-10-B (5EA.1614)

Site 5EA.1614 is the Wolcott Bridge, constructed in 1916. The bridge is technologically significant as an intact example of proprietary concrete bridge design of the early twentieth century. Known as a "Luten arch," this type of elliptical arch construction was heavily promoted by the Pueblo Bridge Company, the builders of this structure and the most prolific bridge builders in Colorado from the 1900s to the 1910s. This bridge is one of scores of Luten arches built by the company; however, only 16 of these structures remain in place today. The Wolcott Bridge was assessed as officially eligible for the NRHP under Criteria A and C, and listed on the National Register on October 15, 2002. This bridge is scheduled to be removed by the end of 2005.

4.3.3.8 Denver and Rio Grande Western (D&RGW) Railroad, Multiple Segments (5EA.1595)

This portion of the D&RGW Railroad roughly parallels the Eagle River from Tennessee Pass west to Glenwood Canyon. It was built during the 1880s as the D&RGW raced to reach the

mines of central Colorado as an extension of the Arkansas Valley line to Leadville. It was originally built as a narrow gauge line and was later converted to standard gauge. The D&RGW Railroad was the first operational railroad across the central Rocky Mountains in Colorado. The line was upgraded in the 1920s with upkeep until the 1980s. The rail line is important to both local and regional history and has been recommended as eligible for inclusion in the NRHP for its association with the development of Eagle County and the expansion of railroads across the Rocky Mountains (Criterion A). This line was officially determined eligible for inclusion in the NRHP in 2000.

4.3.4 Local Input and Windshield Survey Results

Local input and windshield survey results for Eagle County are summarized on Table 4-7. The following briefly describes the resources identified by the local input and windshield survey efforts for the I-70 PEIS. Some of these properties have site numbers, but none have been identified at this time as listed on or officially eligible for the NRHP. During the Tier 2 process, eligibility determinations will be made for properties meeting appropriate criteria.

Table 4-7. Eagle County Resources Identified by Local Input and Windshield Survey

Land Use/Function	Name	Source
Residential	Housing area at Dotsero (now outside APE)	Windshield survey
Ranch	Hoft Ranch	Windshield survey
Irrigation	Sherwood Ditch	Windshield survey
Irrigation	Holland Ditch	Windshield survey
Irrigation	O'Neill Ditch	Windshield survey
Railroad area	Wilmor	Windshield survey

4.3.4.1 Housing Area at Dotsero

This resource consists of residential structures of various ages, most appearing to date to the early to mid-twentieth century. Some may be associated with the construction and operation of the Dotsero Cutoff, which is a span of the Denver & Rio Grande Western Railroad track from Bond to Dotsero. The resource is made up of residential architectural properties. The area has the potential to be considered as eligible to be a National Register Historic District. This area was identified in the windshield survey.

4.3.4.2 Hoft Ranch

This ranching complex consists of various architectural resources that appear to date primarily to the early to mid-twentieth century. There are some indications of later remodeling and changes to the complex. The area has the potential to be considered as a National Register Historic District and possibly a cultural landscape. This area was identified in the windshield survey.

4.3.4.3 Sherwood Ditch

This resource is an irrigation ditch system. It may date to the late nineteenth century. The resource has the potential to be considered individually eligible for the NRHP. This area was identified in the windshield survey.

4.3.4.4 Holland Ditch

This resource is an irrigation ditch system. It may date to the late nineteenth century. The resource has the potential to be considered individually eligible for the NRHP. This ditch may be associated with the O'Neill Ditch. This area was identified in the windshield survey. (It may be related to Site 5EA.1039.)

4.3.4.5 O'Neill Ditch

This resource is an irrigation ditch system. It may date to the late nineteenth century. The resource has the potential to be considered individually eligible for the NRHP. This ditch may be associated with the Holland Ditch. This area was identified in the windshield survey. (It may be related to Site 5EA.1039.)

4.3.4.6 Wilmor

This complex of railroad-related sidings and resources dates to the late nineteenth century. The resource has the potential to be considered individually eligible for the NRHP or as a contributing element of a larger railroad system resource (D&RGW). This area was identified in the windshield survey.

4.3.5 Additional Local Input—2004

J. Rebecca Leonard, Senior Planner for Eagle County, in a letter dated October 7, 2004, provided the following site names for possible inclusion in this study: a Dotsero cemetery, Dotsero Bridge (5EA.1604), Bair Ranch (5GF.270), and Glenwood Canyon. Some or all of these properties or areas may be outside the Tier 1 APE.

4.4 Summit County

4.4.1 Historic Setting

Summit County can trace its heritage to the gold rush era in a manner similar to that of neighboring Clear Creek County. In 1859, miners found gold at a place that became Breckenridge; and thus one of the first towns on Colorado's Western Slope was established. During the 1860s, prospectors initially discovered placer and then lode deposits. Communities were developed to support the miners; these included Dillon, Frisco, and Breckenridge. These communities were connected to the rest of Colorado first by wagon roads and, as mining continued to develop, by rail service. Of the settlements along the I-70 Corridor, the Summit County communities remained isolated from initial settlement until the mid-twentieth century. This was due in large part to transportation issues. Most of the available transportation routes were indirect and subject to frequent closures. This situation improved during the twentieth century, as the development of highways contributed to reliable and direct connections to other parts of Colorado and the nation (Gilliland 1980).

Somewhat mirroring Clear Creek County was neighboring Summit County, where mining began in 1859. By the 1860s, many of the gulches along the Blue River were being mined; estimates indicate that as many as 5,000 people may have been in the area. In the 1870s, miles of ditches were built along the Blue River to carry water for sluices and to serve hydraulic mines where high-pressure nozzles literally ate away hillsides and banks to strip the gold bearing rock from the other materials. As with Clear Creek County, the mines experienced ups and downs, and as they did so did the local economies. By the early twentieth century, mining in Summit County

began to taper off. Mining was important in the area to stimulate settlement and the spread of transportation networks to serve the mines and mills (Fiester 1973).

4.4.2 OAHP File Search Results

The OAHP acknowledges that the data available in their files may not be complete or accurate. This is a result of mistakes on site forms, incomplete or inaccurate encoding of the information into the database, and/or missing data. Table 4-8 represents the results of the October 2003 file search for the Summit County portion of the I-70 Tier 1 APE.

Table 4-8. Summit County OAHP File Search Results

If the eligibility column is blank, it means that the OAHP file search listed no recommendations or official status for the resource. Site number contains an abbreviation indicating the county: ST=Summit.

Listing type abbreviations: H = Historic; A = Archaeological; HA = Historic, Archaeological; HD = Historic District; NR = National Register

Site Number	Site Name	Type	NRHP Eligibility Status
5ST.1		HA	
5ST.10		HA	Officially not eligible
5ST.102		H	
5ST.107		A	Field needs data
5ST.108	Touring Cabins	HA	
5ST.11		HA	Officially not eligible
5ST.12		HA	Officially not eligible
5ST.124		A	Officially not eligible
5ST.127		A	Officially not eligible
5ST.13		HA	Officially not eligible
5ST.131		A	
5ST.14		HA	Officially not eligible
5ST.149		H	Field needs data
5ST.15		HA	Officially not eligible
5ST.150		HA	Field needs data
5ST.151		A	Field needs data
5ST.152	Wheeler Guard Station	H	Officially not eligible
5ST.16		HA	Officially not eligible
5ST.17		HA	Officially not eligible
5ST.174		A	Officially not eligible
5ST.18		HA	Officially not eligible
5ST.19		HA	Officially not eligible
5ST.2		HA	
5ST.20		HA	Officially not eligible
5ST.21		HA	Officially not eligible
5ST.213	Elks Lodge, Silverthorne	H	Officially not eligible
5ST.214	Straight Creek Site	H	Officially not eligible
5ST.215	Dillon Water Ditch	H	Officially not eligible
5ST.216		H	Officially not eligible
5ST.217		H	Officially not eligible
5ST.22		HA	Officially not eligible

Revised Reconnaissance Survey of the I-70 Mountain Corridor

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Site Number	Site Name	Type	NRHP Eligibility Status
5ST.23		HA	Officially not eligible
5ST.24		HA	Officially not eligible
5ST.244	Buried Log Box	H	Officially not eligible
5ST.245		H	Officially not eligible
5ST.246		H	Officially not eligible
5ST.247	3 Exploration Pits	HA	Officially not eligible
5ST.248		H	Officially not eligible
5ST.249		H	Officially not eligible
5ST.25		HA	Officially not eligible
5ST.250		H	Officially not eligible
5ST.258	Frisco Schoolhouse	H	Listed on National Register
5ST.259	Staley House, Well	H	Field not eligible
5ST.26		HA	Officially not eligible
5ST.260	Bailey House	H	Field not eligible
5ST.261	Bills Ranch House	H	Field not eligible
5ST.262	Miners Creek Cabin	H	Field needs data
5ST.263	Rock Mound	H	Field not eligible
5ST.264	Grave—Baby Miller	H	Field needs data
5ST.265	Ophir Mountain Cabin	HA	Officially needs data
5ST.27		HA	Officially not eligible
5ST.270		H	Field not eligible
5ST.278	Frisco Bay	A	Field not eligible
5ST.279		A	Field not eligible
5ST.28		HA	Officially not eligible
5ST.281		A	Field not eligible
5ST.282	Frisco Hotel	H	Field not eligible
5ST.29		HA	Officially not eligible
5ST.3		H	
5ST.30		HA	Officially not eligible
5ST.306		A	Officially not eligible
5ST.31		HA	Officially not eligible
5ST.311		H	Field not eligible
5ST.318	Denver Water Board Ditch, Public Service	H	
5ST.318.1	Oro Grande No. 1 Canal	HA	
5ST.32		HA	Officially not eligible
5ST.320		HA	Field not eligible
5ST.321	Frisco Siding	H	Field not eligible
5ST.322		H	Field not eligible
5ST.326	Wildhacks Grocery Store, Post Office	H	Listed on National Register
5ST.327	Curtin—Uneva Lake	H	Field not eligible

Revised Reconnaissance Survey of the I-70 Mountain Corridor

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Site Number	Site Name	Type	NRHP Eligibility Status
5ST.328	Officers Spur	H	Field not eligible
5ST.329	Wheeler Jct	H	Field not eligible
5ST.33		HA	Officially not eligible
5ST.330	Lind Olie Homestead	H	Field not eligible
5ST.34		HA	Officially not eligible
5ST.348	Filger City	H	Field not eligible
5ST.349	King Solomon Spur	H	Field not eligible
5ST.35		HA	Officially not eligible
5ST.350	Frisco Siding	H	Field not eligible
5ST.351	Frisco Depot Site	H	Field not eligible
5ST.36		HA	Officially not eligible
5ST.37		HA	Officially not eligible
5ST.38		HA	Officially not eligible
5ST.39		HA	Officially not eligible
5ST.394	Denver & Rio Grande, Blue River Branch	H	
5ST.395	Denver South Park & Pacific Railroad	HA	
5ST.395.2	Denver, South Park and Pacific Railroad	HA	Noncontributing to Officially eligible district
5ST.395.3	Denver, South Park and Pacific Railroad	HA	Noncontributing to Officially eligible district
5ST.395.4	Denver South Park & Pacific Railroad Di	HA	Officially eligible
5ST.395.5	Denver, South Park and Pacific Railroad	HA	Noncontributing to Officially eligible district
5ST.397	Loveland Pass	H	
5ST.4		H	
5ST.40		HA	Officially not eligible
5ST.41		HA	Officially not eligible
5ST.42		HA	Officially not eligible
5ST.421	F-12-AG	H	Field not eligible
5ST.423	F-12-T	H	Officially not eligible
5ST.424	F-12-X-F-12-Y	H	Field not eligible
5ST.425	F-12-AM	H	Field not eligible
5ST.426	Bridge F-12-AK	H	Officially eligible
5ST.427	F-12-1J—Shrine Pass Bridge	H	Field not eligible
5ST.428		A	Officially not eligible
5ST.43		HA	Officially not eligible
5ST.44		HA	Officially not eligible
5ST.45		HA	Officially not eligible
5ST.450	Masontown	HA	Officially eligible
5ST.451	J.J. Hathaway Charcoal Kilns	HA	Officially not eligible
5ST.46		HA	Officially not eligible

Revised Reconnaissance Survey of the I-70 Mountain Corridor

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Site Number	Site Name	Type	NRHP Eligibility Status
5ST.460	F-12-AN	H	Field not eligible
5ST.461	F-12-AO	H	Field not eligible
5ST.462	F-12-AI	H	Field not eligible
5ST.47		HA	Officially not eligible
5ST.478		HA	Officially not eligible
5ST.479		H	Officially not eligible
5ST.48		HA	Officially not eligible
5ST.49		HA	Officially not eligible
5ST.490	Chicago Mine	HA	Officially not eligible
5ST.491	Orocondo Mine; Tifton Mine	HA	Officially not eligible
5ST.492	Unpatented Mine	HA	Officially not eligible
5ST.493	King Solomon Mine	HA	Officially not eligible
5ST.499		A	
5ST.5		HA	Officially not eligible
5ST.50		HA	Officially not eligible
5ST.51		HA	Officially not eligible
5ST.52		HA	Officially not eligible
5ST.53		HA	Officially not eligible
5ST.534	Lusher Ditch	H	HA
5ST.535		HA	Officially not eligible
5ST.536	1880s Wagon Road	H	HA
5ST.537		HA	Officially not eligible
5ST.538		H	HA
5ST.539		HA	Officially not eligible
5ST.54		HA	Officially not eligible
5ST.55		HA	Officially not eligible
5ST.550	Shrine Pass Road, Holy Cross Trail	HA	
5ST.551		HA	Field not eligible
5ST.552		HA	Officially not eligible
5ST.553		HA	Officially not eligible
5ST.554		HA	Officially not eligible
5ST.555		HA	Officially not eligible
5ST.556		HA	Field not eligible
5ST.557		HA	Officially needs data
5ST.558		A	Field not eligible
5ST.56		HA	Officially not eligible
5ST.562		A	Officially not eligible
5ST.563		A	Officially not eligible
5ST.564		A	Officially not eligible
5ST.565		A	Officially not eligible

Revised Reconnaissance Survey of the I-70 Mountain Corridor

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Site Number	Site Name	Type	NRHP Eligibility Status
5ST.567		A	Officially not eligible
5ST.568		A	Officially not eligible
5ST.569		A	Officially needs data
5ST.57		HA	Officially not eligible
5ST.570		A	Officially not eligible
5ST.574		HA	Field not eligible
5ST.577		A	Field not eligible
5ST.6		HA	Officially not eligible
5ST.623		A	Field not eligible
5ST.633		A	Officially not eligible
5ST.634		A	Officially not eligible
5ST.639		A	Officially not eligible
5ST.640		HA	Officially not eligible
5ST.641		HA	Officially not eligible
5ST.647.1	Windy Point Wagon Road—Segment	HA	Officially not eligible
5ST.648	Old Dillon Reservoir and Associated Structures	HA	Officially needs data
5ST.649		A	Officially not eligible
5ST.650		HA	Field not eligible
5ST.651		HA	Field not eligible
5ST.653		HA	Field not eligible
5ST.654		HA	Field not eligible
5ST.655		HA	Field not eligible
5ST.656		HA	Field not eligible
5ST.657		HA	Field not eligible
5ST.658		HA	Field not eligible
5ST.660		A	Field not eligible
5ST.661		A	Field not eligible
5ST.662		HA	Field not eligible
5ST.678.1	Buck and Rail Fence Segment	HA	Field not eligible
5ST.679.1	Buck and Rail Fence Segment	HA	Field not eligible
5ST.684	Cabin Near Dillon Reservoir	HA	Officially not eligible
5ST.696		HA	Officially not eligible
5ST.7		HA	Officially not eligible
5ST.716		A	Officially needs data
5ST.720		HA	Officially not eligible
5ST.724.1		HA	Officially not eligible
5ST.726		HA	Officially not eligible
5ST.730		A	Officially needs data
5ST.731		HA	Officially needs data
5ST.735		HA	Officially needs data

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Site Number	Site Name	Type	NRHP Eligibility Status
5ST.750		HA	Officially not eligible
5ST.773		A	Officially not eligible
5ST.777.1		HA	Officially not eligible
5ST.795		HA	Field not eligible
5ST.796		HA	Field not eligible
5ST.797		HA	Officially not eligible
5ST.798		HA	Officially not eligible
5ST.8		HA	Officially not eligible
5ST.800		HA	Officially not eligible
5ST.801		HA	Officially not eligible
5ST.804		HA	Field not eligible
5ST.805		HA	Officially eligible
5ST.808		HA	Officially not eligible
5ST.810		HA	Officially not eligible
5ST.811		HA	Officially eligible
5ST.839		HA	Field not eligible
5ST.840		HA	Field not eligible
5ST.85	Vail Pass Camp	A	Officially eligible
5ST.9		HA	Officially not eligible

4.4.3 NRHP Listed or Eligible Properties Identified from File Search

As a result of the OAHP file search, a number of properties were identified as NRHP or SRHP listed or eligible. For Summit County, these properties are identified in Table 4-9.

Individual Summit County historic properties identified on Table 4-9 that are located within 500 feet on either side of I-70 are discussed on the pages following the table to give the reader a better sense of the variety, qualities, and characteristics of the historic properties in the Corridor. No historic districts have been identified in the Summit County portion of the I-70 Tier 1 APE.

Table 4-9. Summit County NRHP and State Listed or Eligible Properties from OAHP File Search

Site Number	Site Name	Type	Eligibility Status
5ST.258	Frisco Schoolhouse	Historic	Listed on National Register
5ST.326	Wildhacks Grocery Store, Post Office	Historic	Listed on National Register
5ST.395.4	Denver South Park & Pacific Railroad	Historical Archaeology	Officially eligible
5ST.426	Bridge F-12-AK	Historic	Officially eligible
5ST.450	Masontown	Historical Archaeology	Officially eligible
5ST.805	No Name	Historical Archaeology	Officially eligible

Site Number	Site Name	Type	Eligibility Status
5ST.811	No Name	Historical Archaeology	Officially eligible
5ST.85	Vail Pass Camp	Archaeological	Officially eligible

4.4.3.1 Vail Pass Camp (5ST.85)

The Vail Pass Camp is a multicomponent prehistoric campsite located at the summit of Vail Pass along I-70. The site, originally recorded in 1974, is located on a knoll above a creek bed. Testing conducted at the time it was recorded resulted in the detection of cultural material at depth, and it was also noted that there were lithic concentrations on the surface. It was excavated in 1975 by the Colorado Department of Highways to mitigate the adverse effects of the construction of the Shrine Pass Rest Area immediately adjacent to the site. In the course of excavation, 72 features (for example, hearths, stone circles, ash and charcoal concentrations, and a post remnant) were recorded. Radiocarbon dates from the site range from 7320+160 BP to 190+65.

Although the site has been extensively excavated, some portions remain intact. Components represent the Early Middle and Late Archaic periods, the Late Prehistoric period, and the Protohistoric/Historic period. Artifacts included debitage, tools, cores, and projectile points. The camp was officially determined eligible for the NRHP on August 29, 1975. It is significant under Criterion D; it has yielded and could continue to yield information important to prehistory regarding the chronology and subsistence and settlement patterns of the Vail Pass area.

4.4.4 Local Input and Windshield Survey Results

Local input and windshield survey results for Summit County are summarized on Table 4-10. The following briefly describes the resources identified by the local input and windshield survey. Some of these properties have site numbers, but none have been identified at this time as listed on or eligible for the NRHP. Historic property identification will be completed for these areas if they are within the APEs associated with individual Tier 2 undertakings, pursuant to the procedures established in the Tier 1 Programmatic Agreement. In Summit County, especially in the valley at Silverthorne and to the west, there are numerous mines. Most are long abandoned. These mining areas represent possible historic mining districts that extend beyond the Corridor area.

Table 4-10. Summit County Resources Identified by Local Input and Windshield Survey

Land Use/Function	Name	Source
Mining	Mines southeast of Officers Gulch	Windshield survey
Mining	Buffalo Placer Mine and other placer sites	Local input
Mining	Water flume on Chief Mountain	Local input
Mining	Excelsior Mine	Local input
Mining	Frisco area silver mines and tunnels (>6)	Local input
Transportation	Curtin railroad community	Local input

4.4.4.1 Mines Southeast of Officers Gulch

This complex of mining-related resources dates to the late nineteenth century. The resource has the potential to be considered eligible for the NRHP as a historic place or as a contributing element of a larger Summit County historic mining district. This area was identified in the windshield survey.

4.4.4.2 Buffalo Placer and Other Placer Sites

This complex of mining-related resources dates to the late nineteenth century. The resource has the potential to be considered eligible for the NRHP as a historic place or as a contributing element of a larger Summit County historic mining district. Local parties identified this resource.

4.4.4.3 Water Flume on Chief Mountain

This water resource is related to placer mining in the region and has the potential to be considered individually eligible for the NRHP or as a contributing element of a larger Summit County historic mining district. Local parties identified this resource.

4.4.4.4 Excelsior Mine

This is a mining resource and has the potential to be considered individually eligible for the NRHP or as a contributing element of a larger Summit County historic mining district. Local parties identified this resource.

4.4.4.5 Frisco Silver Mines and Tunnels

This complex of mining-related resources dates to the late nineteenth century. The resource has the potential to be considered eligible for the NRHP as a historic place or as a contributing element of a larger Summit County historic mining district. Local parties identified this resource.

4.4.4.6 Curtin Railroad Community

This is a railroad community complex with a section house and cabins. It is related to the two narrow gauge railroads that operated in Tenmile Canyon. The resource dates to the 1880s. The resource has the potential to be considered eligible for the NRHP as a historic place or as a contributing element of a larger Summit County railroad system complex. Local parties identified this resource.

4.4.5 Additional Local Input—2004

No additional local input has been received from Summit County consulting parties or interested local parties.

4.5 Clear Creek County

4.5.1 Historic Setting

Settlement in the I-70 Corridor area dates to the Colorado gold rush of 1858–1859. During 1858, prospectors worked the banks of Clear Creek (Vasquez Creek), and the next year the first discoveries were made in the Corridor area on Chicago Creek, near modern Idaho Springs. These discoveries led to the eventual development of a substantial precious metal mining industry throughout much of Clear Creek County and to the west as far as Copper Mountain. Some of the towns and settlements along the Corridor in Clear Creek County that can trace their heritage to the early mining period are now ghost towns and camps. Other communities have survived to the

present, such as Dumont, Downieville, Lawson, Empire, Georgetown, Silver Plume, and others that share that heritage. The Corridor communities, especially Idaho Springs, benefited from successful mining in Gilpin and southern Boulder counties. Over the period since the gold rush and mining frontier of the late nineteenth century, these communities have experienced boom and bust cycles, most frequently tied to the vitality of the local mining industry until the early decades of the twentieth century. Since then, more and more of these communities' economic bases have been tied to tourism and recreation.

Mining developed rapidly along the Corridor during the 1860s. From rather simple beginnings with pick and pan placers, mining rapidly became industrialized. The earliest mining near the Corridor occurred on Clear Creek in and near modern Golden. Placer deposits were soon exhausted, and by 1859, prospectors were moving west along the branches of Clear Creek and other creeks along the Front Range in an attempt to find other sources of placer deposits in creek beds. After the Jackson discoveries in 1859, placer mining expanded along the south branch of Clear Creek from Valley Bar upstream for nearly 15 miles. Within a few years, most of the early placer operations, centered on various sand bars and other creek deposits, were mined out. Quartz, lode, or hardrock mining became the dominant form of mining in Clear Creek County.

The change in mining methods led to significant changes for the area. Lode mining required significantly more capital to be successful and, as a result, prospectors and placer miners soon became employees rather than independent operators. The needs of lode mining stimulated the development of towns and cities along the Corridor. New mining techniques brought many underground miners to Clear Creek County from Cornwall and Wales. Another change brought about by the transformation of mining was the growth of milling operations in and near the towns of the Corridor. Stamp mills, arrastras, smelters, and other facilities all sprang up in Clear Creek County during the 1860s.

The mining and milling led to incredible changes in the natural environment, too. The placer mines tore up the creek bottoms and bars in the creeks while the hardrock mines and mills often dumped waste materials directly into the waterways. The need for fuel led to clear-cutting many of the neighboring forests and, when combined with the mining and milling, caused severe degradation of the water supplies and soils of the Corridor. Mining continued for the rest of the nineteenth century and into the early twentieth century until rising production costs and decreases in mineable deposits severely curtailed mining activity. Huge mills, such as the Argo in Idaho Springs, sat idle, and the age of gold and silver gave way to the post-mining era for Clear Creek County (Fell 1979, Peterson 1977).

4.5.2 OAHP File Search

The OAHP acknowledges that the data available in their files may not be complete or accurate. This is a result of mistakes on site forms, incomplete or inaccurate encoding of the information into the database, and/or missing data. Table 4-11 represents the results of the October 2003 file search for the Clear Creek County portion of the I-70 Tier 1 APE.

Table 4-11. Clear Creek County OAHF File Search Results

If the eligibility column is blank, it means that the OAHF file search listed no recommendations or official status for the resource. Site number contains an abbreviation indicating the county: **CC**=Clear Creek.

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Sites containing blue shading have point numbers directly tied to the Georgetown-Silver Plume National Historic Landmark District (5CC.3). Sites containing green shading are believed to be located within the Georgetown-Silver Plume Historic District based on information provided by the Clear Creek County Archivist on September 20, 2004.

Site Number	Site Name	Type	NRHP Eligibility Status
5CC.10	Empire Tunnel Site	H	Field not eligible
5CC.1023		HA	Field not eligible
5CC.1024		HA	Field not eligible
5CC.1033		HA	Officially not eligible
5CC.1035	Gardner Placer	HA	
5CC.1036		HA	
5CC.1037		HA	
5CC.1038		HA	
5CC.1039	Standard and Standard #2	HA	
5CC.1040		HA	
5CC.1041		HA	
5CC.1042	Gardner Placer	HA	
5CC.1043	Grand View	HA	
5CC.1044		HA	
5CC.1045	Achilles	HA	
5CC.1046		HA	
5CC.1047		HA	
5CC.1048	Argo-Gardner Placer	HA	
5CC.1049		HA	
5CC.1051	Sachs or 1901	HA	
5CC.1055	Gardner Placer	HA	Officially not eligible
5CC.1056	Moon or Star	HA	
5CC.1057	Montague Placer	HA	
5CC.1058	York	HA	Field not eligible
5CC.1059		HA	Field not eligible
5CC.1060	Lord Byron, Big Si	HA	Field needs data
5CC.1061	Stanley, Cregar, York or Manhattan	HA	
5CC.1062	Pope, Metropolitan, Big Chief or Hallman	HA	
5CC.1096	Montreal—Benton	HA	Field not eligible
5CC.1097	Mammoth—U.S. Coin	HA	Field not eligible
5CC.1098	Oneida	HA	Field not eligible
5CC.11	McClellan House	H	Listed on National Register Within NR district
5CC.1101	Alinude #1	HA	
5CC.1127		HA	Field not eligible
5CC.1128		HA	Field not eligible
5CC.1129		HA	Field eligible
5CC.1130		HA	Field not eligible
5CC.1131		A	Field not eligible
5CC.1165		HA	Officially not eligible
5CC.1166		HA	Officially not eligible

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Site Number	Site Name	Type	NRHP Eligibility Status
5CC.1167.1		HA	Officially not eligible
5CC.1167.2		HA	Officially not eligible
5CC.1168	South Bend Placer	HA	Officially not eligible
5CC.1170		HA	Officially not eligible
5CC.1171		HA	Officially not eligible
5CC.1172		HA	None
5CC.1173		HA	None
5CC.1174		HA	None
5CC.1175		HA	None
5CC.1176		HA	None
5CC.1177		HA	None
5CC.1178		HA	None
5CC.1184.3	U.S. Highway 6 Tunnel	HA	Officially eligible
5CC.1189.1	Interstate 70—Segment	HA	Field not eligible
5CC.12	Alpine Hose Company No. 2	H	Listed on National Register Within NR district
5CC.13	Toll House, Mine Manager's House, Julius G. Pohle House	H	Listed on National Register Within NR district
5CC.137	Sunrise Peak Aerial	H	Field eligible
5CC.15	Evans Elbert Ranch	H	Listed on National Register Within NR district
5CC.165	Dunderberg Mine	HA	Field not eligible Contrib. to NR Dist.
5CC.172	Loveland Pass	H	HA
5CC.173	Argentine Central Railroad	H	HA
5CC.173.1	Argentine Central Railroad (Portion Within National Historic Landmark)	HA	Contributes to NR district Officially eligible
5CC.173.2	Argentine Central Railroad (Portion Outside National Historic Landmark District)	HA	Officially eligible
5CC.175	Silverdale Townsite	H	Field not eligible
5CC.176	Silverdale Cemetery	H	Field not eligible
5CC.177	Kirtley Tunnel, Mines	H	Field needs data
5CC.178	Marshall Tunnel	HA	
5CC.179	Lawson Townsite	H	Field needs data
5CC.180	Lawson Depot Site	H	Field not eligible
5CC.181	Lawson School	H	Officially eligible
5CC.182	Stone House	H	Field needs data
5CC.192	Rock Eyrie	H	
5CC.193	Highway 103 Adits	H	
5CC.194	Squaw Mountain Fire Lookout Complex	H	Listed on the State Register
5CC.196	Highway 6 Adits	H	
5CC.197	I-70 Adits	HA	
5CC.198	Georgetown Empire Road	HA H	

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Site Number	Site Name	Type	NRHP Eligibility Status
5CC.201.0	Idaho Springs Commercial District	HD	Field eligible
5CC.201.35	Colorado & Southern Building—Placer Inn	H	Within NR district Contrib. to District
5CC.228	Theobald House	H	Field eligible
5CC.229	Charlie Taylor Water Wheel	H	Listed on the State Register
5CC.231	Miner Street Bridge, Bridge Over Clear Creek	H	Listed on National Register
5CC.232		H	
5CC.233		H	
5CC.234		H	
5CC.235		H	
5CC.236		H	
5CC.237		H	
5CC.238	Cooper House	H	Field eligible
5CC.239	Idaho Springs Cemetery	H	
5CC.240		H	
5CC.241	Methodist Episcopal Church	H	Listed on National Register
5CC.242	James G. Weeks House	H	
5CC.243	Jos Ventress House	H	
5CC.244	Fred Stevens House	H	
5CC.245	William E. Renshaw House	H	
5CC.246	Henry Plummer House	H	Field eligible
5CC.247	John Owen House	H	Officially eligible
5CC.248	George McClelland House	H	
5CC.249	Huillet Jules House	H	
5CC.250	Hanchett House	H	
5CC.251	John Gunstrom House	H	
5CC.252	Chas Collom House	H	
5CC.254		H	
5CC.255		H	
5CC.256	Rohners House	H	
5CC.257	First Baptist Church (Idaho Springs)	H	Field eligible
5CC.258	Feed and Stables	H	
5CC.259	Floyd Hill Railroad Depot	H	
5CC.261	Floyd Hill Stage Station	H	
5CC.263	Josephine-Stevens	H	Field not eligible
5CC.265	Georgetown Cemetery, Georgetown Burials	H	
5CC.266	Alvarado Cemetery	H	
5CC.267	Anglo Saxon Mine	H	Field not eligible
5CC.268	Georgetown Depot	H	
5CC.272	Bellview Hudson Tunn	H	Field not eligible
5CC.273	Free America Mine	HA	
5CC.274	White Lode	HA	

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Site Number	Site Name	Type	NRHP Eligibility Status
5CC.275	Boulder Nest Mine	HA	
5CC.298	Bellevue Mine	HA	
5CC.3	Georgetown-Silver Plume National Historic Landmark District	HD	Listed on NRHP
5CC.3.10	Bowman-White House	H	Within NR district Contrib. to District
5CC.3.100	Pelican Mine	H	Within NR district
5CC.3.101	Dives Mines	H	Within NR district
5CC.3.102	Griffin Monument	H	Within NR district
5CC.3.103	Seven-Thirty Mine	H	Within NR district
5CC.3.104	Brownville Site	HA	Within NR district
5CC.3.105	Silver Plume Cemetery	H	Within NR district
5CC.3.106	Silver Plume Schoolhouse—George Rowe Museum	H	Within NR district
5CC.3.107	Dunderberg Mine	H	Within NR district
5CC.3.108	Burleigh Tunnel/Mine	HA	Within NR district Contrib. to district
5CC.3.109	Bailey & Nott House—Maxwell House	H	Within NR district 1. Field eligible; Contrib. to district
5CC.3.110	First United Presbyterian Church (Georgetown)	H	Within NR district Field eligible; Contrib. to district
5CC.3.111	Georgetown School	H	Within NR district Field eligible; Contrib. to district
5CC.3.112	Log Cabin—Trapper's Cabin	H	Within NR district Field eligible; Contrib. to district
5CC.3.113	Wiseman Building	H	Within NR district
5CC.3.114	Spruance House—Trelease House	H	Within NR district Field not eligible; Contrib. to district
5CC.3.115	Monroe House	H	Within NR district Field not eligible; Contrib. to district
5CC.3.116	Equator Mining Office—The Brass Menagerie	H	Within NR district Field not eligible; Contrib. to district
5CC.3.117	Old James Grafton Rogers House	H	Within NR district Field not eligible; Contrib. to district
5CC.3.118	Blackman/Seifried House—Seifert House—Moore House	H	Within NR district Field not eligible; Contrib. to district
5CC.3.119	Cushman-Mills House—Williams House	H	Within NR district Field not eligible; Contrib. to district
5CC.3.12	Ames-Hunter House—Foley House	H	Within NR district Field not eligible; Contrib. to district
5CC.3.120	International Mercantile Building—International St. Andrea—Thompson, Dewey & St. James Hotel—Georgetown Mercantile	H	Within NR district Contrib. to District
5CC.3.121	Cushman Opera House—Cushman Block—Silver Queen Building	H	Within NR district Contrib. to District
5CC.3.122	Dr. Collins' House	H	Within NR district Field not eligible; Contrib. to district
5CC.3.123	Hume House	H	Within NR district Field not eligible; Contrib. to district

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Site Number	Site Name	Type	NRHP Eligibility Status
5CC.3.124	Star Hook & Ladder Co.—Georgetown City Hall	H	Within NR district Field not eligible; Contrib. to district
5CC.3.125	Sandels House	H	Within NR district Field not eligible; Contrib. to district
5CC.3.126	Kneisel-Curtis-Seifried Building—McClellan Hall	H	Within NR district Field not eligible; Contrib. to district
5CC.3.127	Guard Block—Buckley Garage	H	Within NR district Field not eligible; Contrib. to district
5CC.3.128	Morris Saloon—Christian Science Hall— Georgetown Museum	H	Within NR district Field not eligible; Contrib. to district
5CC.3.129	Chapin House	H	Within NR district Field not eligible; Contrib. to district
5CC.3.13	Pollard House—Lee House	H	Within NR district; Contrib. to District
5CC.3.130	Dunderberg Mining Co. Office—Johnson Office—Blumenthal Residence	H	Within NR district Field not eligible; Contrib. to district
5CC.3.131	Harat House—Harrat House	H	Within NR district Field not eligible; Contrib. to district
5CC.3.132	Selak House—Kneisel House	H	Within NR district Field not eligible; Contrib. to district
5CC.3.133	Spruance Building—Kneisel Building—Kneisel & Anderson Hardware	H	Within NR district Field not eligible; Contrib. to district
5CC.3.134	Saunders House—Bolt House	H	Within NR district Field not eligible; Contrib. to district
5CC.3.135	John Church House—Church—Hamilton House	H	Within NR district Field eligible; Contrib. to district Local Landmark
5CC.3.136	Pelican Mine Office—Taos Square	H	Within NR district Field not eligible; Contrib. to district
5CC.3.137	Curtis House	H	Within NR district Field not eligible; Contrib. to district
5CC.3.138	Tucker-Rutherford Cabin	H	Within NR district Field not eligible; Contrib. to District Local Landmark
5CC.3.139	Fish House	H	Within NR district Field not eligible; Contrib. to district
5CC.3.14	Peedie House	H	Within NR district; Contrib. to district
5CC.3.140	Morris House—De Pew House	H	Within NR district Field eligible
5CC.3.141	Frederick Tofte House	H	Within NR district Field not eligible; Contrib. to district
5CC.3.142	J. Monti & Brothers	H	Within NR district Field not eligible
5CC.3.143	Cushman Block No. 1—Buckskin Leathers	H	Within NR district Field not eligible; Contrib. to district
5CC.3.145	Schneider House	H	Within NR district Field not eligible; Contrib. to district
5CC.3.146	Mendenhall House—Pierson House	H	Within NR district
5CC.3.147	Randall House—Hedges House	H	Within NR district Field not eligible; Contrib. to district
5CC.3.148	Log House	H	Within NR district Field not eligible; Contrib. to district

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Site Number	Site Name	Type	NRHP Eligibility Status
5CC.3.149		H	Within NR district Field not eligible
5CC.3.15	Monroe/Linscott House	H	Within NR district Field not eligible; Contrib. to district
5CC.3.151	Grandma McClellan House	H	Within NR district
5CC.3.152	Alpine Inn—Georgetown Depot	H	Within NR district
5CC.3.153	Mahany Building—BOB (Burned Out Building)	H	Within NR district Field not eligible; Contrib. to district
5CC.3.154		H	Within NR district
5CC.3.155	Spruance/Chandler House	H	Within NR district Field not eligible; Contrib. to district
5CC.3.156	Plass House	H	Within NR district Field not eligible; Contrib. to district
5CC.3.157	Ewers House	H	Within NR district Field not eligible; Contrib. to district
5CC.3.158	Old Railroad Building	H	Within NR district Field not eligible; Contrib. to district
5CC.3.159	Gunter House	H	Within NR district Field not eligible; Contrib. to district
5CC.3.16	Nicholas Cornish House	H	Within NR district Field not eligible; Contrib. to district
5CC.3.160	Werlin House	H	Within NR district Field not eligible; Contrib. to district
5CC.3.161	Bryan House	H	Within NR district Field not eligible; Contrib. to district
5CC.3.162	Bundy House	H	Within NR district Field not eligible; Contrib. to district
5CC.3.163	Welch House	H	Within NR district Field not eligible; Contrib. to district
5CC.3.164	Washington Mining Association—Bement Building	H	Within NR district Field not eligible; Contrib. to district
5CC.3.165	White House	H	Within NR district Field not eligible; Contrib. to district
5CC.3.166	Samuel P. Allen House—First Presbyterian Manse—Kidd Center	H	Within NR district Field not eligible; Contrib. to district
5CC.3.167	Bullock House—Buckley House	H	Within NR district Field not eligible; Contrib. to district
5CC.3.168	Fisher & Burr House—Ecklund House	H	Within NR district Field not eligible; Contrib. to district
5CC.3.169	N.S. Hurd House	H	Within NR district Field not eligible; Contrib. to district
5CC.3.17	Ellsworth Cottage—Woods-Reid House	H	Within NR district Field not eligible; Contrib. to district
5CC.3.170	King/Copeland House	H	Within NR district Field not eligible; Contrib. to district
5CC.3.171	Nelson House—Catholic Rectory	H	Within NR district Field not eligible; Contrib. to district
5CC.3.172	Percy Barbour House	H	Within NR district Field not eligible; Contrib. to district
5CC.3.173		H	Within NR district Field not eligible; Contrib. to district

Revised Reconnaissance Survey of the I-70 Mountain Corridor

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Site Number	Site Name	Type	NRHP Eligibility Status
5CC.3.175	Cooke House	H	Within NR district Field not eligible; Contrib. to district
5CC.3.176		H	Within NR district Field not eligible; Contrib. to district
5CC.3.177	McClellan-Kalbaugh House	H	Within NR district Field not eligible; Contrib. to district
5CC.3.178	Turner & Searles House	H	Within NR district Field not eligible; Contrib. to district
5CC.3.179	Ratcliffe House	H	Within NR district Field not eligible; Contrib. to district
5CC.3.18	Bates Cottage	H	Within NR district Field not eligible; Contrib. to district
5CC.3.180	Ritter House	H	Within NR district Field not eligible; Contrib. to district
5CC.3.181	McDonough House	H	Within NR district Field not eligible; Contrib. to district
5CC.3.182	Weiser House li	H	Within NR district Field not eligible; Contrib. to district
5CC.3.183	Dunn House	H	Within NR district Field not eligible; Contrib. to district
5CC.3.184	Bryant House	H	Within NR district Field not eligible; Contrib. to district
5CC.3.185	Parsons House	H	Within NR district Field not eligible; Contrib. to district
5CC.3.186	Kugler House	H	Within NR district Field not eligible; Contrib. to district
5CC.3.187	Joseph Love Building—Antique Store	H	Within NR district Field not eligible; Contrib. to district
5CC.3.188	McNulty House	H	Within NR district Field not eligible; Contrib. to district
5CC.3.189	Stavy House	H	Within NR district Field not eligible; Contrib. to district
5CC.3.19	Garbarino House—Garbarena House—Shaklee House	H	Within NR district Field not eligible; Contrib. to district
5CC.3.190	Osborne House	H	Within NR district Field not eligible; Contrib. to district
5CC.3.191	Fair House	H	Within NR district Field not eligible; Contrib. to district
5CC.3.192	Best House	H	Within NR district Field not eligible; Contrib. to district
5CC.3.193	Drain House	H	Within NR district Field not eligible; Contrib. to district
5CC.3.194	McCrimmon House—Hardy House	H	Within NR district Field not eligible; Contrib. to district
5CC.3.195	Swanson-Place House Restaurant—The Place	H	Within NR district Field not eligible; Contrib. to district
5CC.3.196	Hamill Block	H	Within NR district Field not eligible; Contrib. to district
5CC.3.199		H	Within NR district Field not eligible; Contrib. to district
5CC.3.20	Butterick House	H	Within NR district Field not eligible; Contrib. to district

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Site Number	Site Name	Type	NRHP Eligibility Status
5CC.3.200	Spruance-Love House	H	Within NR district Field not eligible; Contrib. to district
5CC.3.201	L.E. Yates House	H	Within NR district Field not eligible; Contrib. to district
5CC.3.202	Stowell House	H	Within NR district Field not eligible; Contrib. to district
5CC.3.203	Ryan House	H	Within NR district Field not eligible; Contrib. to district
5CC.3.204	Hunter House—Satterfield House	H	Within NR district Field not eligible; Contrib. to district
5CC.3.205	Roe House	H	Within NR district Field not eligible; Contrib. to district
5CC.3.206	F.P. Dewey House	H	Within NR district Field not eligible; Contrib. to district
5CC.3.207	Pilz House	H	Within NR district Field not eligible; Contrib. to district
5CC.3.208	Johnson House	H	Within NR district Field not eligible
5CC.3.209	Davis House	H	Within NR district Field not eligible; Contrib. to district
5CC.3.21	L.E. Tayler House—Gilchrist House	H	Within NR district Field not eligible; Contrib. to district
5CC.3.210	Liese House	H	Within NR district Field not eligible; Contrib. to district
5CC.3.211	L.E. Taylor House	H	Within NR district Field not eligible; Contrib. to district
5CC.3.212	Repoff House	H	Within NR district Field not eligible; Contrib. to district
5CC.3.214	Pollack House	H	Within NR district Field not eligible; Contrib. to district
5CC.3.215	Pollack House	H	Within NR district Field not eligible; Contrib. to district
5CC.3.216	The Barn	H	Within NR district
5CC.3.217	Mendota Mine	H	Within NR district; Contrib. to District
5CC.3.218	Clear Creek Co. Sampling Works Site	HA	Noncontributing to NR district
5CC.3.219	Georgetown Water Works	H	Within NR district
5CC.3.22	Taylor-Buechner-Griffin House—Taylor-Spruance-Buechner-Griffin House	H	Within NR district Field not eligible; Contrib. to district
5CC.3.220	Chicago Lake Wagon Road	HA	Contributes to NR district
5CC.3.221	Colorado Central Railroad	H	HA
5CC.3.222	Haskins House	H	Within NR district
5CC.3.223	Blumenthal House	H	Within NR district Field not eligible; Contrib. to district
5CC.3.224		H	Within NR district, Field not eligible
5CC.3.226		H	Within NR district, Field not eligible
5CC.3.227	Carey House	H	Within NR district, Field not eligible
5CC.3.228	Skeen House	H	Within NR district Field not eligible; Contrib. to district

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Site Number	Site Name	Type	NRHP Eligibility Status
5CC.3.229		H	Within NR district Field not eligible; Contrib. to district
5CC.3.23	Bates House	H	Within NR district Field not eligible; Contrib. to district
5CC.3.230	Grace L. Ferguson Cottage	H	Within NR district Contrib. to District
5CC.3.231		H	Within NR district, Field not eligible
5CC.3.232	Abrahamson House	H	Within NR district, Field not eligible
5CC.3.233		H	Within NR district, Field not eligible
5CC.3.234		H	Within NR district, Field not eligible
5CC.3.235		H	Within NR district Field not eligible; Contrib. to district
5CC.3.237	Bambrick House	H	Within NR district, Field not eligible
5CC.3.238		H	Within NR district, Field not eligible
5CC.3.239		H	Within NR district, Field not eligible
5CC.3.24	Randall-Cohen-Anderson House	H	Within NR district Field not eligible; Contrib. to district
5CC.3.240		H	Within NR district, Field not eligible
5CC.3.241	Mills Brothers House	H	Within NR district Field not eligible; Contrib. to district
5CC.3.242		H	Within NR district, Field not eligible
5CC.3.243	Our Lady of Lourdes Catholic Church	H	Within NR district, Field not eligible
5CC.3.244		H	Within NR district, Field not eligible
5CC.3.245	McCann Property	H	Within NR district Field not eligible; Contrib. to district
5CC.3.246		H	Within NR district, Field not eligible
5CC.3.247		H	Within NR district, Field not eligible
5CC.3.248		H	Within NR district, Field not eligible
5CC.3.249		H	Within NR district, Field not eligible
5CC.3.25	Baker Silver Mining Co. House—Elliot House	H	Within NR district, Field not eligible
5CC.3.250		H	Within NR district, Field not eligible
5CC.3.251	Bailey House	H	Within NR district, Field not eligible
5CC.3.252		H	Within NR district, Field not eligible
5CC.3.253		H	Within NR district Field not eligible; Contrib. to district
5CC.3.254		H	Within NR district; Field not eligible
5CC.3.255	Tong House	H	Within NR district Field not eligible; Contrib. to district
5CC.3.256		H	Within NR district, Field not eligible
5CC.3.257		H	Within NR district, Field not eligible
5CC.3.258		H	Within NR district, Field not eligible
5CC.3.259		H	Within NR district, Field not eligible
5CC.3.26	Criley House—Carmen House	H	Within NR district, Field not eligible
5CC.3.260	Brown House	H	Within NR district Field not eligible; Contrib. to district

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5CC.3.261		H	Within NR district, Field not eligible
5CC.3.262		H	Within NR district, Field not eligible
5CC.3.263		H	Within NR district, Field not eligible
5CC.3.264		H	Within NR district, Field not eligible
5CC.3.265		H	Within NR district Field not eligible; Contrib. to district
5CC.3.266		H	Within NR district, Field not eligible
5CC.3.267		H	Within NR district, Field not eligible
5CC.3.268		H	Within NR district, Field not eligible
5CC.3.269		H	Within NR district, Field not eligible
5CC.3.27	Burleigh House	H	Within NR district Field not eligible; Contrib. to district
5CC.3.270		H	Within NR district, Field not eligible
5CC.3.271		H	Within NR district, Field not eligible
5CC.3.272		H	Within NR district, Field not eligible
5CC.3.273		H	Within NR district
5CC.3.274		H	Within NR district, Field not eligible
5CC.3.275	St. Peter House	H	Within NR district Field not eligible; Contrib. to district
5CC.3.276		H	Within NR district, Field not eligible
5CC.3.277		H	Within NR district, Field not eligible
5CC.3.278		H	Within NR district, Field not eligible
5CC.3.279	Sober House	H	Within NR district Field not eligible; Contrib. to district
5CC.3.28	J.F. Marshall House	H	Within NR district Field not eligible; Contrib. to district
5CC.3.280		H	Within NR district, Field not eligible
5CC.3.281		H	Within NR district, Field not eligible
5CC.3.282	Jail (Georgetown)	H	Within NR district, Field not eligible
5CC.3.283		H	Within NR district, Field not eligible
5CC.3.284		H	Within NR district, Field not eligible
5CC.3.285		H	Within NR district, Field not eligible
5CC.3.286		H	Within NR district, Field not eligible
5CC.3.287		H	Within NR district, Field not eligible
5CC.3.288		H	Within NR district, Field not eligible
5CC.3.289		H	Within NR district Field not eligible; Contrib. to district
5CC.3.29	Clark House	H	Within NR district Field not eligible; Contrib. to district
5CC.3.290		H	Within NR district, Field not eligible
5CC.3.291		H	Within NR district, Field not eligible
5CC.3.292		H	Within NR district, Field not eligible
5CC.3.293		H	Within NR district, Field not eligible
5CC.3.294		H	Within NR district, Field not eligible

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5CC.3.295		H	Within NR district, Field not eligible
5CC.3.296	The Happy Cooker	H	Within NR district, Field not eligible
5CC.3.297	U.S. West	H	Within NR district, Field not eligible
5CC.3.298		H	Within NR district, Field not eligible
5CC.3.299		H	Within NR district Field not eligible; Contrib. to district
5CC.3.30	Thomas Cornish House	H	Within NR district Field not eligible; Contrib. to district
5CC.3.300	Raven's Eye	H	Within NR district, Field not eligible
5CC.3.301	Clear Creek County Courthouse	H	Within NR district, Field not eligible
5CC.3.302		H	Within NR district, Field not eligible
5CC.3.303	Antique Emporium	H	Within NR district, Field not eligible
5CC.3.304	Clear Creek-Gilpin Abstract Title Corporation	H	Within NR district, Field not eligible
5CC.3.305	Buckley House	H	Within NR district, Field not eligible
5CC.3.306	Curran House	H	Within NR district, Field not eligible
5CC.3.307	Morse House	H	Within NR district, Field not eligible
5CC.3.308		H	Within NR district Field not eligible; Contrib. to district
5CC.3.309	Ramsey House	H	Within NR district, Field not eligible
5CC.3.31	Colgate & Bailey Co.—Colgate & Trexor House—Doug Marshall House	H	Within NR district Field not eligible; Contrib. to district
5CC.3.310	Lawler House	H	Within NR district, Field not eligible
5CC.3.311	Vigilant No. 5 Fire House	H	Within NR district, Field not eligible
5CC.3.312		H	Within NR district, Field not eligible
5CC.3.313		H	Within NR district, Field not eligible
5CC.3.314	Georgetown School	H	Within NR district, Field not eligible
5CC.3.315		H	Within NR district, Field not eligible
5CC.3.316	Bryant House	H	Within NR district Field not eligible; Contrib. to district
5CC.3.317		H	Within NR district, Field not eligible
5CC.3.318		H	Within NR district, Field not eligible
5CC.3.319		H	Within NR district, Field not eligible
5CC.3.32	Delamar House—White's House	H	Within NR district Field not eligible; Contrib. to district
5CC.3.320		H	Within NR district, Field not eligible
5CC.3.321	Losacco Building	H	Within NR district, Field not eligible
5CC.3.322		H	Within NR district, Field not eligible
5CC.3.323		H	Within NR district, Field not eligible
5CC.3.324		H	Within NR district, Field not eligible
5CC.3.325	Capital Prize Mine Building	H	Within NR district Field not eligible; Contrib. to district
5CC.3.326		H	Within NR district, Field not eligible
5CC.3.327		H	Within NR district, Field not eligible
5CC.3.328		H	Within NR district, Field not eligible

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5CC.3.329	Lehrer House—The Cricket	H	Within NR district Field not eligible; Contrib. to district
5CC.3.33	Skeahan & Bailey Office—Bailey House— John's House	H	Within NR district, Field not eligible
5CC.3.330	Carbone House	H	Within NR district, Field not eligible
5CC.3.331		H	Within NR district, Field not eligible
5CC.3.332		H	Within NR district, Field not eligible
5CC.3.333	Centennial Mill—Centennial Reduction Works	H	Within NR district Field not eligible; Contrib. to district
5CC.3.334		H	Within NR district, Field not eligible
5CC.3.335		H	Within NR district, Field not eligible
5CC.3.336		H	Within NR district, Field not eligible
5CC.3.337		H	Within NR district, Field not eligible
5CC.3.338		H	Within NR district, Field not eligible
5CC.3.339	Wilkins House—Buckley House	H	Within NR district Field not eligible; Contrib. to district
5CC.3.34	Tuthill-Morrison House	H	Within NR district Field not eligible; Contrib. to district
5CC.3.340		H	Within NR district, Field not eligible
5CC.3.341		H	Within NR district, Field not eligible
5CC.3.342		H	Within NR district, Field not eligible
5CC.3.343		H	Within NR district, Field not eligible
5CC.3.344		H	Within NR district, Field not eligible
5CC.3.345		H	Within NR district, Field not eligible
5CC.3.346		H	Within NR district, Field not eligible
5CC.3.347	Georgetown Post Office	H	Within NR district, Field not eligible
5CC.3.348		H	Within NR district, Field not eligible
5CC.3.349		H	Within NR district Field not eligible; Contrib. to district
5CC.3.35	Eldridge House	H	Within NR district Field not eligible; Contrib. to district
5CC.3.350		H	Within NR district, Field not eligible
5CC.3.351		H	Within NR district, Field not eligible
5CC.3.352	Maag House	H	Within NR district, Field not eligible
5CC.3.353	Gusterman Bank Building—Gusterman Building	H	Within NR district, Field not eligible
5CC.3.354		H	Within NR district, Field not eligible
5CC.3.355		H	Within NR district
5CC.3.356	Mine Site #7, South of Loop Valley	HA	Within NR district
5CC.3.357	Major Mine	HA	Within NR district
5CC.3.358	Wide West Mine	HA	Within NR district
5CC.3.359	Encampment	HA	Within NR district
5CC.3.36	Reilly Cottage—Reilley Cottage—Diehl House	H	Within NR district Field not eligible; Contrib. to district
5CC.3.360	Mine 8	HA	Field not eligible
5CC.3.361	Notch Mine	HA	Field not eligible

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Site Number	Site Name	Type	NRHP Eligibility Status
5CC.3.362	Mine 1, Shaft House	HA	
5CC.3.363	The Moline	HA	Field not eligible
5CC.3.364		HA	Within NR district, Field not eligible
5CC.3.365	Kettle Mine	HA	Field not eligible
5CC.3.366		HA	Within NR district, Field not eligible
5CC.3.367	Jonesville	HA	Field not eligible
5CC.3.368	Grandview Mine	H	HA
5CC.3.369	Hill Fill Mine	HA	Within NR district, Field not eligible
5CC.3.37	Reilly House—Reilley House	H	Within NR district Field not eligible; Contrib. to district
5CC.3.370		HA	Within NR district, Field not eligible
5CC.3.371	Little Cabin	HA	Field not eligible
5CC.3.372	Cook Stove Mine	HA	Field not eligible
5CC.3.373		HA	Field not eligible
5CC.3.374	Alpine View Mine	HA	Field not eligible
5CC.3.375	Gated Mine	HA	Field not eligible
5CC.3.376		HA	Within NR district, Field not eligible
5CC.3.377	Joes Mine	HA	Field not eligible
5CC.3.378	Boarding House	HA	Within NR district, Field not eligible
5CC.3.379		HA	Field not eligible
5CC.3.38	Albert Johnson House—Evans House	H	Within NR district Field not eligible; Contrib. to district
5CC.3.380	Mine 5	HA	Field not eligible
5CC.3.381	Mine 4	HA	Field not eligible
5CC.3.382	Bobby Trap Mine	H	HA
5CC.3.383	Welch Mine, Youngs Cabin	H	Within NR district
5CC.3.384	Stone Cabin	HA	Within NR district
5CC.3.39	Coulter House—Heller House	H	Within NR district Field not eligible; Contrib. to district
5CC.3.40	Clear Creek Company Office	H	Within NR district Field not eligible; Contrib. to district
5CC.3.41	McMurdy-Snetzer Building—Jacob Snetzer's Tailor Shop	H	Within NR district Field not eligible; Contrib. to district
5CC.3.42	What Cheer Mine Building—Reid House	H	Within NR district, Field not eligible
5CC.3.43	Barnes & Jones Billiard Hall—Sheldrake Building	H	Within NR district Field not eligible; Contrib. to district
5CC.3.44	Teal Building	H	Within NR district Field not eligible; Contrib. to district
5CC.3.45	Simmons House	H	Within NR district Field not eligible; Contrib. to district
5CC.3.46	Layden House	H	Within NR district Field not eligible; Contrib. to district Within NR district Field not eligible; Contrib. to district
5CC.3.47	Glaze House—Leighton House	H	Within NR district Field not eligible; Contrib. to district

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Site Number	Site Name	Type	NRHP Eligibility Status
5CC.3.48	Blackwood House—Sheriff's House—District Attorney Office	H	Within NR district Field not eligible; Contrib. to district
5CC.3.49	Clear Creek County Courthouse—Ohio Bakery—Georgetown Community Center & Visitor Information	H	Within NR district Field not eligible; Contrib. to district
5CC.3.50	John Tomay Memorial Library	H	Within NR district Field not eligible; Contrib. to district
5CC.3.51	Tucker Brothers Store—Tucker Store—Silver Queen Apothecary	H	Within NR district Field not eligible; Contrib. to district
5CC.3.52	Garbarino-Reichwein House	H	Within NR district Field not eligible; Contrib. to district
5CC.3.53	Barber/Callery Building—Trading Post Building	H	Within NR district, Field not eligible
5CC.3.54	Fish Block—Red Ram	H	Within NR district Field not eligible; Contrib. to district
5CC.3.55	Masonic Hall	H	Within NR district Field eligible; Contrib. to district
5CC.3.56	Q.D. Lodge	H	Within NR district Field not eligible; Contrib. to district
5CC.3.57	Wright House—Pulliam House	H	Within NR district Field not eligible; Contrib. to district
5CC.3.58	Miller House	H	Within NR district, Field not eligible
5CC.3.59	Ward House	H	Within NR district Field not eligible; Contrib. to district
5CC.3.60	Bendle House—O'Barnes House	H	Within NR district Field not eligible; Contrib. to district
5CC.3.61	Streeter-Rutledge House	H	Within NR district Field eligible; Contrib. to district
5CC.3.62	Dulaney House	H	Within NR district Field not eligible; Contrib. to district
5CC.3.63	Weiser House—Weisser House—Richardson House	H	Within NR district Field not eligible; Contrib. to district
5CC.3.64	Bement House—Ecklund House	H	Within NR district Field not eligible; Contrib. to district
5CC.3.65	Morrell-Catren House—Clark House	H	Within NR district Field not eligible; Contrib. to district
5CC.3.66	McClellan House II—Brenneman House—Way House	H	Within NR district, Field not eligible
5CC.3.67	Jones House	H	Within NR district Field not eligible; Contrib. to district
5CC.3.68	Josephine Guanella House	H	Within NR district Field not eligible; Contrib. to district
5CC.3.69	Nevin/Centennial House	H	Within NR district Field not eligible; Contrib. to district
5CC.3.70	Robeson House—Bolander House	H	Within NR district Field eligible; Contrib. to district
5CC.3.71	Seifried House—Sites/Seifried House	H	Within NR district, Field not eligible
5CC.3.72	Robertson House	H	Within NR district Field not eligible; Contrib. to district
5CC.3.73	Moore House	H	Within NR district Field not eligible; Contrib. to district

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Site Number	Site Name	Type	NRHP Eligibility Status
5CC.3.74	Beighley House—Zaks House	H	Within NR district Field not eligible; Contrib. to district
5CC.3.75	Griffith-Reynolds & Wilson House	H	Within NR district Field not eligible; Contrib. to district
5CC.3.76	Old Missouri Fire House	H	Within NR district Field eligible; Contrib. to district
5CC.3.77	Rock Jail	H	Within NR district Field not eligible; Contrib. to district
5CC.3.78	McCann House—Hudson House	H	Within NR district Field not eligible; Contrib. to district
5CC.3.79	McCunniff-Koepp House—Thomas McCunniff House	H	Within NR district, Field not eligible
5CC.3.80	Dunkle House	H	Within NR district, Field not eligible
5CC.3.81	Stable Building—Miner's Office	H	Within NR district
5CC.3.82	J.T. & R.P. Reynolds House—Miner's Office—Goat House	H	Within NR district
5CC.3.83	John & Sarah McCunniff House	H	Within NR district Field not eligible; Contrib. to district
5CC.3.84	Fisher House—T. Anderson House	H	Within NR district Field not eligible; Contrib. to district
5CC.3.85	Candee House—Ulmer House	H	Within NR district, Field not eligible
5CC.3.86	Sherry House	H	Within NR district Field not eligible; Contrib. to district
5CC.3.87	Price-Abbott House	H	Within NR district Field not eligible; Contrib. to district
5CC.3.88	Mundy's Store—Neuman & Sprankle Building	H	Within NR district
5CC.3.89	Silver Plume Methodist Church	H	Within NR district
5CC.3.90	Morganthau Store—Stevens & Rowe Building—Stone Building	H	Within NR district
5CC.3.91	Silver Plume Hose Co. and City Hall	H	Within NR district
5CC.3.92	Silver Plume Jail	H	Within NR district
5CC.3.93	Buckley House	H	Within NR district
5CC.3.94	St. Patrick's Catholic Church	H	Within NR district
5CC.3.95	Clair Hall—Silver Plume Large Town Hall	H	Within NR district
5CC.3.96	Silver Plume Bandstand	H	Within NR district
5CC.3.97	Knights of Pythias Hall	H	Within NR district
5CC.3.98	McClellan Opera House Site	H	Within NR district, Field not eligible
5CC.3.99	Diamond Tunnel	H	Within NR district
5CC.324	Idaho Springs Depot	H	
5CC.325	Ruth Mill	H	Field not eligible
5CC.326	Stanley Mines Mill	HA	
5CC.328	Big Five Mine	HA	Officially eligible
5CC.329	Idaho Springs Sampler	H	
5CC.330	Freeland Cabin, Cookie House	H	
5CC.332	Lincoln Alma Mine	H	
5CC.334	Waltham Mine-Mill	H	

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Site Number	Site Name	Type	NRHP Eligibility Status
5CC.337	Hukill Mine	HA	Officially not eligible
5CC.339	Maude Munroe Mine, Dona Juanita	H	
5CC.340	Crockett Mine, Little Ella	HA	Officially not eligible
5CC.342	Indian Springs Resort	H	Field not eligible
5CC.343	Lone Tree Mine	H	
5CC.344	Phoenix Mine	H	
5CC.347	Lord Wellington, Lord Byron	HA	
5CC.348	Fraction, October, Manchester or Carlin	HA	
5CC.349	Kitty Clyde Mine	HA	Officially not eligible
5CC.351	Empress Mine, Sunny Side Mine	H	
5CC.352	Bullion Smelter	H	
5CC.356	Van Eden Guest Ranch	H	Officially not eligible
5CC.364	Wild Rose	H	Officially not eligible
5CC.365	Newton, General Thomas	H	Officially not eligible
5CC.366	Kazel	H	Officially not eligible
5CC.368	Black Eagle	H	Officially not eligible
5CC.389		HA	Officially eligible
5CC.397	Lamartine, Oneida	HA	Officially not eligible
5CC.4	Silver Plume Depot	H	Listed on National Register
5CC.405	Harrison	HA	Officially not eligible
5CC.418		H	Officially not eligible
5CC.421		H	Field not eligible
5CC.422		H	Officially not eligible
5CC.424		A	
5CC.425		H	Officially not eligible
5CC.426		HA	Officially not eligible
5CC.427.1	Colorado Central Railroad Grade	H	HA
5CC.427.3	Colorado Central Railroad	HA	Officially not eligible
5CC.427.4	Colorado Central Railroad Grade Segment	HA	Officially not eligible
5CC.429		H	Field not eligible
5CC.430		H	Field not eligible
5CC.431		H	Field not eligible
5CC.432	Dunkirk	HA	Contrib. to Officially Eligible District
5CC.433	Peralto	HA	Contrib. to Officially Eligible District
5CC.434	E.K.Baxter	HA	Contrib. to Officially Eligible District
5CC.435		HA	Contrib. to Officially Eligible District
5CC.436	Aunt Jack	HA	Contrib. to Officially Eligible District
5CC.437	Kirkinton	HA	Contrib. to Officially Eligible District
5CC.438		HA	Contrib. to Officially Eligible District
5CC.439	Loranzie	HA	Contrib. to Officially Eligible District
5CC.440	Diamond Millsite	HA	Contrib. to Officially Eligible District

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Site Number	Site Name	Type	NRHP Eligibility Status
5CC.454		HA	Officially not eligible
5CC.457		A	Field not eligible
5CC.459	West Chicago Creek Campground	HA	
5CC.461	Georgetown Hydroelectric National Register Eligible District	HD	Officially eligible
5CC.461.1	Georgetown Hydroelectric Plant and Penstock	H	Contrib. to District
5CC.461.2	Georgetown Hydroelectric Substation	H	Noncontributing to Officially Eligible District
5CC.461.3	Georgetown Forebay Dam and Reservoir	HA	Contrib. to Officially Eligible District
5CC.470	Centennial Mine	HA	
5CC.471	Fairmount, Fairmout and Shafter, Gold Dust	HA	
5CC.472	New Century, Little Mack	HA	
5CC.473	Summit	HA	Officially not eligible
5CC.474	Unpatented Mine (Blm)	HA	Officially not eligible
5CC.475	East Stanley	HA	
5CC.476	East Hukill	HA	Officially not eligible
5CC.485	Ninnan	HA	Officially not eligible
5CC.486	Loeber or Lost Atlantic	HA	Officially not eligible
5CC.487	East Stanley or Last Atlantic	HA	Officially not eligible
5CC.499	King Solomon and Grace M.	HA	Officially not eligible
5CC.5	Grace Episcopal Church	H	Listed on National Register
5CC.512	Eunice, Calvin Camp Placer or Heddensbur	HA	
5CC.513	Rio Grande	HA	Officially not eligible
5CC.514	Michigan, Rochester or Idaho View	HA	
5CC.515	York?	HA	
5CC.517	Liberator, Golden Hammer, Cerre K. or Me	HA	
5CC.518	James	HA	Officially not eligible
5CC.519		HA	Officially not eligible
5CC.520	Guy Irving or Lone Star, Little Mattie M	HA	Officially not eligible
5CC.521	No.4 or Great Republican	HA	Officially not eligible
5CC.523	Ben Dare or Little Annie	HA	Officially not eligible
5CC.524	Silver Glance and Old Abe	HA	Officially not eligible
5CC.525		HA	
5CC.526	Edna	HA	Officially not eligible
5CC.527	Lexington	HA	Officially not eligible
5CC.528	Little Richard	HA	Officially not eligible
5CC.534	Little Cub	HA	Officially not eligible
5CC.535	Big Chief	HA	Officially not eligible
5CC.536	Swan	HA	Officially not eligible
5CC.539	Preacher	HA	Officially not eligible
5CC.545	Anne Evans Mountain Home, Evans-Mayer Mountain Home	H	Listed on National Register
5CC.546		HA H	Officially not eligible

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Site Number	Site Name	Type	NRHP Eligibility Status
5CC.554	Buckhorn Cabin, Buckhorn House	H	
5CC.559		HA	Officially not eligible
5CC.560		HA	Officially not eligible
5CC.561		HA	Officially not eligible
5CC.562		HA	Field not eligible
5CC.563		HA	Field not eligible
5CC.570		HA	Officially not eligible
5CC.571		HA	Officially eligible
5CC.572		HA	Officially not eligible
5CC.573		HA	Officially not eligible
5CC.574		HA	Officially not eligible
5CC.575		HA	Officially not eligible
5CC.576.1	Old Idaho Springs Water Line	HA	Officially not eligible
5CC.585	Camp Wilaha	HA	Officially eligible
5CC.586	James Residence	HA	Officially not eligible
5CC.587		HA	Field not eligible
5CC.588		A	Field not eligible
5CC.589	Seldom Inn	HA	Officially not eligible
5CC.590		HA	Officially not eligible
5CC.593		A	Field not eligible
5CC.597		HA	Officially eligible
5CC.598		HA	Officially not eligible
5CC.599		HA	Officially not eligible
5CC.6	Empire Station Colorado Central Railroad	H	Field not eligible
5CC.601		HA	Officially not eligible
5CC.624	Burrell	HA	Officially not eligible
5CC.625	Quartermaster	HA	Officially not eligible
5CC.626	Quito	HA	Officially not eligible
5CC.633	Turntable Bridge	H	Officially eligible
5CC.636		HA	Officially not eligible
5CC.638		HA	Officially not eligible
5CC.639	Joseph Taylor	HA	Officially not eligible
5CC.64	Hamill House	H	Listed on National Register
5CC.640	Ocean Queen	HA	Officially not eligible
5CC.641		HA	Officially not eligible
5CC.643		A	Field not eligible
5CC.65		A	Field needs data
5CC.653	Idaho Springs Ranger Station Historic District	H	Officially eligible
5CC.654	Dumont School	H	Officially eligible
5CC.67	Ptarmigan Site	A	Officially eligible
5CC.68	Ore Processing Mill, Lebanon Mill	H	Listed on National Register

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Site Number	Site Name	Type	NRHP Eligibility Status
5CC.69		A	Field not eligible
5CC.698	Idaho Springs Work Center	H	Officially not eligible
5CC.7	Lebanon and Everett Mine Tunnels	H	Listed on National Register
5CC.701	King Solomon	HA	Officially not eligible
5CC.703	Buley	HA	Officially not eligible
5CC.704	Little Richard	HA	Officially not eligible
5CC.705	West Gold	HA	Officially needs data
5CC.711	Molly Fisher	HA	Officially not eligible
5CC.713	Grizzly	HA	Officially not eligible
5CC.715		HA	Officially not eligible
5CC.720	Lower Barbour	HA	Officially not eligible
5CC.721	Beaver	HA	Officially not eligible
5CC.722	Sapphira	HA	Field not eligible
5CC.723.1	Lake Edith Road	HA	Officially not eligible
5CC.746		A	Officially eligible
5CC.747		A	Officially eligible
5CC.749		A	Officially not eligible
5CC.751		HA	Officially not eligible
5CC.752		HA	Officially not eligible
5CC.753		HA	Officially not eligible
5CC.754		A	Officially not eligible
5CC.755		A	Officially not eligible
5CC.76	Argo Tunnel and Mill, Newhouse Tunnel	H	Listed on National Register
5CC.760		A	Officially not eligible
5CC.761		HA	Officially not eligible
5CC.762		HA	Officially not eligible
5CC.788		A	Field not eligible
5CC.790		A	Officially not eligible
5CC.791.1	Highline Wagon Road	HA	Officially eligible
5CC.792	Kearney Gulch Saw Mill and Access Road	HA	Officially not eligible
5CC.794			Field not eligible
5CC.795	Old Rackensack Mine	HA	Field not eligible
5CC.8	Hotel De Paris	H	Listed on National Register
5CC.813	Midnight	HA	Officially not eligible
5CC.817	Golden Leaf	HA	Officially not eligible
5CC.818	Golden Dust Man	HA	Officially not eligible
5CC.819	Cliff Mine	HA	Officially not eligible
5CC.820	James Bell	HA	Officially not eligible
5CC.821	Gardner Placer	HA	Officially not eligible
5CC.824	Ontario and Hummingbird	HA	Officially not eligible
5CC.825	Esperanza	HA	Officially not eligible
5CC.826		HA	Officially not eligible

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Site Number	Site Name	Type	NRHP Eligibility Status
5CC.827	Stump	HA	Officially not eligible
5CC.828	Unidentified Mine Claim	HA	Officially not eligible
5CC.830	Unidentified Mine Site	HA	Officially not eligible
5CC.832	Phoenix	HA	Officially not eligible
5CC.833	Florence, Golden Gate	HA	Officially not eligible
5CC.835	Lucky Boy Group	HA	Officially not eligible
5CC.836		HA	Officially not eligible
5CC.849		A	Field not eligible
5CC.850		A	Field not eligible
5CC.859	B.P.O.Elks Lodge #607	H	Listed on the State Register
5CC.861.4	Georgetown, Argentine & Snake River	HA	
5CC.861.5	Georgetown, Argentine & Snake River	HA	
5CC.861.6	Georgetown, Argentine & Snake River	HA	
5CC.861.7	Georgetown, Argentine & Snake River	HA	
5CC.863		HA	Field not eligible
5CC.864		HA	Field not eligible
5CC.87	Masonic Hall	H	Within NR district
5CC.871	Stone Cabin		
5CC.884		HA	Field not eligible
5CC.889		HA	Field not eligible
5CC.890	Colorado Central Mill	HA	Field eligible
5CC.891	Equator Mine Portal	HA	Field eligible
5CC.892	Marshall Ore Chute	HA	Field not eligible
5CC.893	Mine Site 26	HA	Field not eligible
5CC.894	Meadow Cabin	HA	Field not eligible
5CC.895	Aqueduct to Marshall Tunnel	HA	Field eligible
5CC.896		HA	Field not eligible
5CC.899	Sporting Times Mine	HA	Field eligible
5CC.9	Georgetown Loop Railroad	H	Listed on National Register
5CC.9.1	Colorado & Southern Engine No. 9 & Tender (rolling stock)	H	Listed on State Register
5CC.9.2	Colorado & Southern Business Car No. 911 (rolling stock)	H	Listed on State Register
5CC.9.3	Colorado & Southern Baggage—Mail Car No. 13 (rolling stock)	H	Listed on State Register
5CC.9.4	Colorado & Southern Passenger Coach No. 76 (rolling stock)	H	Listed on State Register
5CC.900	Hidden House Mine	HA	Field not eligible
5CC.908	Comet Shaft	HA	Field eligible
5CC.909	Log Timbered Shaft House	HA	Field not eligible
5CC.910	Large Log Building	HA	Field not eligible
5CC.911		HA	Field not eligible
5CC.912	Sagging Shaft House	HA	Field not eligible

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Site Number	Site Name	Type	NRHP Eligibility Status
5CC.913	Magnet Mine Complex	HA	Field eligible
5CC.914	Orange Waste Pile	HA	Field not eligible
5CC.915	White Russian	HA	Field not eligible
5CC.916	Big Timber Mine	HA	Field not eligible
5CC.917	Double Portal Mine	HA	Field not eligible
5CC.918	Aspen Saddle Cabin	HA	Field not eligible
5CC.919	Number 33 Modern Mine	HA	Field not eligible
5CC.920	Lone Cabin	HA	Field not eligible
5CC.921	30/30 Log Cabin	HA	Field not eligible
5CC.922	Saxon City	HA	Field eligible
5CC.923	Ore Cart Mine	HA	Field not eligible
5CC.924	Magnet Ravine Cabin A	HA	Field not eligible
5CC.925	Magnet Ravine Cabin B	HA	Field not eligible
5CC.926	Joe Schlaks Cabin	H	Field not eligible
5CC.927	Lower Beaver Creek Cabin	HA	Field not eligible
5CC.928	Upper Beaver Creek Cabin	HA	Field not eligible
5CC.929	Old Shaft House	HA	Field not eligible
5CC.930	Powerline Log Cabin	HA	Field not eligible
5CC.931	Nc.7 Mine & Cabin	HA	Field not eligible
5CC.932	Square Cabin With Adit	HA	Field not eligible
5CC.933	L-Shaped Cabin and Mine	HA	Field not eligible
5CC.934	Rocky Mine	HA	Field not eligible
5CC.935	Drafty Cabin	H	HA
5CC.936	The White Boot Mine, The Comet Mine	HA	Field eligible
5CC.937	Spring Shed	H	HA
5CC.938	Broken Ore Cart Mine	HA	Field not eligible
5CC.939	Vista Mine	HA	Field not eligible
5CC.940	2 Mile Mine	HA	Field not eligible
5CC.941	Highway Mine, Maud S. Mine	HA	Field not eligible
5CC.942	Edgar Tunnel	HA	Field not eligible
5CC.943	Junction Mine	HA	Field not eligible
5CC.944	Willow Gulch Gated Adit	HA	Field not eligible
5CC.945	Gable Cabin, Shed Cabin	H	HA
5CC.947		HA	Field not eligible
5CC.948	Sceptre Mine Complex	HA	Field eligible
5CC.949	Queen Cabins	HA	Field eligible
5CC.950	Cabins to the South of Magnet Mine—Mar	HA	Field eligible
5CC.966	Bryan Hose House, Sunny Side Hose House	H	Listed on National Register
5CC.967	Hose House No. 2, West End Hose House, 6 th	H	Listed on National Register
5CC.985	Darragh Placer	HA	Officially eligible
5CC.988	Kirtley Mine Tailing Pile	HA	Officially eligible
5CC.989		HA	Officially eligible

If the eligibility column is blank, it means that the OAHF file search listed no recommendations or official status for the resource. Site number contains an abbreviation indicating the county: **CC**=Clear Creek.

Listing type abbreviations: **H** = Historic; **A** = Archaeological; **HA** = Historic, Archaeological; **HD** = Historic District; **NR** = National Register

Sites containing blue shading have point numbers directly tied to the Georgetown-Silver Plume National Historic Landmark District (5CC.3). Sites containing green shading are believed to be located within the Georgetown-Silver Plume Historic District based on information provided by the Clear Creek County Archivist on September 20, 2004.

Site Number	Site Name	Type	NRHP Eligibility Status
5CC.990		HA	Officially eligible
5CC.991		HA	Officially eligible
5CC.992		HA	Officially eligible
5CC.993		HA	Officially eligible
5CC.994	Farwell Reduction Works, Smelter	HA	Officially eligible
5CC.995	Guanella Pass Road	HA	Officially not eligible
5CC.996		HA	Officially not eligible

4.5.3 NRHP Listed or Eligible Properties Identified from File Search

As a result of the OAHF file search, a number of properties were identified as NRHP or SRHP listed or eligible. For Clear Creek County, these properties are identified in Table 4-12.

Sites containing blue shading have point numbers directly tied to the Georgetown-Silver Plume National Historic Landmark District (5CC.3). Sites containing green shading are believed to be located within the Georgetown-Silver Plume Historic District based on information provided by the Clear Creek County Archivist on September 20, 2004

Clear Creek County historic districts and individual properties identified on Table 4-12 that are located within 500 feet on either side of I-70 are discussed on the pages following the table to give the reader a better sense of the variety, qualities, and characteristics of the historic properties in the Corridor.

The currently identified historic districts in the Clear Creek County portion of the Corridor are from the historic period, representing mining and mining-related settlement and the development of tourism and outdoor recreation. These historic districts are Georgetown-Silver Plume National Historic Landmark District (NHL District) (5CC.3) and Idaho Springs Commercial District (5CC.201).

Due to the complexity of historic districts and properties within Clear Creek County, this section is divided into three geographic areas: properties located within the boundaries of the Georgetown-Silver Plume NHL District, properties located within the town of Idaho Springs, and properties located in the remainder of the Corridor within Clear Creek County (see Figure 4-1).

Table 4-12. Clear Creek County NRHP and State Listed or Eligible Properties from OAHF File Search

Site Number	Site Name	Type	Eligibility Status
5CC.11	McClellan House	Historic	Listed on National Register Within NR district
5CC.12	Alpine Hose Company No. 2	Historic	Listed on National Register Within NR district
5CC.13	Toll House, Mine Managers House, Julius G. Pohle House	Historic	Listed on National Register Within NR district
5CC.15	Evans Elbert Ranch	Historic	Listed on National Register Within NR district
5CC.165	Dunderberg Mine	Historical Archaeology	Field not eligible Contrib. to NR Dist.
5CC.173.1	Argentine Central Railroad (Portion Within NHL District)	Historical Archaeology-Historic	Officially eligible
5CC.173.2	Argentine Central Railroad (Portion Outside of NHL District)	Historical Archaeology-Historic	Officially eligible
5CC.181	Lawson School	Historic	Officially eligible
5CC.194	Squaw Mountain Fire Lookout Complex	Historic	Listed on the State Register
5CC.201.0	Idaho Springs Commercial District	Historic District	Field eligible
5CC.201.35	Colorado & Southern Build	Historic	?
5CC.229	Charlie Tayler Water Wheel	Historic	Listed on the State Register
5CC.231	Miner Street Bridge, Bridge Over Clear Creek	Historic	Listed on National Register
5CC.241	Methodist Episcopal Church	Historic	Listed on National Register
5CC.247	John Owen House	Historic	Officially eligible
5CC.3	Georgetown-Silver Plume Historic District	Historic District	Listed on National Register as NHL district
5CC.3.10	Bowman-White House	Historic	Within Georgetown-Silver Plume NHL District
5CC.3.100	Pelican Mine	Historic	Within Georgetown-Silver Plume NHL District
5CC.3.101	Dives Mines	Historic	Within Georgetown-Silver Plume NHL District
5CC.3.102	Griffin Monument	Historic	Within Georgetown-Silver Plume NHL District
5CC.3.103	Seven-Thirty Mine	Historic	Within Georgetown-Silver Plume NHL District
5CC.3.105	Silver Plume Cemetery	Historic	Within Georgetown-Silver Plume NHL District
5CC.3.106	Silver Plume Schoolhouse	Historic	Within Georgetown-Silver Plume NHL District
5CC.3.107	Dunderberg Mine	Historic	Within Georgetown-Silver Plume NHL District
5CC.3.108	Burleigh Tunnel Mine	Historic	Within Georgetown-Silver Plume NHL District
5CC.3.109	Bailey & Nott House—Maxwell House	Historic	Within Georgetown-Silver Plume NHL District
5CC.3.110	First United Presbyterian	Historic	Within Georgetown-Silver Plume NHL District
5CC.3.111	Georgetown School	Historic	Within Georgetown-Silver Plume NHL District

Site Number	Site Name	Type	Eligibility Status
5CC.3.113	Wiseman Building	Historic	Within Georgetown-Silver Plume NHL District
5CC.3.120	International Mercantile	Historic	Within Georgetown-Silver Plume NHL District
5CC.3.121	Cushman Opera House—Cushman Block—Silver Queen Building	Historic	Within Georgetown-Silver Plume NHL District
5CC.3.13	Pollard House—Lee House	Historic	Within Georgetown-Silver Plume NHL District
5CC.3.135	John Church House—Church—Hamilton House	Historic	Within Georgetown-Silver Plume NHL District
5CC.3.14	Peedie House	Historic	Within Georgetown-Silver Plume NHL District
5CC.3.140	Morris House—De Pew House	Historic	Within Georgetown-Silver Plume NHL District
5CC.3.146	Mendenhall House—Pierson House	Historic	Within Georgetown-Silver Plume NHL District
5CC.3.151	Grandma McClellan House	Historic	Within Georgetown-Silver Plume NHL District
5CC.3.152	Alpine Inn—Georgetown Depot	Historic	Within Georgetown-Silver Plume NHL District
5CC.3.153	Mahany Building—BOB (Burned out Building)	Historic	Within Georgetown-Silver Plume NHL District
5CC.3.154	N/A	Historic	Within Georgetown-Silver Plume NHL District
5CC.3.216	The Barn	Historic	Within Georgetown-Silver Plume NHL District
5CC.3.217	Mendota Mine	Historic	Within Georgetown-Silver Plume NHL District
5CC.3.219	Georgetown Water Works	Historic	Within Georgetown-Silver Plume NHL District
5CC.3.220	Chicago Lake Wagon Road	Historical Archaeology	Within Georgetown-Silver Plume NHL District
5CC.3.221	Colorado Central Railroad Grade	Historical Archaeology-Historic	Within Georgetown-Silver Plume NHL District
5CC.3.222	Haskins House	Historic	Within Georgetown-Silver Plume NHL District
5CC.3.230	Grace L. Ferguson Cottage	Historic	Within Georgetown-Silver Plume NHL District
5CC.3.273	N/A	Historic	Within Georgetown-Silver Plume NHL District
5CC.3.30	Thomas Cornish House	Historic	Within Georgetown-Silver Plume NHL District
5CC.3.355	N/A	Historic	Within Georgetown-Silver Plume NHL District
5CC.3.356	Mine Site #7, South of Loop Valley	Historical Archaeology	Within Georgetown-Silver Plume NHL District
5CC.3.357	Major Mine	Historical Archaeology	Within Georgetown-Silver Plume NHL District
5CC.3.358	Wide West Mine	Historical Archaeology	Within Georgetown-Silver Plume NHL District
5CC.3.359	Encampment	Historical Archaeology	Within Georgetown-Silver Plume NHL District

Site Number	Site Name	Type	Eligibility Status
5CC.3.383	Welch Mine, Youngs Cabin	Historic	Within Georgetown-Silver Plume NHL District
5CC.3.384	Stone Cabin	Historical Archaeology	Within Georgetown-Silver Plume NHL District
5CC.3.55	Masonic Hall	Historic	Within Georgetown-Silver Plume NHL District
5CC.3.61	Streeter-Rutledge House	Historic	Within Georgetown-Silver Plume NHL District
5CC.3.70	Robeson House—Bolander House	Historic	Within Georgetown-Silver Plume NHL District
5CC.3.76	Old Missouri Fire House	Historic	Within Georgetown-Silver Plume NHL District
5CC.3.81	Stable Building—Miner's Office	Historic	Within Georgetown-Silver Plume NHL District
5CC.3.82	J.T. & R.P. Reynolds House—Miner's Office—Goat House	Historic	Within Georgetown-Silver Plume NHL District
5CC.3.88	Mundy's Store—Neuman & Sprankle Building	Historic	Within Georgetown-Silver Plume NHL District
5CC.3.89	Silver Plume Methodist Church	Historic	Within Georgetown-Silver Plume NHL District
5CC.3.90	Morganthau Store—Stevens & Rowe Building—Stone Building	Historic	Within Georgetown-Silver Plume NHL District
5CC.3.91	Silver Plume Hose Co. and City Hall	Historic	Within Georgetown-Silver Plume NHL District
5CC.3.92	Silver Plume Jail	Historic	Within Georgetown-Silver Plume NHL District
5CC.3.93	Buckley House	Historic	Within Georgetown-Silver Plume NHL District
5CC.3.94	St. Patrick's Catholic Church	Historic	Within Georgetown-Silver Plume NHL District
5CC.3.95	Clair Hall — Silver Plume Large Town Hall	Historic	Within Georgetown-Silver Plume NHL District
5CC.3.96	Silver Plume Bandstand	Historic	Within Georgetown-Silver Plume NHL District
5CC.3.97	Knights of Pythias Hall	Historic	Within Georgetown-Silver Plume NHL District
5CC.3.99	Diamond Tunnel	Historic	Within Georgetown-Silver Plume NHL District
5CC.328	Big Five Mines	Historical Archaeology	Officially eligible
5CC.389	Multicomponent Site	Archaeological historic	Officially eligible
5CC.4	Silver Plume Depot	Historic	Listed on National Register
5CC.427.1	Colorado Central Railroad Grade	Historical Archaeology-Historic	Officially eligible
5CC.432	Dunkirk	Historic	Contrib. to Officially elig. dist.
5CC.433	Peralto	Historic	Contrib. to Officially elig. dist.
5CC.434	E.K. Baxter	Historic	Contrib. to Officially elig. dist.
5CC.435	N/A	Historic	Contrib. to Officially elig. dist.

Site Number	Site Name	Type	Eligibility Status
5CC.436	Aunt Jack	Historic	Contrib. to Officially elig. dist.
5CC.437	Kirklington	Historic	Contrib. to Officially elig. dist.
5CC.438	N/A	Historic	Contrib. to Officially elig. dist.
5CC.439	Loranzie	Historic	Contrib. to Officially elig. dist.
5CC.440	Diamond Millsite	Historic	Contrib. to Officially elig. dist.
5CC.461	Georgetown Hydroelectric	Historic	Officially eligible
5CC.461.1	Georgetown Hydroelectric Plant and Penstock	Historic	Contrib. to Officially elig. dist.
5CC.461.3	Georgetown Forebay Dam and Reservoir	Historical Archaeology	Contrib. to Officially eligible district
5CC.5	Grace Episcopal Church	Historic	Listed on National Register
5CC.545	Anne Evans Mountain Home, Evans-Mayer Mountain Home	Historic	Listed on National Register
5CC.571	No Name	Historical Archaeology	Officially eligible
5CC.585	Camp Wilaha	Historical Archaeology	Officially eligible
5CC.597	No Name	Historical Archaeology	Officially eligible
5CC.633	Turntable Bridge	Historic	Officially eligible
5CC.64	Hamill House	Historic	Listed on National Register
5CC.653	Idaho Springs Ranger Station Historic District	Historic	Officially eligible
5CC.654	Dumont School	Historic	Officially eligible
5CC.67	Ptarmigan Site	Archaeological	Officially eligible
5CC.68	Ore Processing Mill, Lebanon Mill	Historic	Listed on National Register
5CC.7	Lebanon and Everett Mine Tunnels	Historic	Listed on National Register
5CC.746	No Name	Archaeological	Officially eligible
5CC.747	No Name	Archaeological	Officially eligible
5CC.76	Argo Tunnel and Mill, Newhouse Tunnel	Historic	Listed on National Register
5CC.791.1	Highline Wagon Road	Historical Archaeology	Officially eligible
5CC.8	Hotel De Paris	Historic	Listed on National Register
5CC.859	B.P.O.Elks Lodge #607	Historic	Listed on the State Register
5CC.87	Masonic Hall	Historic	Within NR district
5CC.9	Georgetown Loop Railroad	Historic	Listed on National Register
5CC.966	Bryan Hose House, Sunny Side Hose House	Historic	Listed on National Register
5CC.967	Hose House No. 2, West End Hose House, 6th	Historic	Listed on National Register
5CC.985	Darragh Placer	Historical Archaeology	Officially eligible
5CC.988	Kirtley Mine Tailing Pile	Historical Archaeology	Officially eligible
5CC.989	No Name	Historical Archaeology	Officially eligible
5CC.990	No Name	Historical Archaeology	Officially eligible
5CC.991	No Name	Historical Archaeology	Officially eligible

Site Number	Site Name	Type	Eligibility Status
5CC.992	No Name	Historical Archaeology	Officially eligible
5CC.993	No Name	Historical Archaeology	Officially eligible
5CC.994	Farwell Reduction Works, Smelter	Historical Archaeology	Officially eligible

4.5.3.1 Georgetown-Silver Plume National Historic Landmark District (5CC.3)

The Georgetown-Silver Plume NHL District represents one of the most scenic and historic of all of Colorado’s mining districts. Figure 4-2 provides historic photographs for Georgetown in 1901 and in 1999. Gold was first discovered along Clear Creek in 1859 and resulted in Georgetown’s first boom. Prospectors moved into the area establishing satellite villages such as Silver Plume. The area also became the center of the silver craze of 1867. The district was listed on the NRHP as a National Landmark on November 13, 1966, under all four criteria:

- It is significant under NRHP Criterion A for its associations to the early mining history of Colorado.
- Some of the elements within the NHL District are also considered significant for the associations with persons of note (Criterion B).
- There are architectural values in the Landmark (Criterion C).
- Information contained in other features of the Landmark is important to history (Criterion D).

The Georgetown-Silver Plume NHL District includes many contributing and noncontributing resources. To date, 452 individual properties have been recorded within the district boundaries. Most of these, however, have not been formally evaluated regarding their individual eligibility or contributing status within the NHL District. The file search results identified 58 listed or eligible resources that carry associated point numbers connected to the NHL District and 28 additional sites with separate numbers located within the NHL District.

The Georgetown-Silver Plume NHL District includes the entire commercial and residential areas of both the Georgetown and Silver Plume communities, as well as the Georgetown Loop Railroad grade between them. The Victorian homes and buildings represent the peak of the silver mining industry from 1885 to 1905. The Georgetown Loop Railroad was an engineering marvel of the late nineteenth century when it was built. After the line was abandoned and the tracks removed before World War II, it sat derelict until the 1970s when the historic rail line was rebuilt as a tourist attraction.

The following properties are contributing elements and individually eligible properties within the boundaries of the Georgetown-Silver Plume NHL District.

The Bowman-White House (5CC.3.10). The Bowman-White House is an example of the architectural styles of the late nineteenth century, particularly Gothic Revival and Italianate. The Bowman-White House is also considered important for its associations with the Bowman family. It is currently used as museum. The house is located within the Georgetown-Silver Plume NHL District but has not been officially determined to be either individually eligible or a contributing

element of the landmark. The field recorder indicated that the property contributes to the significance of the NHL district and is eligible. If the property is considered to be eligible, that eligibility would be under Criteria B and C.

Dunderberg Mine (5CC.3.107). The Dunderberg Mine was one of the largest producing silver mines within the Georgetown-Silver Plume Historic District. It is located on the south slope of Republican Mountain in the Brown Gulch area above and northwest of Silver Plume. It was patented in 1868, and by 1914 it was operated as part of the Terrible Mine. In 1990, the Colorado Mined Land Reclamation Division of the Inactive Mine Program sealed one adit (horizontal entrance to a mine) and two stopes (excavations from which ore has been removed in a series of steps) on the Dunderberg claim. As a result of a subsequent reevaluation of this property, it was officially determined on June 5, 2000, that it is not individually eligible for the NRHP; however, it was officially determined to be a contributing element to the Georgetown-Silver Plume NHL District on June 13, 1990.

Burleigh Tunnel and Mine (5CC.3.108). The property is located at the west end of Silver Plume on Main Street. It is one of dozens of mines that made a substantial contribution to the growth and development of the Georgetown-Silver Plume Historic District. Starting in 1868, the claim was mined by the Burleigh Mining Company of Massachusetts with the purpose of recovering ore and promoting steam and air drills invented by Charles H. Burleigh. The Burleigh drill was significant for its contribution to the mining industry of the day and greatly facilitated the excavation of the Burleigh Tunnel. Because of its close proximity to the town of Idaho Springs, the tunnel and adit continue to attract numerous visitors. In 1990, the Colorado Mined Land Reclamation Division of the Inactive Mine Program placed a locking gate over the adit openings. This property is considered eligible as a contributing element to the Georgetown-Silver Plume NHL District.

Mendota Mine (5CC.3.217). The Mendota Mine is located west of Silver Plume and the Burleigh Tunnel and Mine. It is one of the mines that contributed to the growth and development of the Georgetown-Silver Plume Historic District. The Mendota veins (101 to 112) were all fissures 3 to 5 feet wide with an 8-inch pay vein. The claims producing gold, silver, lead, and zinc were patented by 1865. A mill on the site was torn down and rebuilt in 1922. A reevaluation of the veins in 2000 indicated that all the veins would be backfilled except 101, 102, 104, and 112; these would be closed with grates. In addition, the boiler on 105 was to be stabilized by construction. The Mendota Mine is considered eligible as a contributing element to the Georgetown-Silver Plume NHL District.

Georgetown Loop Railroad (5CC.9). The Georgetown Loop Railroad is located between Georgetown and Silver Plume. It is 2.75 miles in length and was built in 1884 by the Colorado Central to connect the towns of Georgetown and Silver Plume. The Union Pacific's chief engineer, Jacob B. Blikensderfer, Jr., designed the loop. He solved the problem of the impossible increase in grade between Georgetown and Silver Plume by "forming two hairpin turns and then looping the track over itself before continuing out of the tight confines of Devil's Gate" (Colorado Historical Society). The high bridge over Devil's Gate was dismantled in 1939. The concept of the Georgetown Loop Historic Mining and Railroad Park was developed by James Grafton Rogers and made possible after the donation of substantial mining properties by Stanley T. Wallbank. The Colorado Historical Society from 1983 to 1984 restored the Loop, and it is

currently in use during the summer months as a tourist attraction. It is within the Georgetown-Silver Plume NHL District created in 1966. The railroad is considered significant under Criteria A and C.

Argentine Central Railroad Bed (5CC.173.1). Edmond Wilcox built the Argentine Central Railroad in 1905. It was planned to serve mines in the Waldron and Sidney area and, because of its incredible views of the Continental Divide, it soon became a favorite with tourists to the region. After the line was abandoned and the tracks removed, it was used by the US Forest Service (USFS) as a backcountry road, its current use. The portion with the Georgetown-Silver Plume NHL District is considered to be a contributing part of the landmark, and the property is considered eligible under Criteria A and C.

Silver Plume Depot (5CC.4). The Silver Plume Depot was constructed in 1884 and is within the Georgetown-Silver Plume NHL District. It is a frame structure consisting of the depot area, living quarters, and freight house. A freight platform was attached. Iron columns support the associated wood water tank and the tank is spring fed. The Silver Plume wye track connection¹ with the Argentine Central was located three-tenths of a mile west of the depot.

With the construction of I-70 during the 1960s, the depot was relocated. As a result of the Colorado Historical Society's restoration of the Georgetown Loop Railroad, the depot was restored in 1984. Improvements included the addition of parking and landscaping, as well as a permanent maintenance facility for the railroad. The depot has been officially listed in the NRHP, under Criterion A, for its associations with the development of the Clear Creek transportation network during the late nineteenth century.

Turntable Bridge (5CC.633). The Turntable Bridge was built in 1882 by the Passaic Rolling Mill Company from Patterson, New Jersey. It was a replacement bridge installed in 1905. The OAHF files do not indicate where it was originally installed. It is a single-span steel truss bridge with wooden transverse members. It is located on stone abutments with concrete infill. In 1970 it was installed over Clear Creek about one-quarter of a mile east of Silver Plume as part of the restoration of the Georgetown Loop. It was officially determined eligible for inclusion in the NRHP on September 20, 1993, under Criterion C for its architectural and engineering values.

Lebanon Mill (5CC.68). The Lebanon Mill (Ore Processing Mill and Dam) is located adjacent to I-70, about 1 mile southwest of Georgetown. The mill, patented in 1872, is a two-story wooden structure built on a wood frame and measuring 30 by 60 feet. The lower level contains a receiving room from which ore was carried by elevator to the second floor where it was crushed by a jaw crusher, sampled, and sacked. The mill employed an automatic sampling system, considered innovative at the time that it was installed. Machinery was driven by a horizontal water wheel, which is buried beneath earth and water. The structure of the mill has deteriorated over the years, but the basic framework is sound. None of the original mill equipment remains onsite. The milldam spanned Clear Creek; although it is gone, evidence of its foundation is visible. Archaeological investigations on the site in 1970 exposed foundations of a blacksmith shop and two small buildings believed to be miner's cottages. Few mills of this size survived

¹ NOTE: A wye is a three-pronged turning track arrangement where a train or locomotive moves through the wye out onto one leg, the switch is thrown, the locomotive moves backwards on one leg through another switch, and then pulls forward down the opposite side through the final switch and it is turned and facing the opposite direction.

after 1880, and it is unknown when the mill ceased operation. The mill has been operated in recent years and is one of the few remaining structures of its type and size in Colorado. According to the nomination form on file at the OAHF and dated 1971, the ore processing mill and dam were to be restored as one element of the Georgetown Loop Railroad restoration. A reevaluation form was not available in the OAHF files. It is within the Georgetown-Silver Plume NHL District and as such is eligible as a contributing element to the district. In addition, it has been listed on the NRHP as individually eligible under Criterion A.

Lebanon and Everett Mine Tunnels (5CC.7). The Lebanon and Everett Mine Tunnels are located within the Georgetown-Silver Plume Historic District and are located on Republican Mountain, 1 mile south of Georgetown. The Lebanon claim was located and patented in 1865; the Lebanon Tunnel was started in 1870. The vein was from a fissure about 6 to 10 feet wide. The Everett Lode was from a fissure 4 to 8 feet in width; neither the Lebanon nor Everett tunnels ever encounter this lode. The Lebanon group of lodes is a network of branching and crossing lodes running in an east-northeast direction. This set of properties is considered eligible as a contributing element to the Georgetown-Silver Plume NHL District, under NRHP Criterion A.

Toll House, Mine Manager's House, Julius G. Pohle House (5CC.13). Site 5CC.13 consists of two structures: the main house and an outbuilding. This set of structures is located outside Georgetown along I-70. An unknown builder built both structures in 1878. The main house is a one and one-half story cottage with Gothic Revival elements. The exterior was made of brick with some decorative woodwork. The cottage has an intersecting gabled roof with scalloped wood shingles. The outbuilding is also made of stone and brick.

The land on which the Toll House and outbuilding are located has no integrity of setting or location. Early records, based on a legal description for the parcel of land that Henry Crow acquired from the Town of Georgetown in 1874, indicate an irregularly shaped, 5-acre parcel. The NRHP inventory nomination form locates the Toll House with a single intersection on a 1:24000 scale USGS map subsequent to CDOT's purchase of the property for the original I-70 right-of-way. CDOT has an occupancy and use agreement with the Colorado Historical Society from 1984 that describes a 0.5-acre parcel, "tract D" as a site for the "restoration, rehabilitation and maintenance of the old 'TOLL HOUSE'." This set of structures is located within the Georgetown-Silver Plume NHL District and as such is eligible as a contributing element to the District. In addition, it has been listed on the NRHP as individually eligible under Criterion C for its architectural values.

Farwell Reduction Works Smelter (5CC.994). The Farwell Reduction Works Smelter is located at the base of Leavenworth Mountain directly above Clear Creek on the southwestern outskirts of Georgetown. It was recorded by SWCA Inc. Environmental Consultants in 1998. Five features onsite include the main building (Feature 1), the assay house (Feature 2), two privies/depressions (Features 3 and 4), and a retaining wall (Feature 5). Feature 1 appears to have been associated with water-related mining reduction of ore, and it follows the contour of the mountainside. Numerous other walls are also present. There are also some remains of large industrial equipment. Fragments of glass, ceramics, and nails were also found in association with the features. There does appear to be potential for buried deposits within the privy features and below the structure. Although some spray paint was found on the walls and bricks have been

removed to make fire rings, the integrity of the property is still intact. It has been officially determined eligible for inclusion in the NRHP under Criterion A.

4.5.3.2 Town of Idaho Springs

Idaho Springs Commercial District (5CC.201). Thirty-six properties are included in the Idaho Springs Commercial District. Many of the recorded properties have not been evaluated for NRHP status or have been identified as needing more data. The currently defined Idaho Springs district is located north of and overlooks I-70. The district contains various late nineteenth century commercial buildings focused on Main Street. Today many of the businesses are service- and tourist-oriented and rely on both local and visitor traffic. Figure 4-3 provides historic photographs for Idaho Springs in the 1880s and in 1999.

Big Five Mines (5CC.328). These mines are dispersed in various locations along the north and south sides of Clear Creek, south of Idaho Springs, between Chicago Creek on the east and a concrete tunnel under I-70. It consists of mine waste piles on both sides of Clear Creek Canyon on a slope above an alluvial terrace. The mine portal is located at the base of the hill on the north side of the creek. It encompassed several miles and had been operating since the 1880s. The Big Five Tunnel, Ore Reduction and Transportation Company was organized in 1900. The historic mine operation constructed a tramway tunnel to haul ore east from the mine portal to the mills near the mouth of Chicago Creek. Gordon Tucker of Golder and Associates reevaluated a portion of the site in 1998. The western edge of the property had been affected by highway construction and portions of the tramway have collapsed into Clear Creek. Remnants of an iron bridge that may have carried the tramway over Clear Creek have been piled next to a chain-link fence at the east end of the north waste pile. The mine was officially determined NRHP-eligible on August 6, 1998, under Criteria A and C. The intrinsic value of this site is in the history, not in the physical remnants. Site cleanup was conducted under the Superfund program, which included construction of retaining walls for the tailing piles and capping of toxic waste material.

Darragh Placer (5CC.985). The Darragh Placer is located along the south side of Clear Creek at the west end of Idaho Springs and about 1,500 feet west of the Clear Creek Ranger Station. Gordon Tucker with Golder and Associates, Inc. originally recorded it in 1998. The property consists of a placer mine with associated mining tailings. It most likely dates to between 1860 and 1900 and predates the Big Five Mine South Waste Pile (5CC.328) located to the south and overlying the Darragh tailings. A steep cut bank and large depressions onsite are the result of scooping out gravel on the south side of Clear Creek. The property was officially determined eligible for the NRHP under Criterion A on August 6, 1998. The property is significant because it is in relatively good condition and illustrates late nineteenth century placer mining techniques.

Hose House No. 2, West End Hose House, 6th and Colorado Hose House (5CC.967). Hose House No. 2 is located at 600 Colorado Boulevard in Idaho Springs. The house was built as one of three small hose houses constructed to support the larger Central Hose House located in the downtown commercial area. Architecturally, it is an example of the Late Victorian style and has a stone foundation and brick wall exterior. It was built in 1882 to house the fire hose cart associated with early volunteer fire fighting efforts at the west end of Idaho Springs. It is a one-story structure with a flat roof and a concrete interior floor. It ceased to function as a working hose house in 1929 and has since been used as a storage facility for antique fire fighting equipment. The hose house was listed on the NRHP on March 19, 1998. It is significant under

Criterion C for its architectural values; it is a building type associated with a period of construction. It is also significant for its association with early efforts of Idaho Springs residents to provide basic community services and infrastructure (Criterion A).

Miner Street Bridge (5CC.231). The Miner Street Bridge is located on the east side of Idaho Springs over Clear Creek. Kuyes and Work built it in 1901–1902. It features a wide roadway with cantilevered sidewalks. It is technologically notable for its skewed design; its unequally sloped end posts present a peculiar asymmetrical profile. It is one of the oldest pony trusses left in Colorado and is unusual because of its wide roadway, tapered builtup floor beams and cantilevered sidewalks with decorative cast iron newel posts. It is significant as an early small-span roadway bridge and is still maintained and in use today. The bridge has been officially listed on the NRHP under Criterion C.

Charlie Tayler Water Wheel (5CC.229). The Charlie Tayler Water Wheel is located along Clear Creek below Bridal Veil Falls on the south side of I-70. It measures 30 feet in diameter and weighs about 3 tons. It was originally part of Charlie Tayler’s series of five-stamp Ute Creek mills that were used in the processing of ores from the late 1800s until 1940. Tayler owned a gold claim about 2 miles up Ute Creek, a tributary to Chicago Creek south of Idaho Springs. It was built in pieces and hauled to the site on Ute Creek where it was assembled. Water from Ute Creek was diverted to drive the wheel. It was moved from its original location to its current location in 1948 as a community project when it was given to the city of Idaho Springs. In 1973 and 1974, the city of Idaho Springs and AMAX, Inc. rebuilt the wheel. It was again repaired in the 1970s and 1980s when volunteers rehabilitated the water wheel. This property has been listed on the Colorado State Register of Historic Places.

Colorado & Southern Railroad (5CC.9.1–5CC.9.4). These CRHP site numbers represent a set of rolling stock of the Colorado & Southern Railroad (5CC.9.1–5CC.9.4). These Colorado Historical Society owned train cars are currently located at the Silver Plume Depot (5CC.4) and can be moved outside any area of potential impact.

4.5.3.3 Remainder of Clear Creek County

Lawson School (5CC.181). Site 5CC.181 is the Lawson School, a wood-frame schoolhouse constructed in 1878. The structure is of a vernacular style, combining elements of simple Gothic construction with more ornate segmental pedimentation. A small shed addition was later added to the west side of the structure. When this school was recorded in November 1982, a wooden sign reading, “Public School Dist. No. 10 1878” hung over the main entrance. The Lawson School was assessed as officially eligible for the NRHP on October 24, 1989.

Dumont School (5CC.654). The local community built the Dumont School in 1909, and it served the educational needs of the area until 1959. The impressive structure is an interesting local expression of the Italian Renaissance style. This facility is listed under Rural School Buildings in Colorado Multiple Property Submission (Criterion C).

Multicomponent Site (5CC.389). This site contains both prehistoric and historic components and is located on a terrace remnant between Clear Creek and a high ridge. The Colorado Department of Highways recorded it during the survey of Highway Project IR-70-3(154) Twin Tunnels East. The prehistoric component is located on the southwest end of the site, while two

historic stone foundations are located on the northeast end of the site. The prehistoric component consists of a campsite with intact Middle and/or Late Archaic Period (5000–2000 BP) and Late Prehistoric (1900–1000 BP) components. Test excavations found that the soil is rich in ash and charcoal. One test unit yielded a corner-notched projectile point and a cord-marked ceramic sherd at 50 centimeters (cm) below the ground surface. Bone and fragmented corner-notched projectile points were also found in a second test unit at a depth of 70 cm below ground surface. The historic component consists of at least one and possibly two stone foundations or enclosures. The walls are of dry laid stone built into the terminus of the ridge. Wooden planks, possibly from roof fall, are present on the interior of the structure. Although the historic component of the site does not appear to be significant, the prehistoric component was officially determined eligible under Criterion D on October 12, 1990. Testing indicated that there are intact deposits that may yield information regarding subsistence and settlement information, as well as chronological data. A reevaluation of the site in 1999 during the survey for the Adesta Communications Fiber Optic System found no changes in the condition of the site.

4.5.4 Local Input and Windshield Survey Results

Local input and windshield survey results for Clear Creek County are summarized on Table 4-13. The following briefly describes the resources identified by the local input and windshield survey efforts for the I-70 PEIS. Some of these properties have site numbers, but none have been identified at this time as listed on or officially eligible for the NRHP. During the Tier 2 process, eligibility determinations will be made for properties meeting appropriate criteria.

In much of Clear Creek County, abandoned and nearly abandoned mines dot the mountainsides above I-70. These mines generally date to the early period of Colorado’s mining heritage, but some remained active through the Great Depression of the 1930s. A few have been operated after World War II and into the recent past. These mining areas represent possible historic mining districts that extend beyond the Corridor area.

Table 4-13. Clear County Resources Identified by Local Input and Windshield Survey

Land Use/Function	Name	Source
Recreation	Loveland Ski Resort Lease	Local input
Mining	Silver Mining Heritage Area (quasi-official status from Governor Romer)	Local input
Recreation and education	Scout Camp	Local input
Residential	Graymount	Local input
Mining	Jonny Bull Mine (5CC.1350)	Local input
Mining	Mining area above/north of Silver Plume	Local input
Mining	Bethel Hudson Mine	Local input
Ethnic	Gypsie Camp	Local input
Mining/residential	Lawson, Downieville, and Dumont historic area (see Table 4-14 for additional details on 38 site components)	Local input
Mining	Lincoln Mine	Local input
Mining	Hukill Mine	Local input
Mining	Stanley Mine Complex	Local input
Mining/residential/recreation	Idaho Springs historic area	Local input
Mining/ethnic	Chinese Mines	Local input

Land Use/Function	Name	Source
Transportation	Old US 6 and US 40, multiple segments	Windshield survey
Prehistory	Twin Tunnels Archaeological Area	Local input

4.5.4.1 Loveland Ski Resort Lease

This complex of skiing and outdoor recreation features dates to the early to mid-twentieth century. The resource has the potential to be considered eligible for the NRHP as a historic place. Local parties identified this resource.

4.5.4.2 Silver Mining Heritage Area

This complex of mining and residential-related resources dates to the late nineteenth century. The resource has the potential to be considered eligible for the NRHP as a historic place or as a contributing element of a larger Clear Creek County historic mining district or a mining-related cultural landscape. This resource was identified by local parties and was said to have been established by Governor Roy Romer.

4.5.4.3 Scout Camp

This complex of educational and outdoor recreation features dates to the early to mid-twentieth century. The resource was affected by the initial construction of I-70. The resource has the potential to be considered eligible for the NRHP. Local parties identified this resource.

4.5.4.4 Graymount

This complex of domestic and residential features dates to the late nineteenth century. The resource has the potential to be considered eligible for the NRHP and has apparent historic archaeological potential. Local parties identified this resource.

4.5.4.5 Jonny Bull Mine (5CC.1350)

R.L. Jones discovered this small mining complex west of Silver Plume and south of I-70. The resource may be a contributing element of a larger Clear Creek County historic mining district or a mining-related cultural landscape; however, the site is “officially not eligible” as of September 2004. Local parties identified this resource.

4.5.4.6 Bethel Hudson Mine

This complex of mining sites and features dates to the late nineteenth century. The resource has the potential to be considered eligible for the NRHP or a contributing element of a Clear Creek County historic mining district. Local parties identified this resource.

4.5.4.7 Mines North of Silver Plume

This is an area of intensive mining north and northwest of Silver Plume. Much of this area is within the boundary of Georgetown-Silver Plume NHL. These mines are primarily archaeological in nature.

4.5.4.8 Gypsie Camp

This site is identified as being used by migrant gypsies during the early twentieth century. The site has an archaeological potential to address research issues about the ethnic groups present in central Colorado during the twentieth century. Local parties identified this resource.

4.5.4.9 Lawson, Downieville, and Dumont Historic Area

This complex of domestic, residential, and commercial architectural sites and features dates to the late nineteenth century. The resource has the potential to be considered eligible for the NRHP as a historic area. Local parties identified the 38 individual components of this resource. Those resources are described in more detail in Table 4-14.

4.5.4.10 Lincoln Mine

This complex of mining buildings and features dates to the late nineteenth century. The resource has the potential to be considered eligible for the NRHP as a historic place or a contributing element of a Clear Creek County historic mining district. Local parties identified this resource. (It may be related to site 5CC.332, Lincoln Alma Mine.)

4.5.4.11 Hukill Mine (5CC.337)

This complex of mining sites and features dates to the late nineteenth century. The resource was determined to be officially not eligible for the NRHP. Local parties identified this resource. Reevaluation is possible.

4.5.4.12 Stanley Mine Complex

This complex of highly visible and recognizable mining buildings and features dates to the late nineteenth century. The resource has the potential to be considered eligible for the NRHP as a historic place or a contributing element of a Clear Creek County historic mining district. Local parties identified this resource. (This may include site 5CC.326, the Stanley Mines Mill.)

4.5.4.13 Idaho Springs Historic Area

The area that encompasses the town of Idaho Springs, including the surrounding ridges of Clear Creek Canyon and Chicago Creek, represents an area that is considered eligible for the NRHP as a historic area. The mining history and architectural significance of the historic properties of the area date to the late nineteenth century and include the Idaho Springs Commercial District and sites that are listed or eligible for the NRHP.

Since 1964, the Historical Society of Idaho Springs, Inc. has been a steward of historic preservation in the town of Idaho Springs and its surroundings. They offer the following:

“Idaho Springs is the visitor's first introduction to the Colorado Rockies and our unique history. George Jackson made the first major gold discovery in Colorado here in 1859....Hundreds of eligible sites and structures dating from the late 1800s have yet to be surveyed....Prior to Jackson's discovery, the Hot Springs was a sacred meeting ground for the Ute and Arapaho Indians, and Spaniards carved their marks through this corridor while looking for the “lost cities of gold.”

4.5.4.14 Chinese Mines

This complex of mining-related resources dates to the late nineteenth century. The resource has the potential to be considered eligible for the NRHP as a historic place or as a contributing element of a larger Clear Creek County historic mining district. The site has an archaeological potential to address concerns about the ethnic groups present in central Colorado. Local parties identified this resource.

4.5.4.15 Old US 6 and US 40

This resource is made up of segments of US 6 and US 40 that were the main auto thoroughfare through Clear Creek County and much of Colorado before the construction of I-70. These resources may be found to be individually eligible for their engineering qualities or their contributions to the twentieth century development of the region; or they may be found to be eligible as part of a complex of auto transportation-related resources. The windshield survey and local parties identified this resource.

4.5.4.16 Twin Tunnels Archaeological Area

This resource has been described as a large prehistoric site that includes locations on both sides of Clear Creek. The site may be related to, or may be noncontiguous portions of, the multicomponent site (5CC.389), an NRHP eligible property. Local parties identified this resource.

**Table 4-14. Lawson, Downieville, and Dumont Historic Area Resources
(Identified by Local Input During Reconnaissance Survey Along the Corridor)**

Address	Owner	Date	Description
38 County Road 308	Hanscom, Troy Astran, Cathy	1909	Vernacular bungalow residence with front and side gable roof. Residence has an irregular plan. There is a substantial addition off the east elevation.
107 County Road 308	Stanley, Margaret Lynn	1909	Vernacular bungalow residence with front and side gable roof. Residence has an L-shaped plan. No visible additions.
143 County Road 308	Vicari, Carol Lee	1885	Vernacular bungalow residence with front and side gable roof. Residence has an L-shaped plan. There are no visible additions. There is a detached garage with upstairs living space northeast of the residence.
151 County Road 308	Randall, Lori	1875	Vernacular bungalow residence with front and side gable roof. Residence has a rectangular plan. There is a small shed roof addition off the north elevation (rear) of the house.
159 County Road 308	Randall, Lori	1875	Vernacular bungalow residence with front and side gable roof. Residence has an irregular plan. There are several apparent additions, both shed and flat-roofed.
185 County Road 308	Allman, Richard Kent Allman, Katherine	1870	Rustic timber constructed residence with front and side gable roof. Residence has an L-shaped plan. There is a small shed roof addition on the east elevation.
209 County Road 308	Kelly, Charles W. Jr.	1870	Vernacular bungalow residence with a front gable roof. There are no visible additions, but exterior wall covering appears to be new horizontal siding (unable to determine if it is wood or synthetic).
247 County Road 308	Mill Creek Hist. Society	Unknown	Rustic timber structure with front and side gable roof. Building has a T-shaped plan. Structure could possibly be two separate buildings that are attached. Character/style/construction is identical on both.
327 County Road 308	Taylor, Betty M.	1890	Vernacular bungalow residence with a front gable roof. The residence is of rustic construction and has a shed roof addition off the west elevation.
25 Dumont Lane	Moody, John S.	1890	Vernacular bungalow residence with a saltbox roof. The building has a rectangular plan, and there are no visible additions.
85 Dumont Lane	Whitmore, W.C. et al.	1892	Vernacular bungalow residence with side gable roof and covered porch. The building has a rectangular plan, and there appears to be a substantial shed roof addition off the north elevation.
95 Dumont Lane	Whitmore, W.C. et al.	1892	Vernacular bungalow residence with a front and side gable roof. The building has an L-shaped plan. There is a possible addition off the north elevation.
150 Dumont Lane	Mill Creek Hist. Society	1909	Schoolhouse with some Renaissance Revival elements. The building is constructed of brick, has an irregular plan, and has a hipped roof. There are decorative brick arches above the windows and lugsills below. No obvious additions.
150 Dumont Lane	Mill Creek Hist. Society	Unknown	Coburn Cabin—small rustic log cabin with a gabled roof. The building has a rectangular plan, and there are no visible additions.

Revised Reconnaissance Survey of the I-70 Mountain Corridor

Address	Owner	Date	Description
150 Dumont Lane	Mill Creek Hist. Society	1800s	Log/stone barn—rustic construction with a front gable roof. Main portion of structure is constructed of stone; there appears to be an addition that is coming off the west elevation that is constructed with timber, and it has a shed roof.
1615 County Road 308	Drury, Joan	1935	Both residences are vernacular bungalows. One has a clipped gable and side gable roof, is irregular in plan, and has no obvious additions. The second has both saltbox and gable roofed sections, and an irregular plan. It is possible that the original structure was the saltbox portion, and the gabled portion of the structure coming off the south elevation is an addition.
1838 County Road 308	Larsen, Phillip N. Larsen, Patricia J.	1890	Vernacular bungalow residence with front and side gable roof. The building has an L-shaped plan. There is an enclosed porch on the north elevation that appears to be an addition, and there is a substantial addition coming off the south elevation.
1845 County Road 308	Barrentine, Lola	1893	Vernacular bungalow residence with front and side gable roof. There appears to be a shed roof addition to the north elevation that gives the building a saltbox look. There is an enclosed porch and a bay window addition on the south elevation.
1852 County Road 308	Tofflemire, Brent R. Tofflemire, Maxine K.	1893	1 ½ story vernacular bungalow residence with an L-shaped plan. 1 ½ story portion of the structure has a front gable roof. The single story portion of the residence has a saltbox roof. The saltbox portion of the structure could be an addition.
1853 County Road 308	Dougherty, Richard R.	1893	Vernacular bungalow residence with a front and side gable roof. The building has an irregular plan and multiple additions.
1871 County Road 308	Garcia, Tommy I. Garcia, Emma	1870	Vernacular bungalow residence with a saltbox roof. The building has a rectangular plan, and there is a shed addition attached to the north elevation.
1878 County Road 308	Anker, William T.	1893	Vernacular bungalow residence with a side gable roof. The building has an irregular plan, and there is a large addition off the south elevation.
1890 County Road 308	Schleicher, Raymond J.	1890	Rustic stone residence with a clipped hip roof. There is a very large 2-story addition off the south elevation that has a gabled roof and horizontal siding on the exterior walls.
1924 County Road 308	Harmon, Charles R. Harmon, Diane	1938	Vernacular bungalow residence with a side gable roof. The building has a rectangular plan. There is a small bay window addition on the east elevation.
1925 County Road 308	Weaver, Bertin R.	1910	Vernacular bungalow schoolhouse with a front and side gable roof. The building has an L-shaped plan, and it is possible that the enclosed entry is an addition.
1953 County Road 308	Williams, Merinel	1893	Vernacular bungalow residence with front and side gable roof. The building has an irregular plan. There are possible additions off both the east and north elevations. There are two rustic log barn structures on the lot.
1954 County Road 308	Broughton, Marilyn M. Broughton, John G. III	1893	Vernacular bungalow with a front gable roof. The building has a rectangular plan, and there are no visible additions.
1967 County Road 308	Aldrich, Gladys J.	1893	Vernacular bungalow residence with a saltbox roof. The building has a rectangular plan, and there are no visible additions.
1967 County Road 308	Aldrich, Gladys J.	1893	Vernacular bungalow residence with a side gable roof. The building has a rectangular plan. There is a small addition off the west elevation. There are at least two rustic log barn structures on the lot.
1972 County Road 308	Bartlett, Robert J.	1893	Vernacular bungalow residence with front and side gable roof. The building has an irregular plan and multiple additions, including an attached garage with a shed roof off the east elevation.
1976 County Road 308	Pullam, Danny L.	1893	Vernacular bungalow residence with some Jacobean/Elizabethan elements. There is a very steep pitched, ornate hood over the entry. The original structure has a saltbox roof. There is a 1 ½ story addition with a gable roof off the west elevation.
1977 County Road 308	Small, Carl G. Small, Diane M.	1880	1 ½ story modified A-frame residence. The original structure appears to have been rectangular in plan but is now irregular because of the numerous additions.
1998 County Road 308	Bartlett, Mark C.	1893	Vernacular bungalow with a front and side gable roof. The building has an irregular plan. There appear to be multiple additions on the south and north elevations.
1999 County Road 308	Kinney, Anne McGraw, Terrence	1893	Vernacular bungalow residence with a front and side gable roof. The building has an irregular plan and multiple additions.

Address	Owner	Date	Description
2038 County Road 308	Unknown	Unknown	Anderson Store—vernacular twentieth century commercial structure. The original structure has a front gable roof that is covered by a false parapet. The apparent addition on the east elevation looks to be a second storefront and has a flat roof.
2061 County Road 308	Bordoni, Alex Bordoni, Juanita	1893	Vernacular bungalow residence with a front and side gable roof. The building has a rectangular plan. There is an enclosed shed roof addition on the south elevation. Original structure may have had a saltbox roof. There is a front gable roof addition on the south elevation, and there appears to be an enclosed porch added onto that.
2077 County Road 308	Unknown	Unknown	Vernacular bungalow residence with a front gable roof. The building has a rectangular plan. The building appears to be constructed of corrugated metal. There are no additions.
20 West Dumont Rd.	Unknown	Unknown	Dumont Train Depot—vernacular classic cottage building. The structure has a hipped roof with exposed rafter ends. The building has a rectangular plan, and there are no visible additions.

4.5.5 Additional Local Input—2004

4.5.5.1 Georgetown-Silver Plume NHL District

Christine Bradley, Clear Creek County Archivist (September 20, 2004), provided the following information for inclusion in this report:

1. Highlighting sites located within the Georgetown-Silver Plume NHL District that do not contain point numbers (see Table 4-11 and Table 4-12) was recommended. The following notation has been added: “ Sites containing green shading are believed to be located within the Georgetown-Silver Plume Historic District based on information provided by the Clear Creek County Archivist on September 20, 2004.”
2. Table 4-15 includes a list of properties in the Town of Silver Plume that are of sufficient age to be historic. This list is based on a printout from the Clear Creek County Assessor’s Office of privately owned parcels. Additional National Register evaluations would be necessary for these individual properties. This list serves as an illustration of the potential of a significant number of additional properties that may be eligible to the NRHP or determined to be contributing elements to the Georgetown-Silver Plume NHL District. (This list may partially overlap the list presented in Table 4-11.) It is important to note that the lack of a completed survey for Silver Plume or Georgetown and the lack of determinations of eligibility for potential historic properties do not in any way lessen significance of these communities or their potential contribution to the NHL District.
3. Table 4-16 lists publicly owned structures in Silver Plume that may not have been considered for study. The sites that have numbers are also found in Table 4-11.
4. Table 4-17 lists sites that are within the Georgetown-Silver Plume NHL District but are not included in Table 4-11 or Table 4-12. These sites, believed to be in the APE, were identified as a part of a Historic District Public Lands Commission’s 1996 survey.

Table 4-15. Potential Historic Properties in Silver Plume Based on Age

Name	Year	Description
Romito	1942	Blk 13 Lot N2 3 & Lot N2 4
Wegrich	1880	Blk 13 Lot 1 Pt
Rizzarda	1870	Blk 14 Lot 6

Name	Year	Description
McNeal	1885	Blk 14 Lot 5
Klassen	1900	Blk 15 Lot 7 & Lot 8
Fritz	1885	Blk 16 Lot 1 Pt

Name	Year	Description
Fox	1880	Blk 16 Lot 2
Boeding	1884	Blk 16 Lot 1 Pt
Pease	1936	Blk 16 Lot 5
Hamilton	1889	Blk 17 Lot 4
Haskins	1880	Blk 17 Lot 5
Holmes	1880	Blk 17 Lot 6
Williams	1875	Blk 18 Lot 2
Kotoske	1880	Blk 18 Lot 4 Pt–Lot 6 Pt
Ballard	1880	Blk 18 Lot 7
FS Investments	1875	Blk 18 Lot 9 & Lot Ept 8
Rowe	1880	Blk 18 Lot 1 Pt
Heine	1900	Blk 19
Bowers	1880	Blk 19 Lot 3
Heine	1875	Blk 19 Lot 4
Lyssy	1889	Blk 19 Lot 5
Flecksing	1915	Blk 19 Lot 6
Campbell	1896	Blk 19
MacDonald	1916	Blk 19 Lot Pt 7
Cannon	1885	Blk 20 Lot 7 & Lot 8
Rush	1885	Blk 20 Lot 9
Bowman	1890	Blk 20 Lot 10 Pt
Caldwell	1880	Lot 1
Berenato	1889	Blk E Lot 2
Golemgeske	1885	Lot 3
Tacha	1885	Blk E Lot 13
Waddington	1884	Blk E Lot 16
Darrington	1885	Blk E Lot 17 Pt
Shakocius	1880	Blk E Lot 17 Pt
Burge	1902	Blk E Lot 18–Lot 20
Walen	1890	Lot E2 5
Zimmerman	1885	Blk 23
Downing	1885	Blk B23
Kenney	1890	Blk 23
Jedele	1884	Blk 23
Berger	1884	Blk 23
GMS Denver Inc	1889	Blk 23 Lot Pt A
Conley	1889	Blk 24 Lot 1 Pt
Goodridge	1895	B 24 & Lot B & Imp
Hickey	1889	Blk 24 Lot 1 Pt
Mootz	1889	B27 & Lot A & Imp
Sponsel	1884	Blk 27 Lot 4 & Lot 7
Jeffers	1885	Blk 27 Lot 9 Pt & Lot 10 Pt
Shenk	1888	B27 & Lot D & Imp

Name	Year	Description
Osborne	1885	Blk 28 Lot 3
Capik	1884	Blk 28 Lot 5
Bradley	1885	Blk 28
Klocker	1889	Blk 28 Lot 6 Pt
Frey	1884	Blk 28 Lot 7
Mygdal Trust	1889	Blk 28 Lot 8 Pt
Schwab	1884	Blk 28 Lot 9–Lot 11
Maulis	1926	
Woodard	1889	Blk 25
Weeds	1895	Blk 29
Bower	1895	Blk 29 Lot 1
Bower	1900	
Gallo	1884	Blk 26 Lot 2 Pt & Lot 3
Drexler	1889	Blk 26 Lot 4
Stone	1890	Blk 26 Lot 5
Heilmann	1955	Blk 26 Lot 6
Jacoby	1884	Blk 26 Lot 7
Cowan	1880	Blk 26 Lot 8
Rae	1884	Blk 26 Lot 1 & Lot 2 Pt
Franklin	1880	Blk 4 Lot 3–Lot 5
Hamid	1870	Blk 4 Lot 7
Kotoske	1870	Blk 4 Lot 8 Pt & Lot 9 Pt
McClanahan	1880	Blk 1 Lot 1
Skinner	1885	Blk 0 Lot 2–Lot 5
Culp	1890	Blk 5 Lot 1–Lot 3
Anderson	1890	Blk 6 Lot 1
Buggel	1890	Blk 6 Lot 2 Pt & Lot 3 Pt
Weeds	1889	Blk 11 Lot 2
Termaat	1889	Blk 11 Lot 3 & Lot 6
Abel	1884	Blk 11 Lot 4 Pt
Palmer	1900	Blk 11 Lot 4 Pt
Haskins	1889	Blk 9
Heyse	1890	Blk 8 Lot 3
Rizzardi	1889	Blk 8 Lot 4
Kidder	1890	Blk 8 Lot 5 & Lot 6 Pt
Kidder	1890	Blk 8 Lot 7 & Lot 6 Pt
Wehnes	1890	Blk 8 Lot 8 & Lot 9
Gallagher	1885	Blk 8 Lot 10 & Lot 11
Fletcher Properties	1889	Blk 8 Lot 13 & Lot Pt 12
Simonds	1892	Blk 7 Lot 20–Lot 25
Mattingley	1899	Blk 7 Lot 5 & Lot 6

Source: This list is based on a printout from the Clear Creek County Assessor's Office of privately owned parcels. Additional evaluations would be necessary for any of these individual properties to be determined eligible for the NRHP.

Table 4-16. Publicly Owned Structures in Silver Plume

Site Number	Description
5CC.3.95	Large Town Hall, Main Street
5CC.3.91	Small Town Hall, Main Street
5CC.3.96	Bandstand, Main Street
No Number	Caboose in Park, Corner Main & Woodward Streets
5CC.3.106	Silver Plume Schoolhouse
No Number	Hose House by School
No Number	Hose House on Hill above Depot
5CC.3.105	Silver Plume Cemetery
5CC.3.92	Silver Plume Jail

Table 4-17. Additional Sites in the Georgetown-Silver Plume NHL District

Site Number	Description
5CC.869	Mine site
5CC.879	Welch's Mine
5CC.872	Mine adit
5CC.874	Cabin structure
5CC.875	Mine site
5CC.876	Mine site
5CC.877	Mine site
5CC.878	Boarding house site
5CC.879	Major mine
5CC.880	Granite quarry

Site Number	Description
5CC.881	Gated mine
5CC.882	Stone foundation
5CC.883	Mine site
5CC.901	Mine site
5CC.902	Mine site
5CC.903	Mine site
5CC.904	Mine site
5CC.905	Mine site
5CC.907	Granite quarry site
5CC.946	Mine site

4.5.5.2 Town of Idaho Springs

Representatives from the city of Idaho Springs, the Historical Society of Idaho Springs (ISHS), CDOT, and J.F. Sato and Associates met in November 2004 to review site information for the city of Idaho Springs. The Historical Society provided a hand-colored map of the city illustrating building locations using a color key for:

1. Properties already surveyed for NRHP eligibility
2. Potentially eligible historic properties that have not been surveyed
3. Properties needing further research and that have not been surveyed
4. Nonconforming sites (not eligible due to age, modern commercial properties, apartments, mobile homes)

J.F. Sato and Associates has digitized this information and provided it in this report as Figure 4-4. Also noted on this map are a series of sites of local interest in Idaho Springs. Each of these has been given a letter or number name and is described in a key on the figure. Figure 4-4 also includes an early 1900's USGS representation of Idaho Springs before I-70.

Other than the eligible commercial historic district (5CC.201), most of the structures in the city of Idaho Springs have not been surveyed. Recently, the city has received grant money to survey

the west end of town. Additional grant applications have also been submitted. The number of structures that are potentially eligible to the NRHP based on age alone is in the hundreds. It is important to note that the lack of a completed survey for Idaho Springs or completed eligibility evaluations does not in any way lessen the historical significance of this community. Figure 4-4 is intended to provide a visual reminder of the significance of this community and its potential to contain many more historic properties, including additional historic districts.

Figure 4-5 and Figure 4-6 illustrate the current I-70 footprint layered onto 1957 photography. Buildings lost to the interstate construction are shown.

A historic photograph was also submitted for project use by the community and ISHS. This photograph illustrates a series of buildings that were in Idaho Springs at the turn of the century, well before the initial construction of I-70. Table 4-18 lists structures that are in the foreground of the photograph. Some may have been destroyed by the construction of I-70 or removed for municipal projects and other purposes. The representatives of the town and historic society felt that the photograph served as a strong reminder of the damage that had been done to Idaho Springs by the original construction of the interstate; however, evidence of interstate construction being the cause of all of the losses was not substantiated. The original clearing of right-of-way and construction of I-70 occurred before the National Historic Preservation Act of 1966 was implemented, so properties were not subject to protection under this law. This photograph has been reproduced as Figure 4-7.

Table 4-18. Structures Shown in Early 1900s Photo of Idaho Springs

1. Mixell Dam	9. Hardware Storage
2. Mixell Mill	10. Carriage Works
3. State Mill or Bonietta Mill	11. Livery Hay and Feed
4. Newton Mill	12. Transfer and Storage (Straub?)
5. Newton Annex	13. Ore Hauling, Coal, Feed, Livery
6. Jackson Mill	14. Chamberlain Dillingham Mill
7. Steam Generation Plant	15. Bridge to Zig Zag Trail
8. Idaho Springs Reduction Works	16. Big Five Powerhouse

Eight properties were specially identified at the November meeting as being important to the city and ISHS. Some of these sites no longer exist, but information on these properties is important in terms of providing a historical context for evaluating, during Tier 2, properties that remain. These sites have all been keyed into Figure 4-4 and are also summarized on Table 4-19.

Table 4-19. Important Idaho Springs Sites

Site Number	Site Name	Description
No number	Blue Ribbon Tunnel	This tunnel is still present.
No number	Zig Zag Trail	Removed by original I-70 (was near Charlie Tayler Water Wheel).
No number	Silver Spruce Mill	Removed by Town of Idaho Springs.
No number	Chinese Mine, Tunnels & Adits	These are still present.

Site Number	Site Name	Description
5CC.698	Idaho Springs Forest Service Work Center	This site is noted as "officially not eligible" on Table 4-11.
No number	C&S RR Grade	Cornish dry layed walls remain.
No number	Jackson Diggings Site	This site is gone but was at the confluence of Chicago and Clear creeks and is the location of the first gold strike in Clear Creek County.
5CC.342	Indian Springs Hot Springs Resort	This site is noted as "field not eligible" on Table 4-11.

There is a potential for historic archaeological resources associated with the sites destroyed during the original I-70 construction. This potential will be fully evaluated through additional archival research and possibly archaeological investigations during Tier 2 once more detailed information on alternative design and construction is available.

4.5.5.3 Remainder of Clear Creek County

Local input from the Clear Creek County Archivist, Christine Bradley, included the following sites, some of which have previously been identified as sites of local interest (see section 4.5.4):

1. Terrible Mine & Union Tunnel (also see Dunderberg Mine (5CC.3.107))
2. Baltimore Mine
3. Andy Riebel's Cabin
4. Timber chute from Bakerville to Silver Plume
5. L.E. Lemen Boy Scout Camp
6. Bakerville townsite
7. Graymont townsite
8. Graymont tourist cabins

Local input for the city of Idaho Springs and the ISHS included recommendation to include the Fall River area in future studies. This area is west of Idaho Springs, but east of Dumont. The Stanley Mine (also see local interest section 4.5.4.12 and possibly the Stanley Mines Mill 5CC.326) is located in this area. Undocumented information includes local knowledge regarding a series of Spanish trail markers that are found between Idaho Springs and Fall River and the early name, Spanish Bar, for the western end of Idaho Springs (before incorporation as a part of Idaho Springs in 1873) (Lovelie 2005).

4.6 Jefferson County

4.6.1 Historic Setting

Mount Vernon, another early town near the east end of the Corridor, was one of the first to be platted in the short-lived Territory of Jefferson. The town sat at the mouth of Mount Vernon Canyon on a travel route to Clear Creek County. By 1860, Mount Vernon had four finished and inhabited houses and another 20 houses under construction. Among the first settlers in the spring of 1859 was Robert Steele, the first Provisional Governor of the Territory of Jefferson. A

clergyman named Dr. Castro (also known as Casto) was another prominent resident (Crofutt 1885). The town failed to prosper as a result of the railroads bypassing Mount Vernon in favor of Golden and Morrison. Even though the original town of Mount Vernon died out, the name remained; the name was reborn in the 1920s when the advent of the automobile, along with the growth of leisure time and expendable income, prompted a growth in country clubs in the Denver metropolitan area. The Mount Vernon Country Club, overlooking the Clear Creek Valley, was built in 1922. Soon after that, cabins and small houses appeared, and a community of commuters and weekenders developed (Mehls and Haber 2001). This marked the beginning of a new use pattern of the Corridor, the second or vacation home phenomenon, which continues today.

As the mines of Clear Creek County experienced early phases of development, mining in Jefferson County was in its infancy, too. Mining in that area has been primarily for nonmetallic minerals. The exploited minerals (including alum, lime, clays for brick and firebricks, lime/limestone, crushed rock, sand and gravel, and building stone) all have been produced in and near the eastern end of the Corridor. The mining led to the development of many brick and other factories, such as Coors Ceramics, in and around Golden. The earliest mining, aside from the very short-lived placer operations in Clear Creek during 1858–60, began during the late 1860s and has continued to the present. During the nineteenth century, lands north of the Corridor also were mined for coal. Early pioneers noticed exposed coal beds, and by 1861 coal from the Golden area was being offered in the Denver market. The coal mining continued until the early twentieth century. After World War II, limited uranium mining also took place in Jefferson County near the Corridor, but the most productive mine, the Schwartzwalder operations, was located well north of Golden, outside the Corridor (Mehls and Haber 2001).

4.6.2 OAHP File Search

The OAHP acknowledges that the data available in their files may not be complete or accurate. This is a result of mistakes on site forms, incomplete or inaccurate encoding of the information into the database, and/or missing data. Table 4-20 represents the results of the October 2003 file search for the Jefferson County portion of the I-70 Tier 1 APE.

Table 4-20. Jefferson County OAHP File Search Results

If the eligibility column is blank, it means that the OAHP file search listed no recommendations or official status for the resource. Site number contains an abbreviation indicating the county: JF=Jefferson.

Listing type abbreviations: H = Historic; A = Archaeological; HA = Historic, Archaeological; HD = Historic District; NR = National Register

Site Number	Site Name	Type	NRHP Eligibility Status	Notes
5JF.1003		A	Field eligible	
5JF.1040		HA	Field not eligible	
5JF.1104		HA	Field not eligible	
5JF.1114		HA	Field not eligible	
5JF.1115		HA	Field not eligible	
5JF.1116		HA	Field not eligible	
5JF.116		A		
5JF.118		A		
5JF.1193		A HA	Field not eligible	
5JF.1767		HA	Field not eligible	

Revised Reconnaissance Survey of the I-70 Mountain Corridor

If the eligibility column is blank, it means that the OAHP file search listed no recommendations or official status for the resource. Site number contains an abbreviation indicating the county: **JF**=Jefferson.

Listing type abbreviations: **H** = Historic; **A** = Archaeological; **HA** = Historic, Archaeological; **HD** = Historic District; **NR** = National Register

Site Number	Site Name	Type	NRHP Eligibility Status	Notes
5JF.1768		HA	Field not eligible	
5JF.1769		HA	Field not eligible	
5JF.1770		HA	Field not eligible	
5JF.1774		HA	Field not eligible	
5JF.1775		HA	Field not eligible	
5JF.1776		HA	Field not eligible	
5JF.1778		HA		
5JF.1779		HA	Field not eligible	
5JF.184	Humphrey House, Kinnikinnik Ranch	H	Listed on National Register	
5JF.185	Mount Vernon House—Robert W. Steele House	H	Listed on National Register	
5JF.2114		HA	Field not eligible	
5JF.2115		HA	Field not eligible	
5JF.2116		HA	Field not eligible	
5JF.2117		HA	Field not eligible	
5JF.2118		HA	Field not eligible	
5JF.2119		A	Field not eligible	
5JF.2120		HA	Field not eligible	
5JF.2122		A	Field not eligible	
5JF.2123		A	Field not eligible	
5JF.2124		A	Field not eligible	
5JF.2125		A	Field not eligible	
5JF.2126		A	Field not eligible	
5JF.2127		HA	Field not eligible	
5JF.2128		HA	Field needs data	
5JF.2133		HA	Field not eligible	
5JF.2134		HA	Field not eligible	
5JF.2135		HA	Field not eligible	
5JF.2136		HA	Field not eligible	
5JF.2137		HA	Field not eligible	
5JF.2138		A	Field not eligible	
5JF.2139		HA	Field not eligible	
5JF.2180		HA	Field not eligible	
5JF.2184		A	Field not eligible	
5JF.2185		HA	Field not eligible	
5JF.2186	Mt. Vernon Cemetery	HA	Field not eligible	
5JF.2187		HA	Field not eligible	
5JF.2212	Queen of Heaven Orphanage Summer Camp—Mother Cabrini Orphanage Summer Camp	H	Listed on National Register	
5JF.257		A	Field not eligible	
5JF.2576	Charles Deaton Sculptured House; Huggins-Deaton Sculptured House; Sleeper House; Flying Saucer House; Clamshell House	H	Rejected by Washington DC for National Register listing	
5JF.2600		HA	Field not eligible	

If the eligibility column is blank, it means that the OAHP file search listed no recommendations or official status for the resource. Site number contains an abbreviation indicating the county: **JF**=Jefferson.
 Listing type abbreviations: **H** = Historic; **A** = Archaeological; **HA** = Historic, Archaeological; **HD** = Historic District; **NR** = National Register

Site Number	Site Name	Type	NRHP Eligibility Status	Notes
5JF.2601		HA	Field not eligible	
5JF.2602		HA	Field not eligible	
5JF.2603		HA	Field not eligible	
5JF.2733	State Highway 74	HA	Field eligible	
5JF.285	Hay Barns and Corral	H	Officially not eligible	
5JF.286	Blackmer House	H	Officially not eligible	
5JF.287		H	Officially not eligible	
5JF.288	Octagonal Barn	H	Officially not eligible	
5JF.289	Bergens Second House	H	Officially not eligible	
5JF.290	Bergen Park, Bergen Park and Shelter House	HD	Listed on NRHP	
5JF.291	Fillius Shltr House	H	Officially eligible	
5JF.292	Gate to Avery Acres	H	Officially not eligible	
5JF.296		A	Field not eligible	
5JF.323	Lorraine Lodge, Charles Boettcher Summer	H	Listed on National Register	
5JF.366	F-15-CF East Evergreen Interchange	H	Field not eligible	
5JF.389	Bergen House	H	Field not eligible	
5JF.395	Church—Rockland Community	H	Field not eligible	
5JF.396	Cody Park Cemetery, Rockland Cemetery	H		
5JF.398	Genesee Park Bridge	H	Officially eligible	
5JF.439	Mother Cabrini Orphanage	H		
5JF.441	Beaver Brook Trail	H		
5JF.590	Genesee Park	in HD	Listed on National Register	Multiple Resource Component
5JF.943	Avery Acres Mink Farm	H	Field not eligible	
5JF.976	Filius Park	in HD	Listed on National Register	Multiple Resource Component
5JF.977	Little Park, Denver Mountain Parks	in HD	Listed on National Register	
5JF.979	Katherine Craig Park	in HD	Listed on National Register	Multiple Resource Component
5JF.991	Forks Creek	HA	Officially not eligible	
5JF.995	Thiede Ranch—Gifford Ranch	H	Listed on National Register	

4.6.3 NRHP Listed or Eligible Properties Identified from File Search

As a result of the OAHP file search, a number of properties were identified as NRHP or SRHP listed or eligible. For Jefferson County, these properties are called out in Table 4-21.

Jefferson County individual historic properties identified on Table 4-21 that are located within 500 feet on either side of I-70 are discussed on the pages following the table to give the reader a better sense of the variety, qualities, and characteristics of the historic properties in the Corridor. No historic districts have been identified in the Jefferson County portion of the I-70 Tier 1 APE.

Included in the Jefferson County portion of the Corridor is a National Register multiple property submission, “Denver Mountain Parks Multiple Property Submission.” This includes Genesee Park (5JF.590) and Katherine Craig Park (5JF.979). These parks are on the NRHP.

Table 4-21. Jefferson County NRHP and State Listed or Eligible Properties from OAHF File Search

Site Number	Site Name	Type	Eligibility Status
5JF.184	Humphrey House, Kinnikinnik Ranch	Historic	Listed on National Register
5JF.185	Mount Vernon House—Robert W. Steele House	Historic	Listed on National Register
5JF.2212	Queen of Heaven Orphanage Summer Camp—Mother Cabrini Orphanage Summer Camp	Historic	Listed on National Register
5JF.290	Bergen Park, Bergen Park and Shelter House	Historic District	Listed on National Register
5JF.291	Fillius Shltr House	Historic	Officially eligible
5JF.323	Lorraine Lodge, Charles Boettcher Summer	Historic	Listed on National Register
5JF.398	Genesee Park Bridge	Historic	Officially eligible
5JF.590	Genesee Park	Historic District	Listed on National Register Multiple Resource Component
5JF.976	Filius Park, Denver Mountain Parks	Historic District	Listed on National Register
5JF.977	Little Park, Denver Mountain Parks	Historic District	Listed on National Register
5JF.979	Katherine Craig Park, Denver Mountain Parks	Historic District	Listed on National Register

4.6.3.1 Mount Vernon House, Robert W. Steele House (5JF.185)

Site 5JF.185 is the Mount Vernon House, located on Mount Vernon Canyon Road in the vicinity of Golden. Originally constructed in 1860 of plastered freestone, the house had several room additions and modifications in 1896, 1899, and the 1920s. This house was built by George Morrison (later a founder of the town of Morrison) and operated as an inn until the house became a private residence in the early twentieth century. Mount Vernon was platted as a town site in Jefferson County in 1859; by 1869 the town had 9 houses, 2 hotels, 1 store, 2 blacksmith shops, 5 barns, and about 50 inhabitants. This house is one of two remaining buildings from the town of Mount Vernon. The Mount Vernon House was listed on the National Register on November 20, 1970 (Criteria A and C).

4.6.3.2 Genesee Park (5JF.590)

Genesee Park is a 2,400-acre park that dates from 1913 to 1914. It contains numerous man-made features, such as Chief Hosa Lodge, the Genesee Mountain Road (1914), and a picnic shelter designed by the prominent Denver architect J.J.B. Benedict. Another important man-made feature of the park is the Civilian Conservation Corps-constructed Genesee Shelter House. The park system was begun during the second decade of the twentieth century as Mayor Speer and others worked with well-known landscape architects, such as Frederick Law Olmsted, Jr., and Saco R. DeBoer, to develop a system of parks for the city. The park is part of the Denver Mountain Parks Multiple Property Submission (along with Katherine Craig Park and other parks and properties) and would be considered eligible under Criteria A and C. The park was listed on the National Register on November 15, 1990.

4.6.3.3 Genesee Park Bridge (5JF.398)

The Genesee Park Bridge (Structure F-15-CI) was listed on the NRHP in 1985. It is a cement, single-span steel box girder bridge located at Exit 57 on I-70 just west of Mount Vernon. Its total length is 218 feet, and it is in good condition. It allows traffic to flow from a county road over I-70. It is significant because it was the first steel box girder bridge built in Colorado. The bridge was praised as “a simple and straightforward design with graceful, slender lines and the omission of a center pier to allow for a spectacular view of the mountains.” It was recognized as one of the Prize Bridges in 1971 by the American Institute of Steel Construction, the first time the award had been given to a Colorado bridge since the competition began in 1928. It has been officially determined eligible for inclusion in the NRHP for its engineering values (Criterion C).

4.6.3.4 Katherine Craig Park (5JF.979)

The Katherine Craig Park is an isolated park consisting of gentle rolling mountain grasslands surrounded by spruce and ponderosa pine forests. It was to be part of the Mountain Park System Plan envisioned by Frederick Law Olmsted, Jr. The boundary begins at the head of Mount Vernon Canyon and follows the road to the top of the ridge. The area was chosen as a Civilian Conservation Corps (CCC) camp in 1937. Buildings, structures, and foundations that remain on the park grounds are from this period. Structures include a restroom; the south barracks have been removed. It was listed on the NRHP on June 30, 1995. Although the Katherine Craig Park was never used as a public park, the city of Denver chose to lease it to the Denver Councils of the Boy Scouts and Girl Scouts. It maintains a high recreational use with these two organizations. It is listed under Criterion A for its historic significance to Community Planning and Development, Conservation and Entertainment/Recreation. The Denver Mountain Parks served as an extension of the Denver Parks, a system that was created in response to the City Beautiful Movement. The Mountain Parks are significant nationally for their association with this country’s conservation movement. The park is eligible under Criterion A.

4.6.4 Local Input and Windshield Survey Results

No local input or windshield survey results were obtained for Jefferson County.

4.6.5 Additional Local Input—2004

No additional local input has been received from Jefferson County consulting parties or interested local parties.

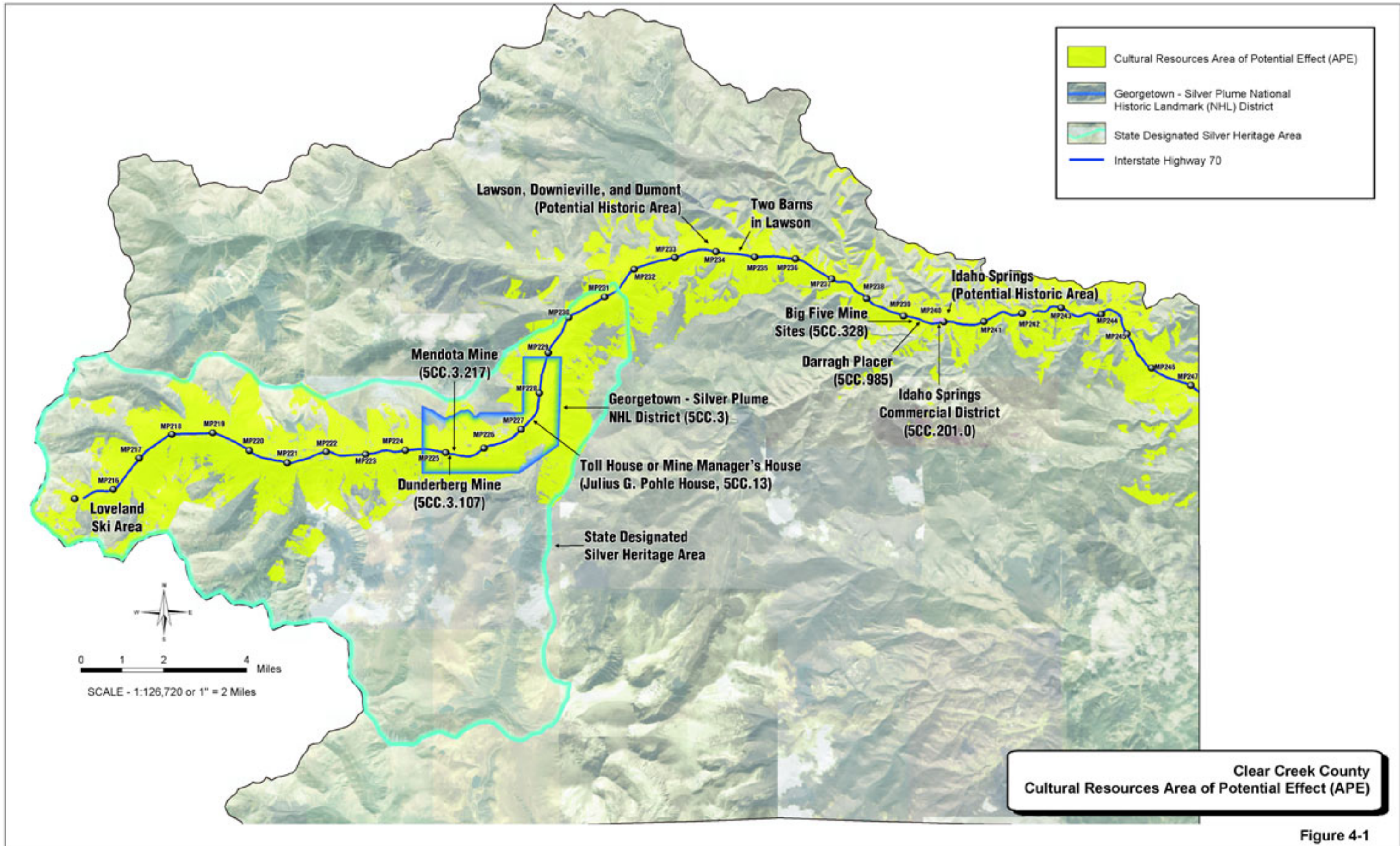
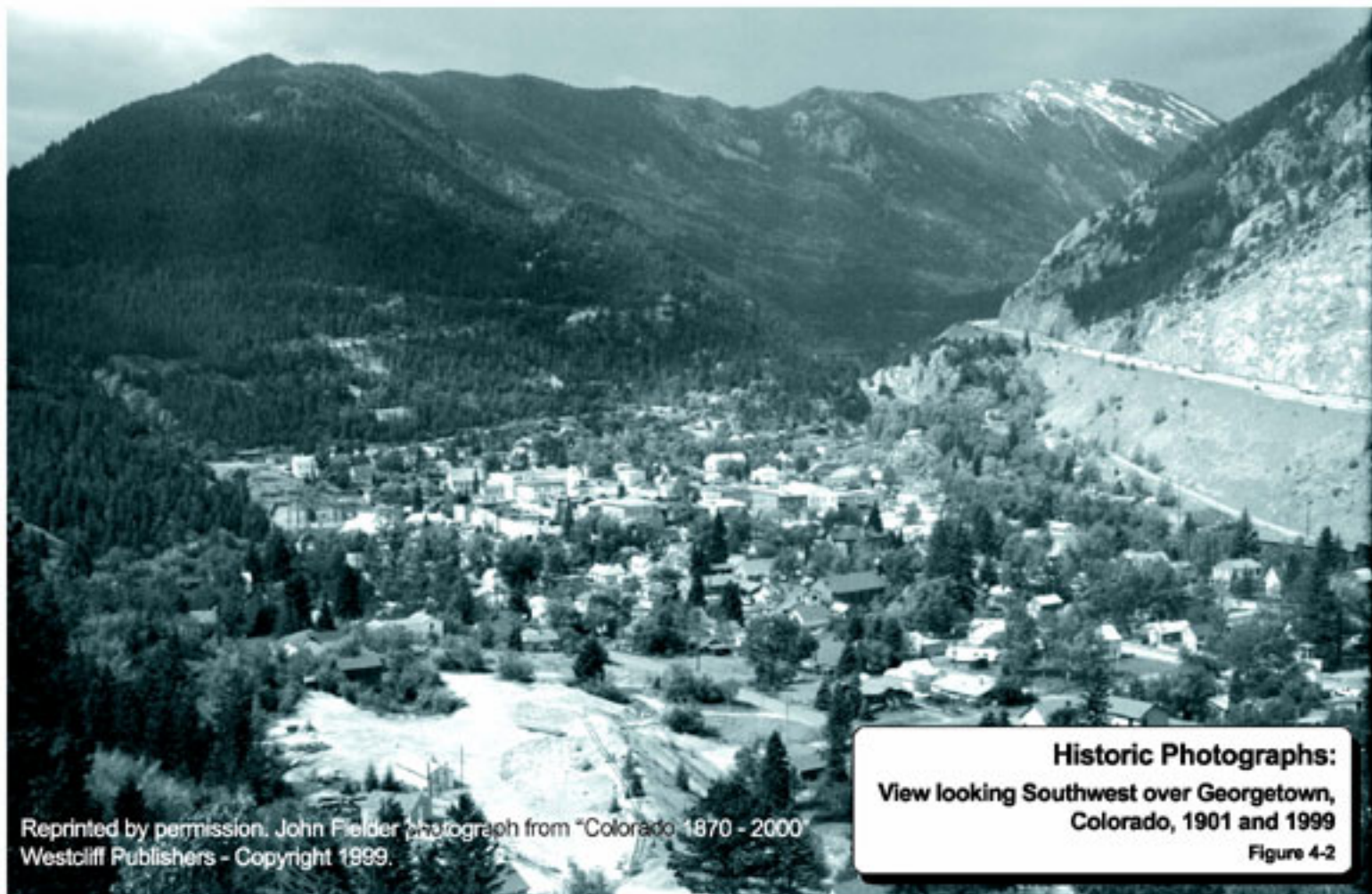


Figure 4-1



William Henry Jackson photograph Negative WHJ 146
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Historic Photographs:
View looking Southwest over Georgetown,
Colorado, 1901 and 1999

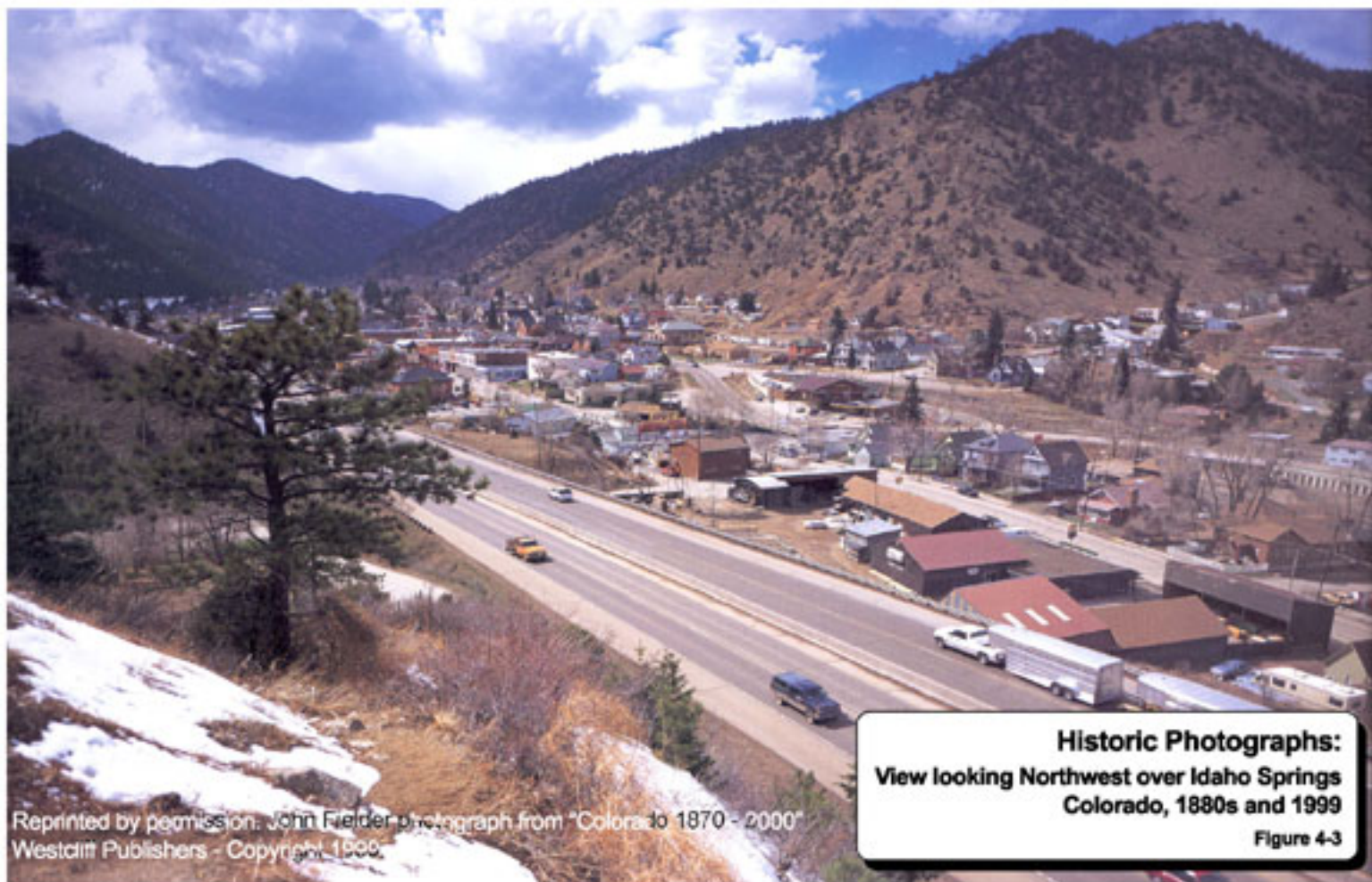
Figure 4-2



William Henry Jackson photograph Negative WHJ 13780
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146 IDAHO SPRINGS, COL.

WESTLIT PHOTOGRAPH CO.

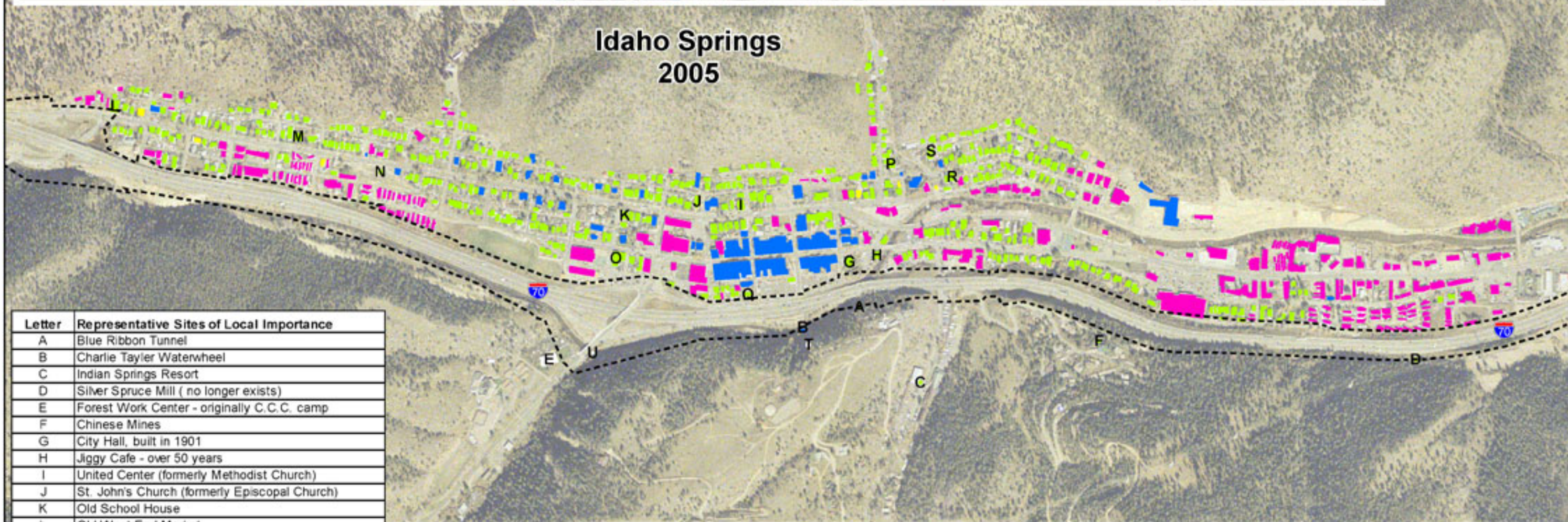


Historic Photographs:
View looking Northwest over Idaho Springs
Colorado, 1880s and 1999
Figure 4-3

Reprinted by permission: John Fielder photograph from "Colorado 1870 - 2000"
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Idaho Springs 2005

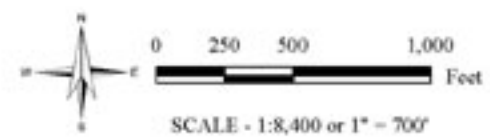


Letter	Representative Sites of Local Importance
A	Blue Ribbon Tunnel
B	Charlie Taylor Waterwheel
C	Indian Springs Resort
D	Silver Spruce Mill (no longer exists)
E	Forest Work Center - originally C.C.C. camp
F	Chinese Mines
G	City Hall, built in 1901
H	Jiggy Cafe - over 50 years
I	United Center (formerly Methodist Church)
J	St. John's Church (formerly Episcopal Church)
K	Old School House
L	Old West End Market
M	Keyes House
N	Ruth Mill Site (now a park)
O	Former Stroehole Machine Shop - now Bennerman's
P	Old Catholic Church
Q	Former Treder House (Jacob House)
R	Lutheran Church
S	Beebee House Remnant
T	Zig Zag Trail and Bridge (no longer exists)
U	Jackson Digging Site (no longer exists)
V	C & S Railroad remnant (location unknown)

POTENTIAL HISTORIC PROPERTIES

- Properties already surveyed for eligibility
- Potentially eligible historic properties that have not been surveyed
- Properties needing further research and have not been surveyed
- Non-conforming sites (not eligible due to age, modern commercial properties, apartments, mobile homes)

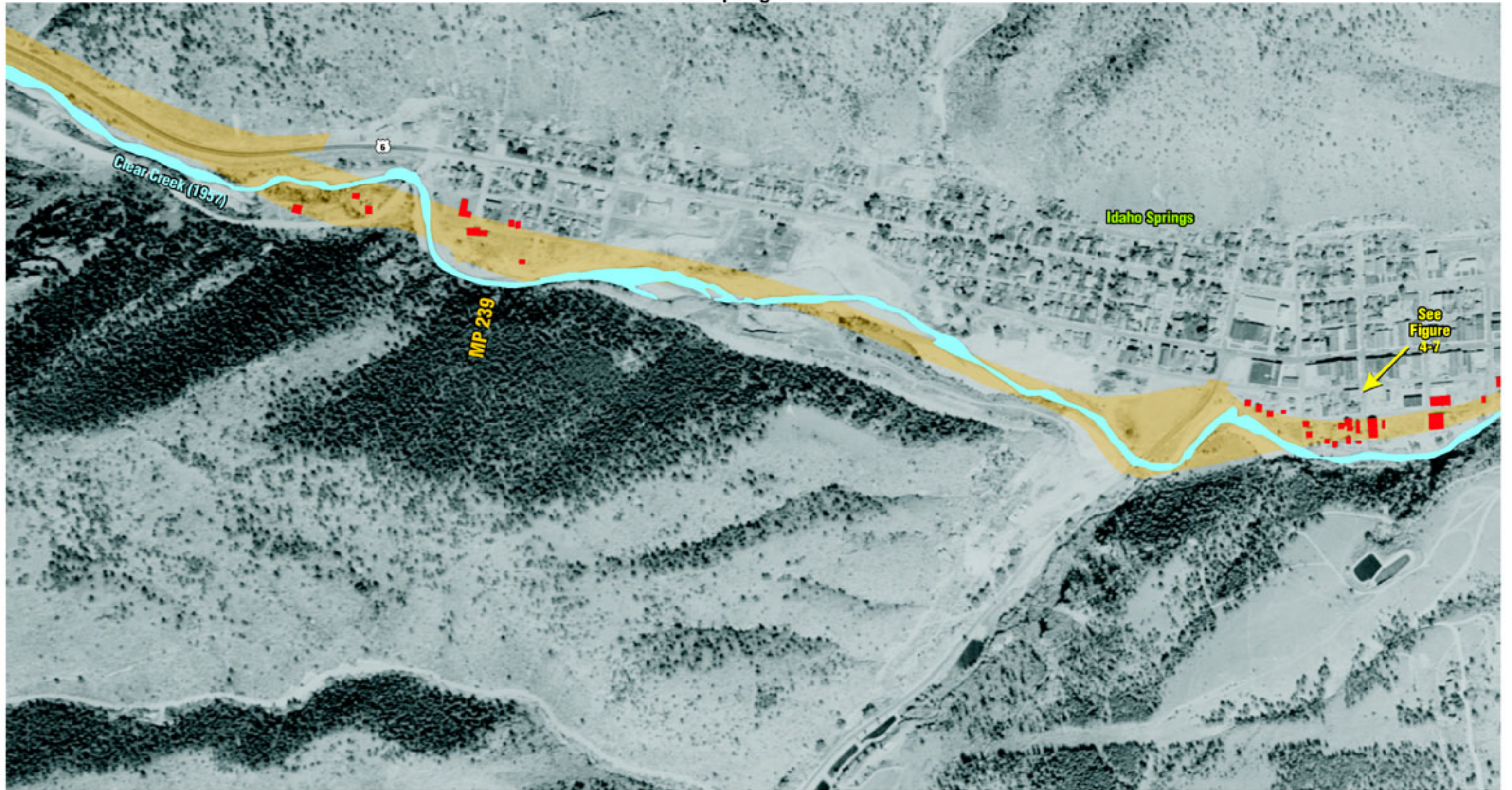
I-70 Right-of-Way (ROW)



SOURCE: Idaho Springs Historical Society of Idaho Springs, Inc. and City of Idaho Springs, hand drawn data and meeting contributions, November 18, 2004.

Idaho Springs - Then and Now
Figure 4-4

Idaho Springs - 1957



- Structures Lost Within or Adjacent to I-70 Footprint
- Approximate Location of Existing I-70 Disturbance

Stream Alignment and Development Pre-I-70, West Idaho Springs
Figure 4-5

Idaho Springs - 1957



- Structures Lost Within or Adjacent to I-70 Footprint
- Approximate Location of Existing I-70 Disturbance

Stream Alignment and Development Pre-I-70, East Idaho Springs
Figure 4-6



Visual Simulation:
Turn of the Century View over Idaho Springs
Showing Direct Impact of Construction of I-70
Figure 4-7

Idaho Springs Colo. C. & S. R.R. H. J. Carlson Photo, Colorado.

5.0 Additional Cultural Resource Studies

Table 5-1 lists more than 200 cultural resource studies pertinent to the Corridor. A survey of the Corridor was conducted in 1999 for the proposed Adesta Communications fiber optic system (Centennial Archaeology, published March 2000). This survey included the existing right-of-way of the entire Corridor.

Eight newly recorded NRHP eligible properties were identified in the Corridor and added to the OAHF database as a result of this survey. Seven of these properties were linear, railroad segments. The eighth property is a historic homestead (5EA.1596) at milepost 135.6 in Garfield County where no project activities are proposed. Four previously identified sties were also noted: 5EA.128 (Dotsero Burial), 5EA.433 (Bead 'N' Tinkle), 5ST.536 (Wagon Road), and 5CC.389 (Multicomponent Site). The consultant did not include the Georgetown-Silver Plume NHL District in this report.

Table 5-1. Additional Cultural Resource Studies Pertinent to the I-70 Corridor

Agency/Contractor	Author(s)	Report Title	Date
Colorado Department of Highways	Angulski, Debra	Lawson-Idaho Springs, Project IR 70-3(153)	7/3/85
Colorado Department of Highways	Unspecified	A Pedestrian Walkway over Clear Creek in Idaho Springs	11/13/91
Colorado Department of Highways	Jepson, Dan	Interstate 70 Near the Easter Seal Handicamp	4/27/92
Colorado Department of Transportation (CDOT)	Unspecified	Interstate 70 Near Silver Plume, Silver Plume Noise Wall (NH(CX) 070-3(194))	7/30/93
Colorado Department of Transportation (CDOT)	Hand, O.D.	An Intensive Cultural Resource Survey of Interstate 70 Near Empire Junction, Clear Creek County, Colorado (BR 0403-025, Empire Junction)	12/1/98
SWCA, Inc.—Denver Metro Office	Reynolds, David H.	Cultural Resource Investigations for Link 5B of the Adesta/CDOT I-70 West Fiber Optic Project	1/4/00
Colorado Department of Highways	Angulski, Debra	Clear Creek County Three Projects: E. of Idaho Springs, Lawson, and Floyd Hill	6/10/86
Colorado Department of Highways	Johnson, Renee; Larson, Dorothy L., Baugh, Susan Thomas	Archaeological Survey of SH 70 Along Clear Creek in Twin Tunnels Area	11/5/87
Colorado Department of Highways	Angulski, Debra	Bridge Along Clear Creek—CX BRF 51-006-03 0.5 Mile West of State Highway 119	9/27/89
Colorado Department of Highways	Hand, O.D.; Pearce, Sally	SH 70 Along Clear Creek in Twin Tunnels Area IR 70-3(154) (Original and Addendum)	9/30/90
Colorado Department of Transportation (CDOT)	Hand, O.D.	An Intensive Cultural Resource Inventory Along US Highway 40 Between Interstate 70 & Berthoud Falls, Clear Creek County, Colorado (NH 0403-0454)	7/16/01, 12/19/01
Powers Elevation Co., Inc.	Tate, Marcia J.; Simmons, Thomas H. and R. Laurie	Georgetown Hydroelectric Project Area	12/12/90
Medicine Bow Arapaho Roosevelt Routt National Forests	Allison, Robert, Jr	Herman Gulch Toad Pond in Clear Creek County (WI-98-CC-068-PP)	7/22/98
Paragon Archaeological Consultants, Inc.	Grant, Marcus P.	Three Trail Development Projects (PO 43-82-FT-2-1890)	8/24/92
Tate and Associates Inc.	Tate, Marcia J.	A Cultural Resources Inventory for the Lucas Small Tracts Case, Clear Creek County, Colorado	6/03, 8/21/03

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Agency/Contractor	Author(s)	Report Title	Date
Native Cultural Services	Gleichman, Carol L.	Cultural Resource Survey of the Proposed Number 8 Chair Lift and Access Road at Loveland Basin Ski Area	7/11/90, 10/3/03
BLM Royal Gorge Resource Area	Bargielski-Weimer, Monica M.	Cultural Resources Inventory of Dana Sale Project Area Clear Creek County, Colorado (CR-050-RG-92-7 (N))	4/15/92, 10/10/02
Powers Elevation Co., Inc.	Tucker, Gordon C.	Cellular One Graymont Cellular Site and Access Road	6/17/92, 10/10/02
Powers Elevation Co., Inc.	Tucker, Gordon C.	Saxon Mountain Transmission Line	7/23/92
BLM Royal Gorge Resource Area	Bargielski-Weimer, Monica M.	Virginia Canyon Trespass Houses Project Area	2/4/92
Powers Elevation Co., Inc.	Harrison, Cheryl A.	Walter Group Bellevue Mountain Cellular One Access Road	4/14/92
BLM Royal Gorge Resource Area	Bargielski-Weimer, Monica M.	Gross Road ROW Project Area CR-050-RG-93-4 (P)	5/5/93
National Park Service, Historic Sites Survey		Georgetown-Silver Plume Historic District Reconnaissance Survey	11/1/80
Cultural Resource Consultants	Daniels, Donna	Mill Creek Electrical Distribution Line, First Filing	5/26/82
Historic Georgetown Inc.	Unspecified	Georgetown-Silver Plume Historic Lands Cooperative Management Plan: in Quest of Stewardship	96
Colorado Department of Highways		Main Vail Road Interchange: Project CC 44-0070-20, I-70	5/11/87
Colorado Department of Transportation (CDOT)	Angulski, Debra	Cultural Resources Survey of a Brush Clearing Project and Minor Access Widening West of Gypsum, Eagle County, Colorado (S#1178)	09/5/03
Colorado Department of Transportation (CDOT)	Unspecified	Wolcott Maintenance Site, East of US Highway 6 (P 44-0003(63))	8/24/93
Colorado Department of Transportation (CDOT)	Hand, O.D.	An Intensive Cultural Resource Survey of the Eagle River Bridge Replacement on US Highway 6 in Gypsum, Eagle County, Colorado (BR006A-022)	7/25/97
Colorado Department of Transportation (CDOT)	Hand, O.D.	An Intensive Cultural Resource Survey for the Eagle River Bridge Replacement on US Highway 6 East of Eagle, Eagle County, Colorado (BR 006A-028)	6/30/99
Colorado Department of Transportation (CDOT)	Hand, O.D.	An Intensive Archaeological Resource Survey of the Edwards Bicycle/Pedestrian Trail Improvements, Eagle County, Colorado (Ste C440-003)	9/30/99
Metcalf Archaeological Consultants	Slaughter, S.	ECO Trails Honeywagon Bike Trail, Class III Cultural Resource Inventory, Eagle County, Colorado	6/8/01, 8/3/01
Metcalf Archaeological Consultants	Pennefather-O'Brien, Elizabeth	ECO Trails—Town of Gypsum Proposed Bike Path, Class III Cultural Resource Inventory, Eagle County, Colorado	8/18/01, 11/28/01
Colorado Department of Highways	Rhodes, Lori E.; Larson, Dorothy L.	Main Vail Interchange	5/11/87
Colorado Department of Highways	Angulski, Debra	Archaeological Survey of Areas Along State Highway 6 East of Avon	4/25/88
Colorado Department of Highways	Angulski, Debra	Archaeological Survey Two Slide Areas Along I-70	9/20/88
Colorado Department of Highways	Wallace, Steven M.	Dowd Junction (Survey of State Highway 24 Between Mileposts 143.3 and 145.12) North of Minturn	2/6/90

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Agency/Contractor	Author(s)	Report Title	Date
Colorado Department of Highways	Angulski, Debra	Rockslide at Gypsum	11/20/90
Colorado Department of Highways	Angulski, Debra	Archaeological Survey Eagle Vail to Vail	6/16/88
Metcalf Archaeological Consultants	Metcalf, Sally J.	Walsh Environmental—Village at Avon, Class III Cultural Resource Inventory, Eagle County, Colorado	5/24/01, 12/28/01
Colorado Department of Highways	Casey, Anne	Gypsum to Glenwood Canyon Project I-70 2 76 Cultural Resource Report for Historical Resources	9/5/03
Colorado Department of Highways	Gilmore, Kevin P.; Pearce, Sarah J.	Cultural Resource Investigations at Two Sites Near Dowd Junction, Eagle County, Colorado	10/2/89
Colorado Department of Highways	Peterson, Eric	Maintenance Yard Near Wolcott and in a Culvert East of Dotsero	8/13/91
Metcalf Archaeological Consultants	Metcalf, Michael D.	Arrowhead-Town of Avon Interconnect Recreational Path	5/15/01, 7/17/01
Metcalf-Zier Archaeologists, Inc.	Metcalf, Michael D.; Black, Kevin D.	Buck Creek Parcel for Western Land Exchange	9/1/84
White River National Forest	Metcalf, Michael D.; Zier, Christian J.	Vail Village West Water and Sanitation Plan	11/29/81
White River National Forest	Patterson, Floyd	Minturn Meter Station Site	11/9/81
Metcalf-Zier Archaeologists, Inc.	Metcalf, Michael D.	Avon Wildwood Subdivision	4/1/81
Metcalf Archaeological Consultants	Metcalf, Michael D.	A.L. Shapiro West Vail Property	92
Metcalf Archaeological Consultants	Barclay, Dulaney	Hydrosphere—West Vail to Dowds Junction Utility Line and Water Pipeline (CRR 15-07-17-93)	7/8/93
Powers Elevation Co., Inc.	Tucker, Gordon C.	Public Service Company of Colorado—Expansion of the Vail Substation	9/27/94
White River National Forest	Hardy, Kathy	North Vail Trail: Construction of 10.2 Miles of Trail Eagle County, Colorado (CRIR No. 15-07-12-96)	5/10/96, 6/20/02
White River National Forest	Hardy, Kathy	Eagle River Trail Construction of 7000 Feet of Trail Along Railroad Grade, Eagle County, Colorado (CRIR No. 15-07-13-96)	5/13/96, 06/19/02
Metcalf Archaeological Consultants		Kvmt Access Road and Right of Way	7/7/84
White River National Forest	Hardy, Kathy	Trappers Run/Town of Vail Land Exchange, Eagle County (#15-07-14-96)	10/31/96
White River National Forest	Worthington, Andele	Cascade Driveway/Skier Tunnel	6/17/98
Metcalf Archaeological Consultants	McKibbin, Anne	Johnson & Kunkel Edwards Overlook Road Class III Cultural Resource Inventory Eagle County, Colorado (CRR #15-04-15-02)	6/20/01, 4/29/02
White River National Forest	Lucido, Jim	Meadow Mountain Road Relocation, Eagle County, Colorado (CRIR No. 15-07-25-92)	5/26/92, 6/18/02
White River National Forest	Lucido, Jim	Underground Power Line to New Hx District Office, Eagle County, Colorado (CRIR No. 15-07-22-91, Case File No. HC-2360-44)	10/6/90, 6/19/02
Metcalf Archaeological Consultants	Metcalf, Michael D.	Vail Ski Area Final Report	10/11/89
Metcalf Archaeological Consultants	Metcalf, Michael D.	Holy Cross Electric Power Line (Avon-Vail)	1/10/88
White River National Forest	Gustafson, Alice	The Cultural Resource Inventory of the Meadow Mountain Bugs Timber Sale Project, Eagle County (Retitled "Back Door" Timber Sale)	9/97

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Agency/Contractor	Author(s)	Report Title	Date
Red Feather Archaeology	Redmond, Louis A.	A Level III Archeological Survey for the Piney River Timber Treatment Project in Eagle County, Colorado on the White River National Forest	7/30/98
White River National Forest	Gustafson, Alice	The Cultural Resources Inventory of the Vail Mountain Pine Beetle Suppression Project, Eagle County	7/16/01, 12/10/01
BRAL Environmental Services	Francis, Ike; Brogan, Andrea M.	Level III Cultural Resource Inventory and Evaluation of Fourteen Previously Surveyed Sites Within the Vail Valley Forest Health (EIS) Areas in the White River National Forest, Eagle County, Colorado and Addendum	9/02, 8/28/03
Centennial Archaeology	Anderson, Jane L.	The Avon Tap Portion of Holy Cross Electric Association's Avon-Vail 115 Kv Transmission Line	6/2/88
Office of Archaeology & Historic Preservation (OAHP)	McFadden, Doug; Comer, Doug	Vail Extension of White River National Forest	9/30/75
Nickens and Associates	Petrie, John Gaunt; Nickens, Paul R.	Wolcott Beaver Creek Transmission Line Project	9/1/83
Powers Elevation Co., Inc.	Metcalf, Michael D.	Town of Eagle: Park on the North Bank of the Eagle River	6/9/79
Metcalf Archaeological Consultants	McDonald, Kae	Lions Trucking Lot Development	10/15/92
Metcalf Archaeological Consultants	Spath, Carl	Eagle Springs Golf Club Development	5/12/93
Metcalf Archaeological Consultants	Pennefather-O'Brien, Elizabeth	Class III Cultural Resource Inventory Report of the Hardscrabble/Tenderfoot Travel Inventory in Eagle County, Colorado	10/2/02, 5/28/03
Archaeological Associates, Inc.	Wells, Douglas B.	Vail Municipal Storage Building	10/1/77
BLM Glenwood Springs Resource Area	Crouch, John	Proposed Right of Way for Holy Cross Electric (S#630)	5/5/80, 5/16/2003
Metcalf Archaeological Consultants	McDonald, Kae	Mountain Top Management Eagle East Communications Proposed Powerline Reroute, Class III Cultural Resource Inventory Eagle County, Colorado (BLM GSRA #5499-3b, NEPA CO-078-98-085EA)	8/24/98, 5/16/03
Powers Elevation Co., Inc.	Bambrey, Lucy Hackett	Public Service Company of Colorado Wolcott-Basalt 230 Kv Transmission Line Access Roads, Eagle County Colorado: A Class III Cultural Resources Inventory (98-CO-9 NEPA #CO-078-7-049)	9/22/98, 5/16/03
BLM Glenwood Springs Resource Area	Coleman, Leonrd A.	Wolcott Recreation Site Maintenance and Improvement Project, Eagle County, Colorado (CRIR No. 9401)	6/12/92, 8/26/02
BLM Glenwood Springs Resource Area	McGuire, Mike	20 Eagle County Livestock Reservoirs and 2200 Foot Pipeline, Eagle County, Colorado (S#1121)	9/1/90, 8/27/02
BLM Glenwood Springs Resource Area	Seacat, Todd B.	Catamount and Red Canyon River Access Improvements, Eagle County, Colorado (BLM-GSRA S#1098-19)	6/24/98, 5/22/03
TR Boss Environmental and Biological Consulting	Scott, John M.	East Eagle Project, BLM Trail Rehabilitation in Eagle County, Colorado	7/8/03, 8/28/03
BLM Glenwood Springs Resource Area	Anderson, Jane L.	Telephone Cable Right of Way West of Vail (S#978)	8/14/79, 7/11/03

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Agency/Contractor	Author(s)	Report Title	Date
BLM Royal Gorge Resource Area	Kight, William H.	A Cultural Resource Report on a Cultural Resource Reconnaissance and Inventory of the Cottonwood Creek Portion of the Division of Wildlife and Bureau of Land Management Exchange Garfield County, Colorado (S#922)	6/2/87, 7/2/03
BLM Glenwood Springs Resource Area	Rupp, Frank	A Negative Cultural Resource Report for the Dotsero Weather Station in Eagle County, Colorado (S#997)	11/20/86, 5/12/03
BLM Glenwood Springs Resource Area	Sokal, Daniel	Amendment to Right of Way C-1129 French Drain at I-70	8/17/88, 5/12/03
BLM Glenwood Springs Resource Area	Kight, Bill	A Negative Cultural Resource Inventory of Two Small Parcels Near Wolcott, Colorado (S#1028).	8/17/88, 5/12/03
	Kight, Bill	Paintball Gaming Area	4/4/89
Metcalf Archaeological Consultants	McKibbin, Anne	Electronics Cabinet Location—PTI Communications	4/12/93
BLM Glenwood Springs Resource Area	Byers, Jim	Red Canyon #2 Fuelwood Sale, Eagle County, Colorado (S#1232)	4/20/93, 8/28/02
Metcalf Archaeological Consultants	Spath, Carl	Cellular One Proposed Communications Facility Near Wolcott, Eagle County, Colorado	9/13/94, 5/13/03
BLM Glenwood Springs Resource Area	Williams, Paul R.	Eagle Powerline Firewood Sale (S#820)	6/25/82, 5/15/03
BLM Glenwood Springs Resource Area	Williams, Paul R.	Gypsum Campground Power Pole, Holy Cross Electric (S#738)	2/6/81, 5/15/03
BLM Glenwood Springs Resource Area	Born, Philip	Post Facto Survey of Construction on the Dotsero-Burns Road (S#536)	9/20/79, 5/15/03
BLM Glenwood Springs Resource Area	Williams, Paul R.	Midcontinent Limestone Claims Proposed Drill Pad and Access Road (S#718)	8/22/80, 5/15/03
Metcalf Archaeological Consultants	O'Brien, Patrick K.	Proposed Eagle County Regional Airport Interchange: Intensive Cultural Resource Inventory, Eagle County, Colorado	1/10/02, 4/29/02
James Enterprises, Inc.	Reust, Thomas P.; Brechtel, James M.	Intensive Cultural Resource Survey of the East Eagle Unit, Eagle County, Colorado	6/5/02, 10/7/02
BLM Glenwood Springs Resource Area	Rupp, Frank	A Cultural Resource Survey for Land Tenure Adjustment 109 in Eagle County, Colorado (S#940)	5/6/86, 7/24/03
Escondida Research Group, LLC	Walker-Buchanan, Patricia; Dello-Russo, Robert D.	Class III Cultural Resource Inventory and Limited Site Testing for the Red Hill OHV Travel Management Area, BLM-Glenwood Springs Field Office, Eagle County, Colorado	9/21/02, 5/20/03
Elizabeth Kae McDonald, Consulting Archaeologist	McDonald, Kae	Bureau of Land Management EBY Creek WUI Fuel Reduction Project, Class III Cultural Resource Inventory, Eagle County, Colorado	10/27/02, 5/21/03
Metcalf Archaeological Consultants	Pennefather-O'Brien, Elizabeth	Class III Cultural Resource Inventory Report of the Gypsum Hills Travel Inventory in Eagle County, Colorado	10/2/02, 5/21/03
BLM Glenwood Springs Resource Area	Harrison, Cheryl	Class III Cultural Resource Inventory of the Wolcott Campground and Monitor of a Buried Powerline, Eagle County, Colorado (GSFO 1003-6)	8/19/02, 5/23/03
BLM Grand Junction District Office	Williams, Robert A.; Guthrie, Mark R.	A Cultural Resource Survey of a Portion of the Berry Creek Ranch Project, Eagle County, Colorado (S#569)	11/16/79, 7/7/03
Grand River Institute	Conner, Carl E.; Wignall, Clifton M.	Final Report on the Cultural Resources Surveys of Three Proposed Access Roads and the Monitoring of Construction Near Archaeological Sites 5EA433 and 5EA439 in Eagle County, Colorado for Colorado Ute Electric Association's Wolcott-Basalt 230 Kv Transmission Line (S#784)	9/22/81, 7/7/03

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Agency/Contractor	Author(s)	Report Title	Date
University of Northern Colorado	Lutz, Bruce J., Hunt, William J.; Muceus, Cheryl	A Cultural Resource Management Survey Within the Eagle Planning Unit, Colorado (S#444)	1/1/79, 7/9/2003
Grand River Institute	Conner, Carl E.; Crum, Sally M.	Cultural Resources Inventory Wolcott-Eagle-Basalt 230 Kv Transmission Line (S#668)	2/1/81, 7/9/03
BLM Glenwood Springs Resource Area	Harrison, Cheryl	Class II Cultural Resource Inventory of the Red Canyon Boat Ramp, Eagle County, Colorado (GSFO No. 1003-24)	6/5/03, 8/27/03
BLM Glenwood Springs Resource Area	Rupp, Frank	A Cultural Resource Inventory Land Tenure Adjustment Number 105 in Eagle County, Colorado (S#939)	12/1/88, 7/22/03
Metcalf Archaeological Consultants	Metcalf, Michael D.	Cultural Resources Inventory Eagle-Gypsum Ltd Eagle County, Colorado (S#1084)	7/28/89, 7/22/03
BLM Glenwood Springs Resource Area	Kight, Bill Jr	A Cultural Resource Inventory of the Proposed Exchange Parcel #111 in Eagle County, Colorado (S#1034)	11/29/90, 7/22/03
BLM Glenwood Springs Resource Area	Walker-Buchanan, Patricia	A Cultural Resource Inventory of the Proposed North Bellyache Sagebrush Treatment in Eagle County, Colorado (S#1249)	6/93, 7/22/03
Metcalf Archaeological Consultants	Shields, William Lane	A Class III Resources Inventory of an Access Road in Eagle County, Colorado (S#9460)	7/13/94, 7/22/03
Powers Elevation Co., Inc.	O'Neil, Brian P.	Grant-Norpac: Egeria Creek Seismic Line 6 Eagle County, Colorado (S#940D)	9/27/85, 9/5/03
Metcalf Archaeological Consultants	McDonald, Kae	American Gypsum Core Holes Class III Cultural Resource Inventory Eagle County, Colorado (S#5498-11)	5/30/98, 7/25/03
Metcalf Archaeological Consultants	Graham, Carole; Metcalf, Sally J.	Diamond S Ranch Land Exchange, Cultural Resource Inventory of a 160 Acre Block Plus Two Linear Tracts in Eagle County, Colorado (S#5498-14)	6/19/98, 7/25/03
BLM Glenwood Springs Resource Area	Williams, Paul R.	Red Canyon Firewood Sale (S#814)	9/16/82, 7/11/03
BLM Glenwood Springs Resource Area	Born, Philip	Cultural Resources Examination for Holy Cross Electric Association Power Line Right-of-Way Clearance (S#501)	8/3/79, 7/11/03
Metcalf Archaeological Consultants	McDonald, Kae	Mountain Top Management Eagle East Communications Site, Access Road & Powerline Class III Cultural Resource Inventory Eagle County, Colorado (BLM GSRA # 5499-3A) (NEPA # CO-078-98-085EA)	6/29/98, 7/10/03
Metcalf Archaeological Consultants	Rood, Ronald J.	Cultural Resource Inventory of the Proposed Eagle Golf Course, Eagle County, Colorado (S#967)	4/1/86, 7/25/03
BLM Glenwood Springs Resource Area	Buchanan, Patty Walker	Cursory Inspection of the Skim Milk Basin and Fitzpatrick/Brewster Prescribed Burns (BLM GSRA #9409)	11/30/94, 6/23/03
BLM Glenwood Springs Resource Area	Seacat, Todd B.	Cultural Resource Inventory for the Bocco Mountain Travel Management Plan, Eagle County, Colorado (BLM-GSRA S#1098-21)	8/98, 6/23/03
Uncompahgre Archaeological Consultants	Piontkowski, Michael	Report on the Cultural Resources Inventory of the Bocco Mountain Recreation Area, Eagle County, Colorado (S#855)	11/99, 7/24/03
Grand River Institute	Conner, Carl E.; Davenport, Barbara J.	Report of the Class III Cultural Resources Inventory for Portions of the Castle Peak Travel Management Plan Within the Bocco Mountain & Gypsum Hills Special Recreation Management Areas in Eagle County, Colorado (BLM 1197-9)	7/31/97, 7/24/03

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Agency/Contractor	Author(s)	Report Title	Date
Metcalf Archaeological Consultants	Vroom, Jeff; McDonald, Kae	Holy Cross Electric, Wolcott Substation Feeders Class III Cultural Resource Inventory Eagle County, Colorado (Original and Addendum) (BLM GSRA 5498-17)	8/3/98, 6/29/01
Metcalf Archaeological Consultants	McDonald, Kae	Mountain Top Management Eagle East Communications Site Road Improvement, Class III Cultural Resource Inventory Eagle County, Colorado (BLM GSFO # 5400-2) (NEPA #CO-078-99-101 CER)	9/30/99, 8/31/01
Metcalf Archaeological Consultants	Brogan, John M.	American Gypsum Future Mining Areas Class III Cultural Resource Inventory, Eagle County	9/27/01, 12/28/01
Paleontological Investigations, Inc.	Olsen, Frederik S.	Paleontological Survey of the Village (at Avon) in Eagle County, Colorado	6/01, 7/31/02
Metcalf Archaeological Consultants	Metcalf, Michael D.	Vail Valley Consolidated Water District	6/1/89
Native Cultural Services	Gleichman, Peter	Archaeological Inventory of the Vernon Property (S#1314)	10/25/92, 8/28/03
Metcalf Archaeological Consultants	McDonald, Kae	Red Canyon Estates Subdivision Pond No. 18	8/19/93
Metcalf Archaeological Consultants	Metcalf, Michael D.	Town of Eagle Water Wells	11/8/93
Metcalf Archaeological Consultants	Rood, Ronald J.	Eagle-Gypsum Drywall Plant	11/89
Metcalf Archaeological Consultants	McKibbin, Anne	A Class III Cultural Resource Inventory of a Portion of Tract 48 Section 15 T4S R83W Wolcott, Eagle County, Colorado (S#1317)	5/1/91, 8/28/03
Metcalf Archaeological Consultants	McDonald, Kae	Cultural Resources Inventory for the Red Canyon Estates Subdivision Pond No. 17, Eagle County (S#845)	8/19/93, 8/28/03
Native Cultural Services	Gleichman, Peter	Vernon Property—Bureau of Reclamation	10/25/92
Metcalf Archaeological Consultants	Rood, Ronald J.	A Cultural Resources Survey of the Cordillera Planned Unit Development Eagle County, Colorado (S#1387)	4/89, 9/4/03
Metcalf Archaeological Consultants	Slaughter, Stephanie	Two Rivers Village Development: A Class III Cultural Resources Inventory Eagle County, Colorado	3/23/00
Metcalf Archaeological Consultants	Metcalf, Michael D.	Canyonwood Homeowners Association Green Mountain Water Augmentation	4/01, 7/17/01
Metcalf Archaeological Consultants	O'Brien, Patrick K.; Pennefather-O'Brien, Elizabeth	Cottonwood Development	9/9/91
Metcalf Archaeological Consultants	O'Brien, Patrick K.	Highland Meadows Estates, Lot 1 Class III Cultural Resource Survey, Eagle County, Colorado (S#1233)	4/28/93, 9/4/03
Metcalf Archaeological Consultants	McKibbin, Anne	Daniels Well Application: A Class III Cultural Resource Inventory of a Small Tract, Section 3, T5S R85W, Eagle Count, Colorado (S#94108)	4/14/94, 9/4/03
Colorado Department of Highways	Gambrill, Kenneth M.	Shoshone Hydroelectric Plant Complex—Haer CO-5	1/1/83
Colorado Department of Highways	Gooding, John D.	Glenwood Spgs 7th St Bridge	8/13/85
Colorado Department of Highways	Gooding, John D.	Glenwood Canyon Archeology	12/13/79
Metcalf Archaeological Consultants	McDonald, Kae; McKibbin, Anne	Glenwood Springs Alternative Transportation Route (Original and Addendum)	8/2/93

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Agency/Contractor	Author(s)	Report Title	Date
Cultural Resource Consultants	Patterson, Floyd A.; Michael, Craig	Glenwood Spgs Interceptor Sewer	5/19/78
Metcalf Archaeological Consultants	Brogan, John; McKibbin, Anne	Cultural Resources Inventory for the Glenwood Springs 201 Facility Plan, City of Glenwood Springs, Garfield County, Colorado	4/17/02, 1/3/03
Metcalf Archaeological Consultants	McDonald, Kae	Grizzly Creek Diversion Dam and Pipeline Repair: A Class III Cultural Resource Inventory in Garfield County, CO	5/13/99
White River National Forest	Gustafson, Alice	2002 Coal Seam Fire Emergency Rehabilitation and Fire Suppression Cultural Resource Inventory, Garfield County, Colorado	02, 9/10/03
Colorado Department of Highways	Gambrill, Kenneth M.	Denver & Rio Grande Railroad Doe	2/28/80
Metcalf Archaeological Consultants	Unknown	Twin Tunnels Hydroelectric Prj	3/26/85
BLM Glenwood Springs Resource Area	Kight, William	A Negative Cultural Resource Inventory for the Horseshoe Bend Site Improvement Plan in Garfield County, Colorado	10/3/91, 6/23/03
BLM Glenwood Springs Resource Area	Williams, Paul R.	Proposed Stock Pond Burnt Tree Ridge (S#702)	6/30/80, 7/1/03
BLM Glenwood Springs Resource Area	Williams, Paul R.	Stock Ponds Improvement, 4 Ponds on Burnt Tree Ridge (S#700)	6/30/80, 7/1/03
BLM Glenwood Springs Resource Area	Sokal, Dan	Top Soil Common Use Area and Trail Head, Garfield County, Colorado (S#1172)	11/13/91, 8/29/02
Metcalf Archaeological Consultants	McDonald, Kae	Chatfield Ranch Right of Way, a Class III Cultural Resource Inventory in Garfield County, Colorado S#5400-8	5/30/00, 6/30/03
Metcalf Archaeological Consultants	McDonald, Kae	Glenwood Caverns Tram, a Class III Cultural Resource Inventory in Garfield County, Colorado	10/24/00, 4/19/01
Metcalf Archaeological Consultants	Metcalf, Sally J.; Byers, Jim	Bureau of Land Management, Transfer Trail Snowmobile Project, Class III Cultural Resource Inventory, Garfield County, Colorado (GSFO 5499-12) (EA CO-078-99-028) and Addendum (GSFO 1002-16a)	5/14/02, 9/7/01, 1/3/03
University of Colorado Boulder	Kane, Allen E.	Report of the 1973 Inventory of Archaeological Remains on Naval Oil Shale Reserve Lands in Garfield County, Colorado	12/1/73, 6/25/02
BLM Glenwood Springs Resource Area	Byers, Jim	Transfer Trail Snowmobile Trailhead and Related Road Improvements (GSFO 1002-16)	4/25/02, 1/6/03
BLM Glenwood Springs Resource Area	Williams, Paul R.	Archaeological Survey of the Burnt Tree Ridge Firewood Sale (S#754)	7/9/03
Tatanka Historical Associates	Sladek, Ron D.	Glenwood Springs Survey and Inventory of Historic Sites	2/1/99
Powers Elevation Co., Inc.	Tucker, Gordon C.	Black Hawk Feeder Lateral Along County Road 6 (92-WY-52)	4/23/93
Foothill Engineering Consultants, Inc.	Hoefler, Ted III	Chase Gulch Wetland Mitigation Class III Cultural Resource Inventory	4/22/97
Colorado Department of Highways	Unknown	El Rancho Interchange IR 70-3(169)	9/8/88
Colorado Department of Transportation (CDOT)	Owings, Annette R.	Hogback Multi-Modal Transfer Center	10/22/93

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Agency/Contractor	Author(s)	Report Title	Date
Colorado Department of Transportation (CDOT)	Hand, O.D.	An Intensive Cultural Resource Inventory of the Soda Creek Bridge Replacement on US Highway 40 Northwest of El Rancho, Jefferson County, Colorado (XXX 043-034, SH 40 at Soda Creek)	7/16/98
Colorado Department of Highways	Pearce, Sally	El Rancho IR 070-3(169)	2/9/90
Colorado Department of Transportation (CDOT)	Hand, O.D.	An Intensive Cultural Resource Inventory of the Interstate 70, Hogback Park & Rides, Jefferson County, Colorado (IM 0703-244)	5/31/00
Colorado Department of Highways	Gambrill, Kenneth M.; Rottman, Vicki	Bergen Park North and South	8/1/81
Paragon Archaeological Consultants, Inc.	Sara, Timothy R.; Velasquez, Stephanie G.	Class III Cultural Resource Inventory of the Rooney Hogback Open Space Park, Jefferson County, Colorado	7/22/97
Paragon Archaeological Consultants, Inc.	Velasquez, Stephanie G.	Class III Cultural Resource Inventory of the Proposed Clear Creek Canyon Open Space Park, Jefferson County, Colorado	7/31/98
SWCA, Inc.—Denver Metro Office	Sawyer, Andrew H.	A Class III Cultural Resource Inventory of Matthews/Winters Open Space Park, Jefferson County, Colorado	7/16/99
SWCA, Inc.—Denver Metro Office	Martin, William	Cultural Resource Investigations at the Humphrey Memorial Park and Museum, Evergreen, Jefferson County, Colorado (00-P2-013)	11/2001, 12/12/01
Colorado Department of Highways	Wallace, Steven M.	Highway Dept Cr Neg Repts Jan to Dec 84	1/12/84
Balloffet and Associates, Inc.	Marmor, Jason D.	An Intensive Cultural Resource Inventory of the Proposed Black Hawk Tunnel Clear Creek & Gilpin Counties, Colorado	7/21/00
URS Corporation (Consultants)	Barclay, Dulaney; Vickers, Rebecca D.	Gaming Area Access EIS: Results of Intensive Cultural Resource Inventories in Jefferson, Clear Creek and Gilpin Counties, Colorado (No. 22233015.00007) (Addendum), Addendum Report/ Determination of Eligibility and Effects, Colorado Department of Transportation Project STA 119A-044, Gaming Area EIS; Floyd Hill Depot Site (5CC259), Clear Creek County	7/17/02, 4/4/03
Colorado Department of Transportation (CDOT)	Hand, O.D.	An Intensive Cultural Resource Survey of Six Proposed Fence Replacement Locations in Chaffee, Eagle, Garfield, Gunnison and Lake Counties, Colorado (C R300-034)	8/15/96, 1/2/03
Western Cultural Resource Management, Inc. (WCRM)	Chambellan, Collette C.; Mehls, Steven F.	A Class III Cultural Resources Survey of the Roaring Fork Railroad Authority Environmental Impact Statement Glenwood Springs to Brush Creek Transportation Corridor Eagle, Garfield & Pitkin Counties, Colorado	10/29/98
SWCA, Inc.—Denver Metro Office	Sawyer, Andrew H.	Cultural Resource Investigations for Link 5A of the Adesta/CDOT I-70 West Fiber Optic Project (SWCA 00-167)	3/29/00
Centennial Archaeology	Sherman, Stephen A.; Metcalf, Tania R.; Painter, Mary W.; Jones, D. Chadwick; Zier, Christian J.	A Cultural Resource Survey of Interstates 25, 70, 225 & 270, US Highways 34 & 160 & State Highways 13 & 470 for the Proposed Adesta Communications Fiber Optic System, Colorado (C SW00-102)	3/11/99– 4/19/99 and 6/1/99– 6/7/99

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Agency/Contractor	Author(s)	Report Title	Date
Centennial Archaeology	Painter, Mary W.; Vickers, Rebecca D.	A Class III Archaeological Survey of Twelve Region Wide Fencing Upgrade Locations in Eagle, Grand, Gunnison, Jackson, Moffat Pitkin & Routt Counties, Colorado (C R300-071) (Original and Addendum)	5/4/00, 4/12/02
Laboratory of Public Archaeology-CSU (LOPA)	Jennings, Calvin H.	Preliminary Archaeological Reconnaissance of the Wolcott-Malta Electric Transmission Line (BLM - GSRA # 670)	77
USFS Clear Creek Ranger District	Noisat, Brad	The 1995 Level III (Class III) Cultural Resources Inventory of the Continental Divide National Scenic Trail & Addendums A & B	9/25/96
Metcalf Archaeological Consultants	Metcalf, Sally J.	Western Land Group's Vassar Meadows Lex, Class III Cultural Resource Inventory, Eagle & Pitkin Counties, Colorado (CRR#15-06-15-00)	6/1/00, 4/9/01
Henry Walt	Walt, Henry; Hallisy, Stephen J.	An Intensive Cultural Resources Survey Along the Guanella Pass Road, Colorado Forest Road 80, Park and Clear Creek Counties, Co. A Second Addendum to an Intensive Cultural Resource Survey Along the Guanella Pass Road, Colorado Forest Highway 80, Park and Clear Creek Counties, Colorado	11/01, 9/17/02
Nickens and Associates	Chandler, Susan M.; Smith, Shelley J.	Known Cultural Resource Evaluation and Sample Oriented Inventory for the Glenwood-Dotsero Springs Unit Salinity Control Investigation Eagle, Garfield and Mesa Counties, Colorado	4/1/81, 8/15/02
Metcalf Archaeological Consultants	Pennefeather-O'Brien, Elizabeth; O'Brien, Patrick K.	Class III Cultural Resource Inventory for Centurytel's Proposed Wolcott-McCoy Fiber Optic Line, Eagle and Routt Counties, Colorado	8/26/02, 4/4/03
Laboratory of Public Archaeology-CSU (LOPA)	Arthur, Christopher; Holmes, Gregory M.	Archaeological Reconnaissance of the West East Natural Gas Pipeline Rio Blanco, Moffat, Routt, Grand, and Summit Counties, Colorado	8/26/02, 4/4/03
Grand River Institute	Conner, Carl E.	Class III Cultural Resource Inventory for the BLM Portions of the Proposed Rifle-to-Avon Pipeline in Eagle Counties, Colorado	3/1/79, 4/4/03
Colorado Department of Highways	Anonymous	Archaeological Survey of a Roadway Under I-70 in Silverthorne, Summit County (CC61-0070-26)	10/93, 7/2/02
Colorado Department of Highways	Gooding, John D.	Tenmile Canyon—I-70	7/18/88, 10/20/03
University of Southern Colorado-Anthropology	Buckles, William G.	Investigations of Historic Communities in Tenmile Canyon	8/1/76, 8/25/03
Colorado Department of Transportation (CDOT)	Hand, O.D.	An Intensive Cultural Resources Inventory of the Blue River Trail Connection in Silverthorne, Summit County, Colorado (STE M205-001)	7/24/02, 4/2/03
Colorado Department of Highways	Anonymous	Cultural Resource Survey of I-70 Between Silverthorne and Frisco at the SH 91 Interchange, Summit County, IR 70-2(176)	10/4/90, 10/23/03
Colorado Department of Transportation (CDOT)	Jepson, Daniel A.	Class III Cultural Resource Inventory for the Straight Creek Erosion Control Project Along Interstate 70, Summit County (CX 61-0070-34/STE(CX) 070-3(197)	7/14/92, 10/24/03
Colorado Department of Transportation (CDOT)	Anonymous	A Cultural Resource Survey of State Highway 9 Between Breckenridge and Frisco, Summit County (STA(CX) 009-1(8))	6/30/93, 10/24/03
Colorado Department of Transportation (CDOT)	Jepson, Daniel A.	Archaeological Inventory of the Frisco Lakefront Trail, and a Materials Waste Site Along US Highway 6, Summit County (STE C610-003)	6/13/95, 10/27/03

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Agency/Contractor	Author(s)	Report Title	Date
Colorado Department of Transportation (CDOT)	Hand, O.D.	An Intensive Cultural Resources Survey of US Highway 6 Between Dillon & Keystone, Summit County (STA 006A-029)	7/15/99, 10/27/03
Hermesen Consultants	Anonymous	Historic Resources Survey Report, State Highway 9, Frisco to Breckenridge	10/99, 10/27/03
Western Area Power Administration	Barger, Mary	A Cultural Resources Inventory for the Removal of Four Wood Pole Transmission Line Structures on the Blue River-Summit Transmission Line, Summit County, Colorado	10/24/01,4 /9/02
TRC Mariah Associates, Inc.	Kainer, Ronald E.	Copper Mt Expn Areas	9/1/84
White River National Forest	Ryon, Debra Egan	Barrett Rd Shrine Pass	12/1/86
White River National Forest	Leadabrand, Paul L.	Lily Pad Trail	6/15/87
Powers Elevation Co., Inc.	Harrison, Cheryl A.	Frisco Area Buried Powerline (Project #92-CO-33)	8/10/92
Metcalf Archaeological Consultants	Metcalf, Sally J.	US West Wireless, Officers Gulch Cellular Site, Class III Cultural Resource Investigation, Summit County, Colorado	9/5/98
White River National Forest	Semmer, Paul	Old Dillon Reservoir Trail, Summit County, Colorado (CRIR No. 15-10-27-91)	6/1/89, 6/17/02
White River National Forest	Semmer, Paul	Frisco/Dillon Recreation Trail, Summit County, Colorado (CRIR No. 15-10-26-91)	6/7/90, 6/17/02
Arapaho & Roosevelt National Forests	Wood, Robert B.	Peninsula Rec Area Salvage Sales	7/8/82
White River National Forest	Kight, William	Cultural Resource Reconnaissance and Inventory of Six Parcels of the Homestake Land Exchange, Summit County, CO	2/28/91
White River National Forest	Gustafson, Alice	Cultural Resource Inventory of the Dillon Reservoir Vegetative Management Project on the White River National Forest, Summit County, CO (CRR#15-10-07-97)	96
Metcalf Archaeological Consultants	Metcalf, Sally J.	Slate Creek Land Exchange, Class III Cultural Resources Inventory Summit County, CO	97
Metcalf Archaeological Consultants	Barclay, Dulaney	Western Land Group Summit Land Exchange Class III Cultural Resource Inventory Summit County, Colorado	7/16/99
White River National Forest	Gustafson, Alice	The Cultural Resource Inventory of the Upper Blue Stewardship Project: Survey II, Summit County White River National Forest	99
Metcalf Archaeological Consultants	Barclay, Dulaney	Carter-Burgess, Inc. PSCO Silverthorne Substation Access Road, Powerline Corridor and Lynx Mitigation Area, Class III Cultural Resource Inventory, Summit County, Colorado (CRR#15-10-02-02)	6/19/01, 4/9/02
Science Applications International Corp. (SAIC)	Ziemke, Laura	Cultural Resources Survey of Old Dillon Reservoir and Dillon Ditch, Summit County, Colorado (CRN3717)	7/11/01, 6/6/03
White River National Forest	Gustafson, Alice; Denardo, Rodney; Rehusch, Tom; Potvin, Chris	Cultural Resource Inventory of the Frisco Nordic Center Trails and Facilities Project, Summit County, Colorado White River National Forest	8/22/02, 8/6/02
Arapaho & Roosevelt National Forests	McCaig, Denise	Dillon Valley Water Intake Supply Pipeline	6/14/82, 10/20/03
Metcalf-Zier Archaeologists, Inc.	Anonymous	Cultural Resource Inventory for Western Land Exchange Frisco Bay Area, Summit County, Colorado	10/22/83, 10/21/03
TRC Mariah Associates, Inc.	Smith, Craig; Reust, Thomas P.	Copper Mountain Inc	9/1/89
Flatirons Surveying, Inc.	Born, Philip L.	Straight Ck Rectifier Site	10/5/83

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Agency/Contractor	Author(s)	Report Title	Date
Office of Archaeology & Historic Preservation (OAHP)	Halasi, Judith Ann	Blue River Trail Acquisition Cultural Resource Survey Silverthorne, Summit County	9/1/80, 10/21/03
BLM Kremmling Field Office	Rupp, Frank	Shepard and Associates Land Exchange	11/89
University of Northern Colorado	Lutz, Bruce J.	Report of an Archaeological Survey Conducted in Summit County, Colorado Relating to the Henderson Phase 3 and the Keystone Reroute of the Denver—Shoshone 115 kV Transmission Line	8/1/75, 10/22/03

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