APPENDIX A7

HISTORIC RESOURCES DOCUMENTATION

COLORADO
Department of Transportation
Division of Transportation Development

Environmental Programs Branch
2829 W. Howard Place
Denver, CO 80204
(303) 757-9281

October 3, 2019

Mr. Steve Turner
State Historic Preservation Officer
History Colorado
1200 Lincoln
Denver, CO 80202

SUBJECT: Determinations of Eligibility and Effects (Historic Resources,) Project NHPP 0701-240, I-70 West Vail Pass Auxiliary Lanes Environmental Assessment, Eagle and Summit Counties

Dear Mr. Turner:

This letter and the enclosed documents constitute a request for concurrence with determinations of eligibility and effects for the project referenced above. The undertaking is located along I-70 in Eagle and Summit Counties, with the eastern terminus just east of the Vail Pass Rest Area and the western terminus near the East Vail interchange. The study limits include I-70 from milepost (MP) 179.5 to MP 191.5, which are reflected on Figure 1, below.

As part of the intial National Environmental Policy Act (NEPA) analysis, a Tier 1 Environmental Impact Statement (EIS) for the I-70 Mountain Corridor (C-470 to Glenwood Springs) was completed in 2011. That study recommended the addition of auxiliary lanes in both directions on the west side of Vail Pass from MP 180-190.

A Tier 2 NEPA analysis is the next step required to move forward with highway improvements. The Colorado Department of Transportation (CDOT) and Federal Highway Administration (FHWA) have initiated an Environmental Assessment (EA) to identify a Proposed Action, investigate the anticipated benefits and impacts of the proposed improvements, produce conceptual design plans, and make funding, scheduling, and phasing recommendations.

PROJECT AREA

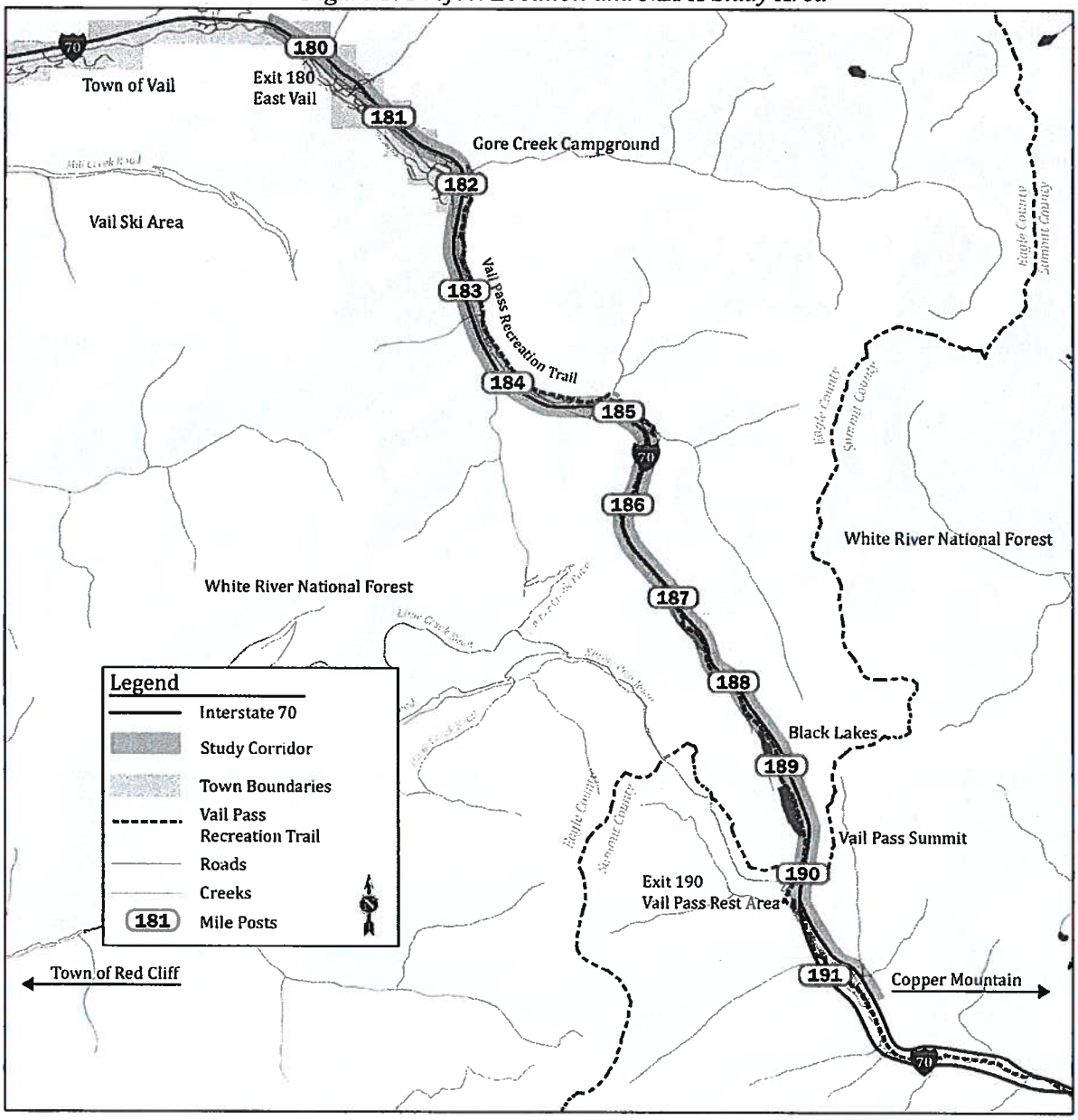
As noted above, the project is located between I-70 MP 179.5 and 191.5, generally between East Vail and a point approximately 1.5 miles east of the Vail Pass summit. East Vail is primarily situated south of I-70 and is connected to the rest of the community by I-70, one minor arterial road, and a system of recreational trails. It is comprised primarily of residential properties that include townhouses, condominiums, and single-family dwellings, all built since the early 1960s. Several community and recreation facilities are located in East Vail, including the Vail Tennis and Racquet Club. Properties are constructed on both sides of Gore Creek, which parallels I-70 through East Vail.

AREA OF POTENTIAL EFFECTS

An Area of Potential Affects (APE) was developed to include the following elements:[1]

[1] Mead & Hunt, Inc., *I-70 West Vail Pass Safety/Auxiliary Lanes Environmental Assessment, Draft Area of Potential Effects and Results of Windshield Survey* (prepared for CDOT, February 2018).

Figure 1. Project Location and NEPA Study Area



Source: DEA Project Team

- The footprint and associated right-of-way (ROW) of I-70 between MPs 179.5 and 191.5.
- The Vail Pass Recreational Trail between East Vail and the west summit of Vail Pass.
- Black Lake No.1 and Black Lake No. 2 near the west summit of Vail Pass.
- Parcel boundaries for properties that were built in or before 1976 between I-70 and Big Horn Road. Beginning on the west side of 5137 Main Gore Circle North to encompass that property, all properties on the north and east sides of Gore Circle, and two historic-age

townhouses south of Gore Circle adjacent to the existing bridges that carry I-70 over the bike path near the Bighorn Subdivision.

Enclosed are maps that illustrate the APE and resources located within it. The APE is subject to change depending on CDOT review and comments received from your office and consulting parties, in addition to design factors as the project progresses. See Section 3 of the enclosed inventory report for a more detailed discussion of APE development.

DETERMINATIONS OF ELIGIBILITY

Twenty-five properties in the APE were evaluated for eligibility to the National Register of Historic Places (NRHP). Of those, three were determined eligible: the Bradley Residence (5EA.3607), old U.S. Highway 6 (5EA.2587.9), and I-70 at Vail Pass (5EA.1826.4 and 5ST.982.5). A summary is presented in Table A, below. Detailed descriptions and a National Register eligibility assessment of each property is included in Section 9 of the survey report, and on the enclosed site forms. The 1976 cutoff date accounts for properties that will be 50 years of age or older in 2021, when construction of the proposed improvements is anticipated to commence.

Table A. Summary of Section 106 Eligibility Determinations

SITE NO.	SITE NAME	ADDRESS	CONSTR. DATE	NRHP ELIGIBILITY
5EA.3605	Bus Stop at Pitkin Creek	3897 Bighorn Road	c.1900	Not eligible
5EA.3606	Columbine Road Condominiums	4295 Columbine Drive	1972	Not eligible
5EA.3607	Bradley Residence	4396 Columbine Dr.	1965	Eligible, *Criterion C*
5EA.3608	Brozniak Residence	4406 Columbine Dr.	1973	Not eligible
5EA.3609	Condominium	4145 Spruce Dr.	1967	Not eligible
5EA.3610	Altair Vail Inn Condomimums	4192 Spruce Way	1973	Not eligible
5EA.3611	Taggart Residence	4110 Spruce Way	1967	Not eligible
5EA.3612	Folke & Mellgren Residence	4112 Spruce Way	1967	Not eligible
5EA.3613	Condominium	4132 Spruce Way	1965	Not eligible
5EA.3614	Vail East Lodging Condominium Complex	4073, 4093, 4123, 4133 Spruce Way	1965	Not eligible
5EA.3615	Elgi Duplex	4141 Spruce Way	1968	Not eligible
5EA.3616	Parks Duplex	4143 Spruce Way	1968	Not eligible
5EA.3617	Blunk Residence	4145 Spruce Way	1968	Not eligible
5EA.3618	Gore Creek North Condominium	4342 Spruce Way	1965	Not eligible
5EA.3619	Moosburger-Forstner Residence	4325 Spruce Way	1971	Not eligible
5EA.3620	Ridgeview Square Townhouses	4506 Spruce Way	1971	Not eligible
5EA.3621	Pavelich Residence	5137 Main Gore Drive North	1970	Not eligible
5EA.3622	Pattison Residence	5177 Gore Circle	1972	Not eligible
5EA.3623	Ciarallo and Van Dijk Residence	5187 Gore Circle	1976	Not eligible
5EA.3624	Bloom Residence	5197 Gore Circle	1968	Not eligible
5EA.3625	Cocchiarella Residence	5198 Gore Circle	1969	Not eligible

Table A. Summary of Section 106 Eligibility Determinations

SITE NO.	SITE NAME	ADDRESS	CONSTR. DATE	NRHP ELIGIBILITY
5EA.3626	Frost Townhouses	5187 Black Gore Drive	1973	Not eligible
5EA.3627	Heather of Vail Condominiums	5197 Black Gore Drive	1974	Not eligible
5EA.2587.9	Old U.S. Highway 6 (including portions of the recreational bike path and Bighorn Drive in East Vail and associated road-related features)			Eligible, *Criterion A,* non-supporting segment
5EA.1826.4 and 5ST.892.5	Vail Pass (I-70 from MP 180-195.2 including bridges and other road-related features)			Eligible, *Criteria A and C* and *Criteria Consideration G*

DETERMINATIONS OF EFFECTS

A summary of the effects determinations for the 25 historic properties appears in Table B. A detailed discussion of effects is presented in the enclosed Effects Determination attachment.

Table B. Summary of Section 106 Effects Determinations

SITE NO.	SITE NAME	ELIGIBILITY RECOMMENDATION	EFFECTS DETERMINATION
5EA.3605	Bus Stop at Pitkin Creek	Not eligible	No Historic Properties Affected
5EA.3606	Columbine Road Condominiums	Not eligible	No Historic Properties Affected
5EA.3607	Bradley Residence	Eligible	No Adverse Effect
5EA.3608	Brozniak Residence	Not eligible	No Historic Properties Affected
5EA.3609	Condominium	Not eligible	No Historic Properties Affected
5EA.3610	Altair Vail Inn Condomimums	Not eligible	No Historic Properties Affected
5EA.3611	Taggart Residence	Not eligible	No Historic Properties Affected
5EA.3612	Folke & Mellgren Residence	Not eligible	No Historic Properties Affected
5EA.3613	Condominium	Not eligible	No Historic Properties Affected
5EA.3614	Vail East Lodging Condominium Complex	Not eligible	No Historic Properties Affected
5EA.3615	Elgi Duplex	Not eligible	No Historic Properties Affected
5EA.3616	Parks Duplex	Not eligible	No Historic Properties Affected
5EA.3617	Blunk Residence	Not eligible	No Historic Properties Affected
5EA.3618	Gore Creek North Condominium	Not eligible	No Historic Properties Affected
5EA.3619	Moosburger-Forstner Residence	Not eligible	No Historic Properties Affected
5EA.3620	Ridgeview Square Townhouses	Not eligible	No Historic Properties Affected
5EA.3621	Pavelich Residence	Not eligible	No Historic Properties Affected
5EA.3622	Pattison Residence	Not eligible	No Historic Properties Affected
5EA.3623	Ciarallo and Van Dijk Residence	Not eligible	No Historic Properties Affected
5EA.3624	Bloom Residence	Not eligible	No Historic Properties Affected
5EA.3625	Cocchiarella Residence	Not eligible	No Historic Properties Affected

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SITE NO.	SITE NAME	ELIGIBILITY RECOMMENDATION	EFFECTS DETERMINATION
5EA.3626	Frost Townhouses	Not eligible	No Historic Properties Affected
5EA.3627	Heather of Vail Condominiums	Not eligible	No Historic Properties Affected
5EA.2587.9	Old US Highway 6 (Including portions of the recreational bike path and Bighorn Drive in East Vail and associated road-related features)	Eligible, non-supporting segment	No Adverse Effect
5EA.1826.4 and 5ST.892.5	Vail Pass (I-70 from mileposts 180-195 including bridges and other road-related features)	Eligible, *Criteria A and C* and *Criteria Consideration G*	Adverse Effect

Section 106 Issue Task Force/Consulting Parties

CDOT created a Section 106 Issues Task Force (ITF) to coordinate and facilitate consulting parties. The information contained in this letter was sent concurrently to ITF members for review; any comments received will be forwarded to your office. A request to join the Section 106 ITF was initially sent to the following organizations:

- Copper Mountain Metropolitan District
- Eagle County
- Eagle County Historical Society
- Frisco Preservation Board
- National Park Service
- National Trust for Historic Preservation
- State Historic Preservation Officer
- Summit County Historical Society
- Summit County Preservation Commission
- Town of Vail
- Town of Breckenridge Planning Commission (CLG)
- Town of Vail Design Review Board
- Arapaho and Roosevelt National Forest
- White River National Forest
- Breckenridge Heritage Alliance

The members who attended the initial ITF meeting to discuss the APE included:

- Tom Fuller, White River National Forest
- Jason O'Brien, History Colorado (OAHP)
- Jennifer Orrigo Charles, Colorado Preservation, Inc.

CDOT intends to convene another ITF meeting to discuss the determinations of eligibility and effects, and consultations with ITF members will continue to as design concepts and options are developed. We will forward information about an upcoming meeting to you in the near future.

We request your concurrence with the eligibility and effects determinations outlined herein. If you have questions or require additional information in order to complete your review, please contact Senior Historian Lisa Schoch at (303) 512-4258 or lisa.schoch@state.co.us.

Very truly yours,

for Jane Hann, Manager
Environmental Program Branch

Enclosures:

APE/Historic Resources Maps
Historic Resources Inventory Report
OAHP Inventory Forms
Determinations of Effects Summary
West Vail Pass Plan Sheets, dated June 20, 2019
Context Sensitive Solutions Process Flow Chart and Crest of the Rockies Aesthetics Guidance

cc: David Cesark, CDOT Region 3
John Kronholm, CDOT Region 3
Kara Swanson, David Evans & Assoc.

I-70 West Vail Pass Auxiliary Lanes APE and Historic Resources Map Key

Feature Type	Subtype	Map Key
Bridge	Concrete Slab and Girder Continuous	CSGC
Bridge	Concrete Box Girder Segmented	CBGS
Bridge	Concrete Box Girder Continuous	CBGC
Bridge	Steel Box Girder Continuous	SBGC
Bridge	Concrete Box Girder	CBG
Bridge	Pedestrian Bridge	Pedestrian Bridge
Retaining Wall	Timber cribbing wall	A
Retaining Wall	Pre-cast concrete curved panel with tie-backs	B
Retaining Wall	Cast-in-place curved concrete panel	Z
Retaining Wall	Pre-cast modular concrete	C
Retaining Wall	Stone gabion	D
Sound Barrier	N/A	W
Culvert	Metal pipe culverts with concrete headwall/wing walls	AA
Culvert	Metal pipe culvert (no headwall/wing walls, just a pipe)	BB
Culvert	Metal pipe culvert with metal headwall/wing walls	CC
Culvert	Plastic pipe culvert with metal headwall/wing wall	DD
Culvert	Plastic pipe culvert with concrete headwall/wing wall	EE
Culvert	Concrete culvert and headwall/wing wall	FF
Culvert	Corrugated metal pipe culvert with stone masonry headwall/wing walls	GG
Culvert	Metal pipe culverts with "barnwood"-textured and stained concrete headwall/wing walls	HH
Culvert	Concrete box culvert used as an underpass (Vehicular and Recreational)	UP
Berm	N/A	M
Retention Pond	N/A	R
Roadbed Segment	I-70 Roadbed	I-70
Recreational Path	Recreational Path	Vail-Frisco Rec Path and Tenmile Vail Frisco Rec Path
Landscape Feature	Sculpted Rock Cut	Sculpted Rock Cut
Landscape Feature	Placed Stumps	Not mapped
Landscape Feature	Placed Boulders	Not mapped
Landscape Feature	Creek Channel Alterations	Not mapped
Jersey Barrier	N/A	Not mapped
Pullout Lanes	N/A	Not mapped
Runaway Truck Ramp	N/A	Runaway Truck Ramp
Lighted Chain Station	N/A	Not mapped
Non-interstate Signage	N/A	Not mapped
Structure	Restrooms	S
Structure	CDOT Buildings	S
Embankment	N/A	Not mapped
Rest Area	N/A	Rest Area
Channel with Bridge	N/A	Channel with Bridge
Black Lake No. 1	N/A	Black Lake No. 1
Black Lake No. 2	N/A	Black Lake No. 2

Attachment 1. Mount Vail Pass CO with Updated APE

Orthophotographs: NAIP 2015; Cadastral, road-related data: Colorado DOT

- Building
- Parcel
- Right-of-Way
- APE
- I-70 Vail Pass Historic Boundary NRHP-Eligible, supporting segment*

Surveyed Property

- Eligible
- Not Eligible
- US 6: NRHP-Eligible, non-supporting segment*

- Bridge
- Retaining Wall
- Headwall
- Vail Pass Recreational Trail
- Mile Marker
- Drainage

*National Register of Historic Places

1:2,400

0 150 300 600 Feet

I-70 West Vail Pass Auxiliary Lanes APE/Historic Resources

See I-70/US 6, Vail Pass segment summary tables

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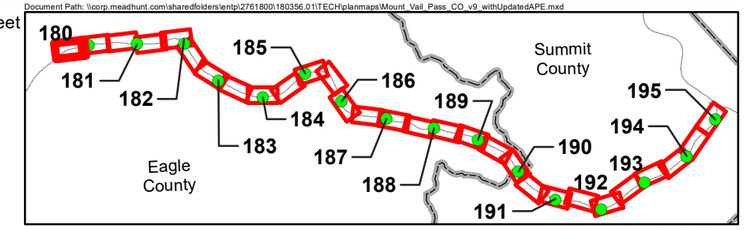

Map 1 of 29

A1
AA1
180
180
I-70
CSGC F-11-AG
CSGC F-11-AH
EE1
D1
A2
W
B1
Big Horn Rd
5EA.3605
5EA.3614
5EA.3616
5EA.3615
5EA.3617
Spruce Way
5EA.3611
5EA.3612
5EA.3612
5EA.3613
5EA.3613
Spruce Dr
5EA.3609
5EA.2587.9
US 6 - 1
Bridge Rd
Lupine Dr
Lupine Dr

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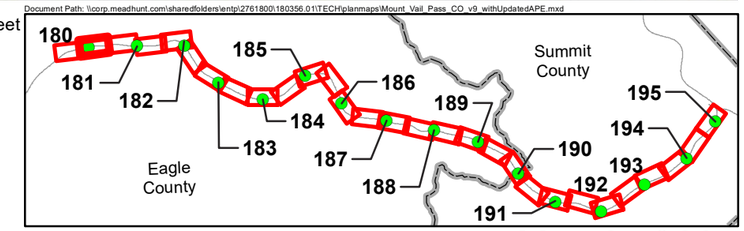

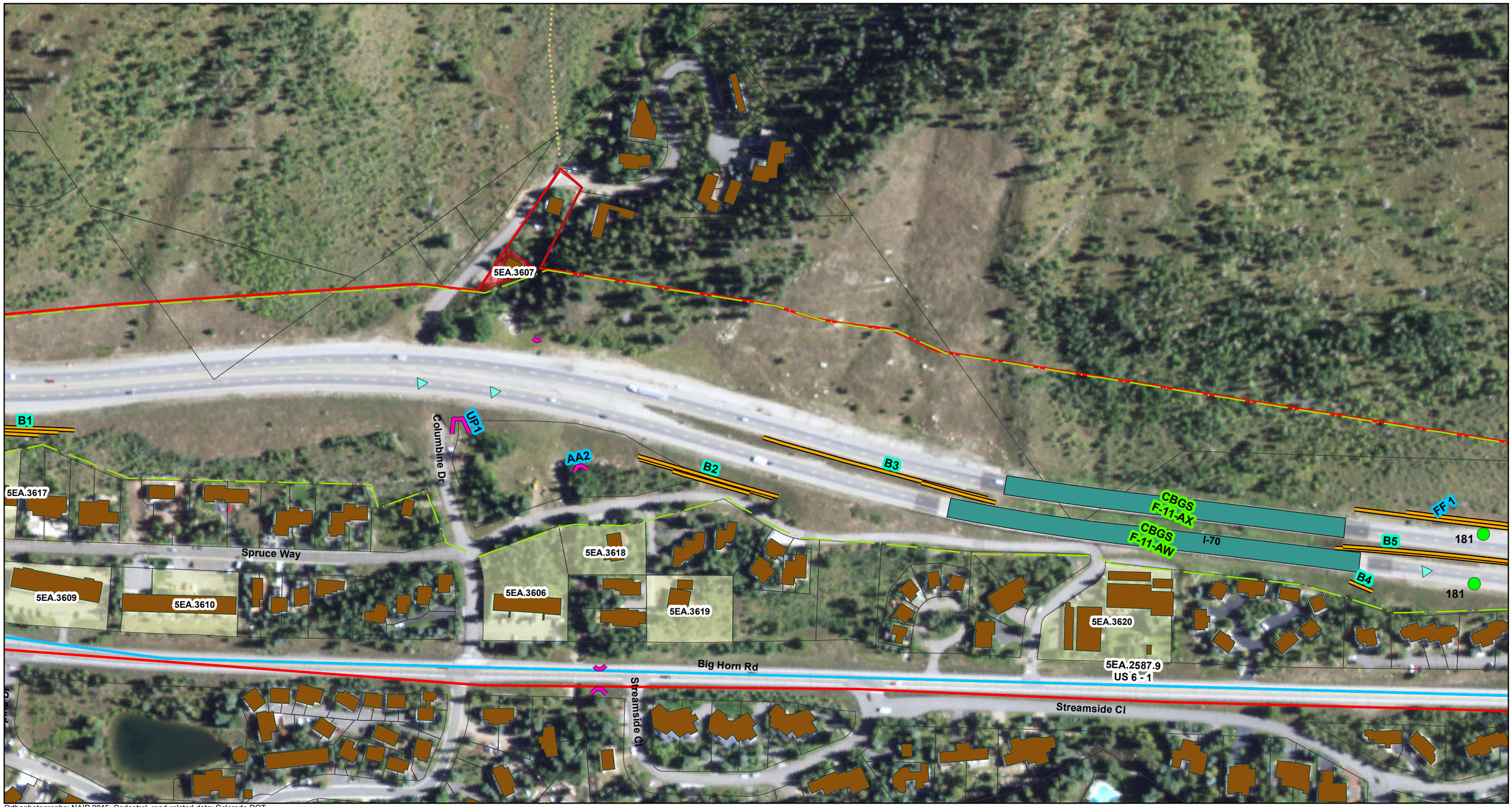

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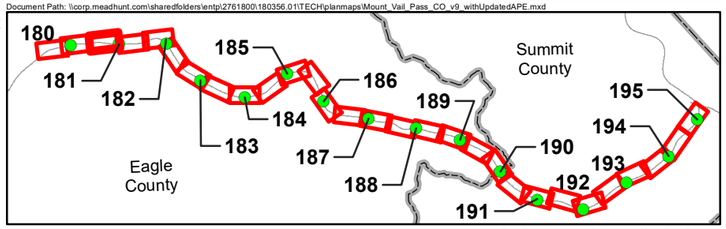

FF1
Z1
181
181
Z2
I-70
I-70
CC1
5EA.2587.9
US 6 - 1
Big Horn Rd
B6
Meadow Dr

Orthophotographs: NAIP 2015; Cadastral, road-related data: Colorado DOT

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0 155 310 620 Feet

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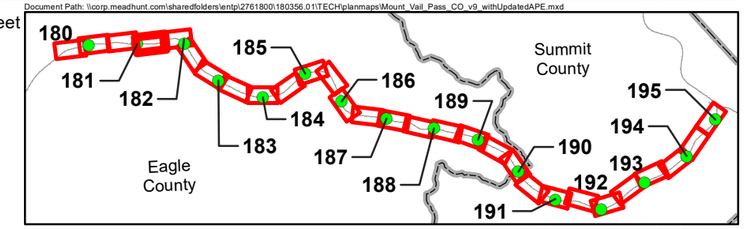

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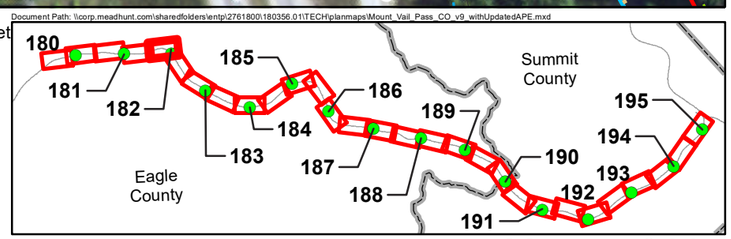

5EA.2587.9
US 6 - 3

5EA.2587.9
US 6 - 4

Truck Ramp

182

182

I-70

R

I-70

C1

SBGC
F-11-AT

SBGC
F-11-AS

5EA.3627

5EA.3626

Cove Dr

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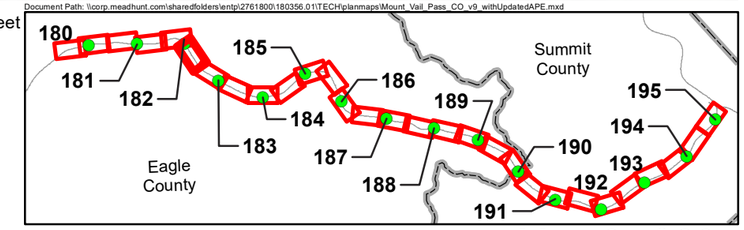

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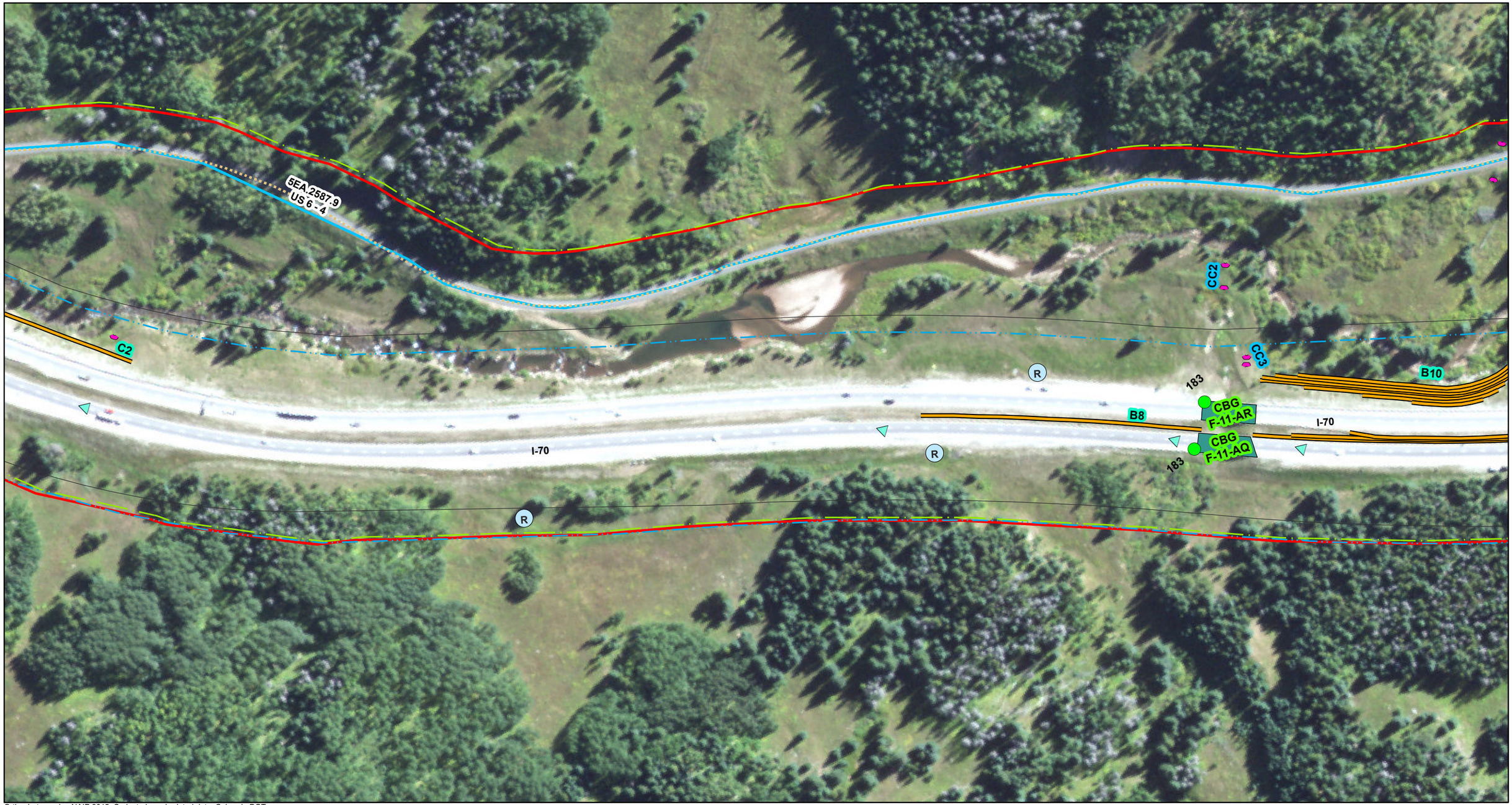

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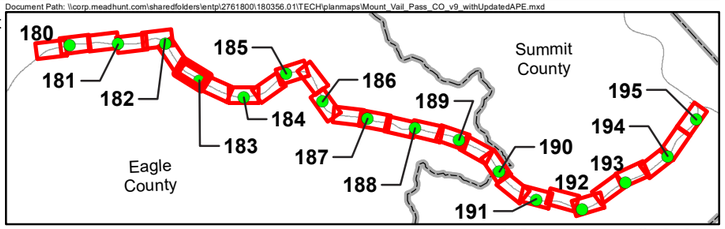

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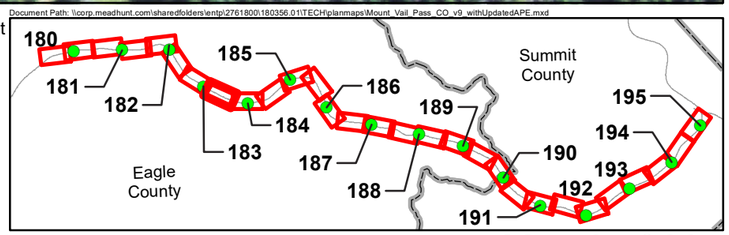

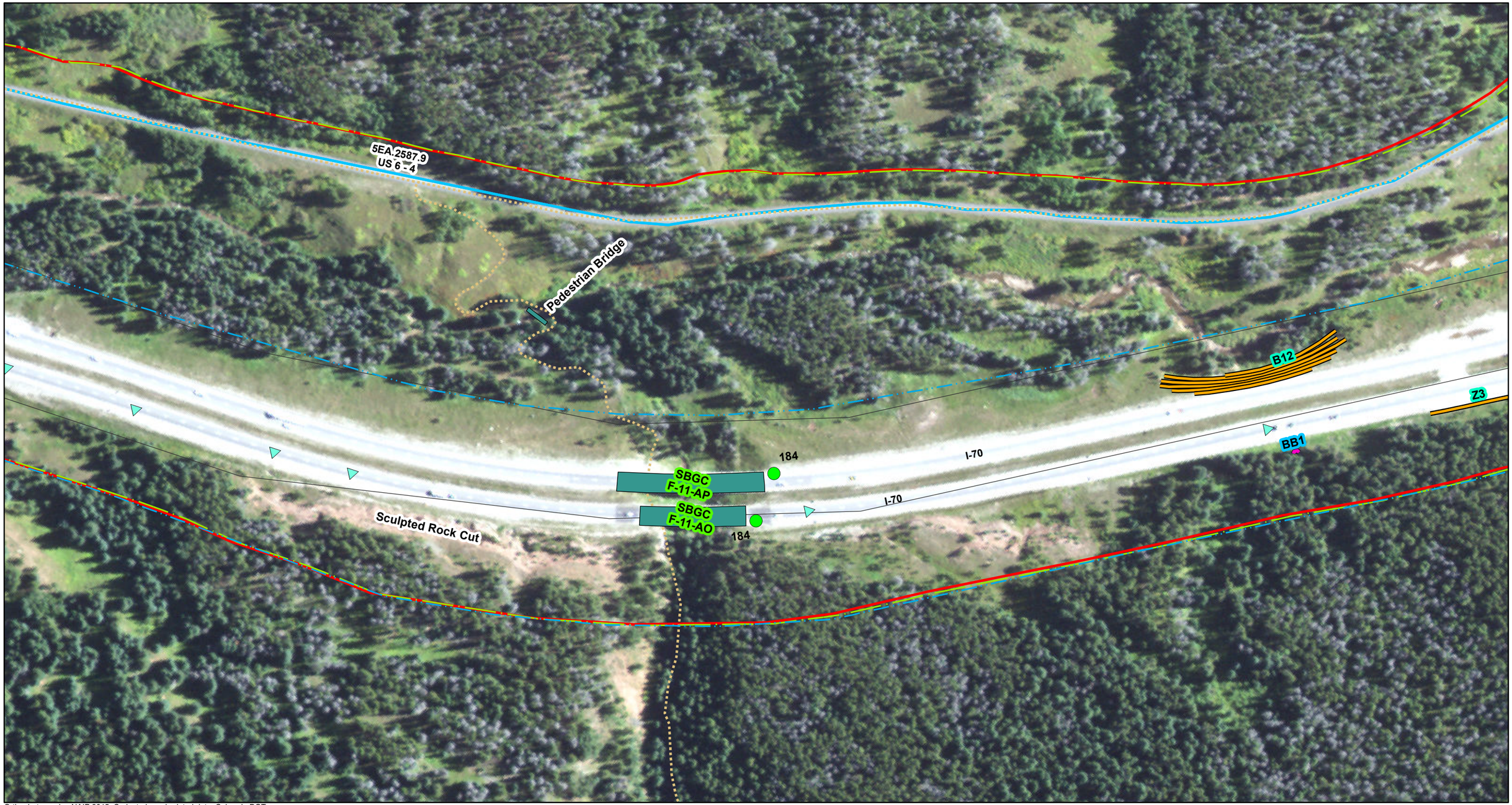

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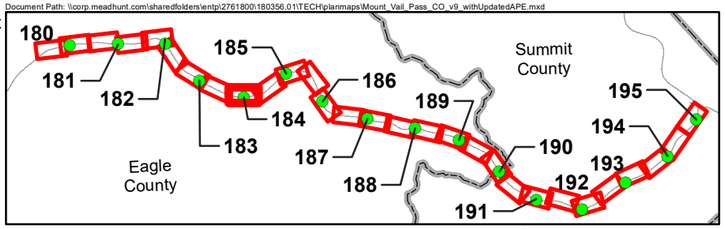

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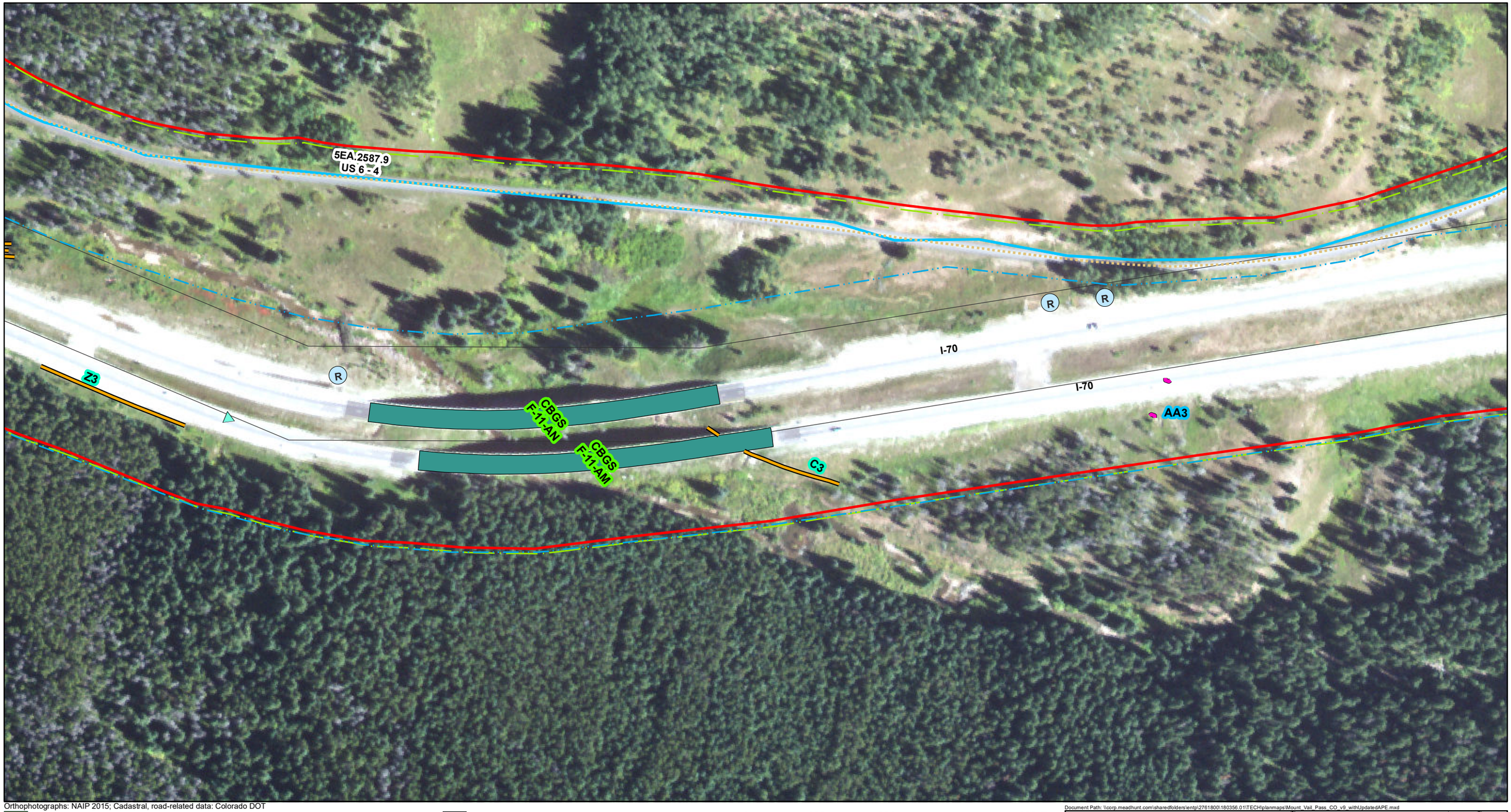

Orthophotographs: NAIP 2015; Cadastral, road-related data: Colorado DOT

- Building
- Parcel
- Right-of-Way
- APE
- I-70 Vail Pass Historic Boundary NRHP-Eligible, supporting segment*

Surveyed Property

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- Bridge
- Retaining Wall
- Headwall
- Vail Pass Recreational Trail
- Mile Marker
- Drainage

*National Register of Historic Places

1:2,400

0 150 300 600 Feet

I-70 West Vail Pass Auxiliary Lanes APE/Historic Resources

See I-70/US 6, Vail Pass segment summary tables

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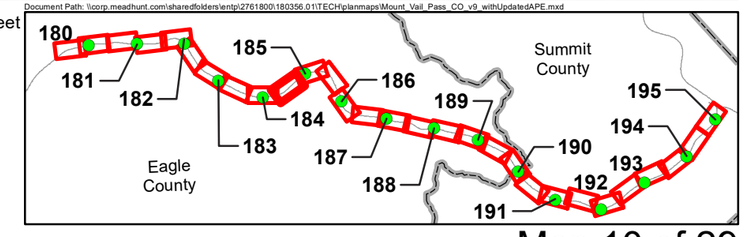

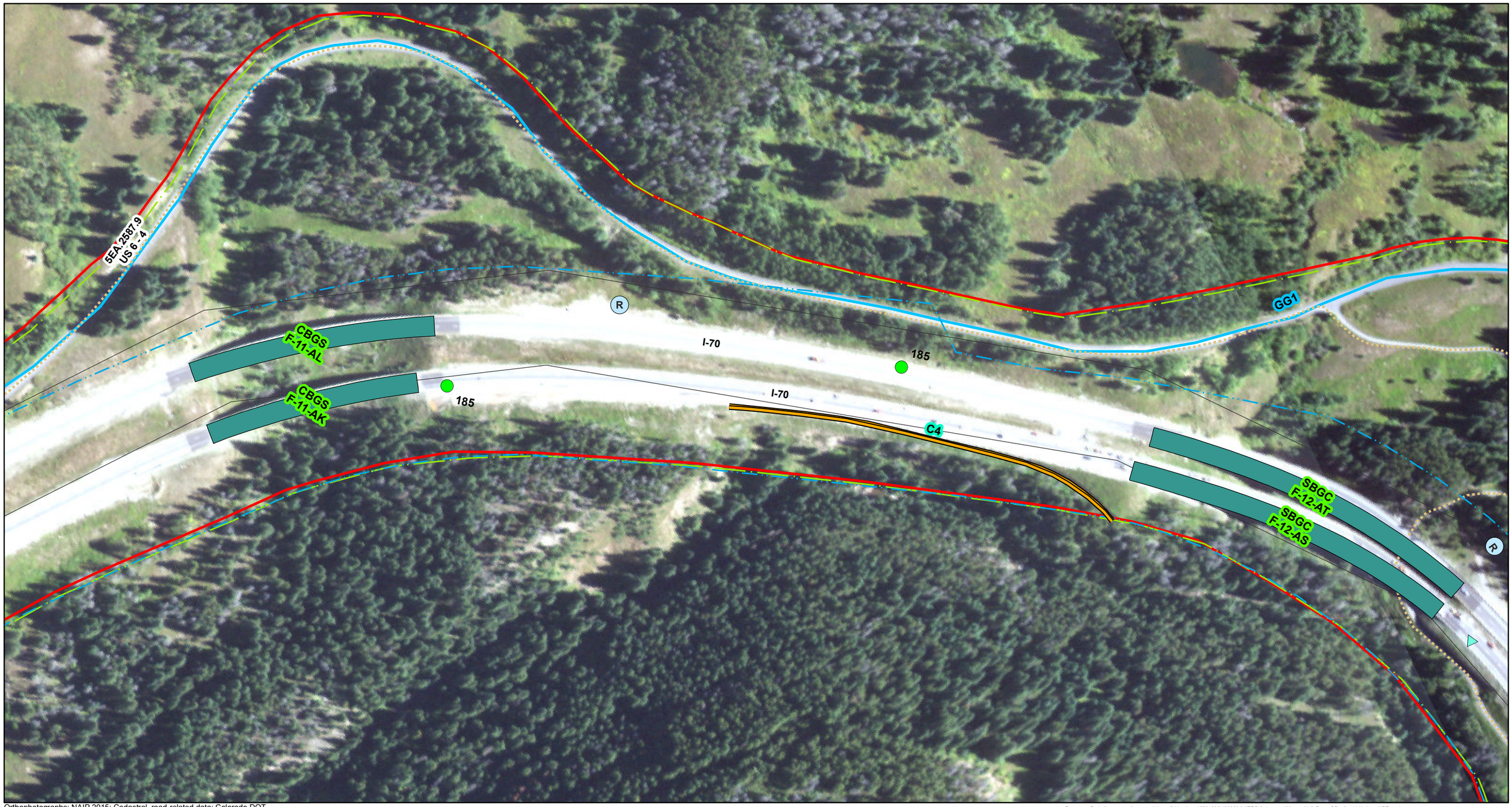

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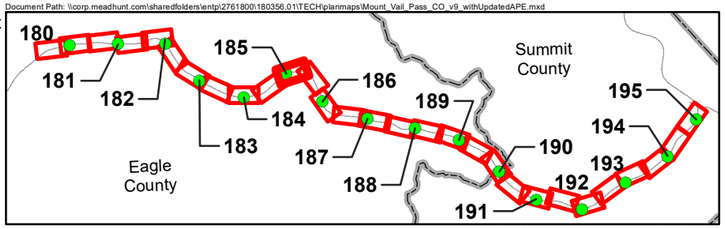

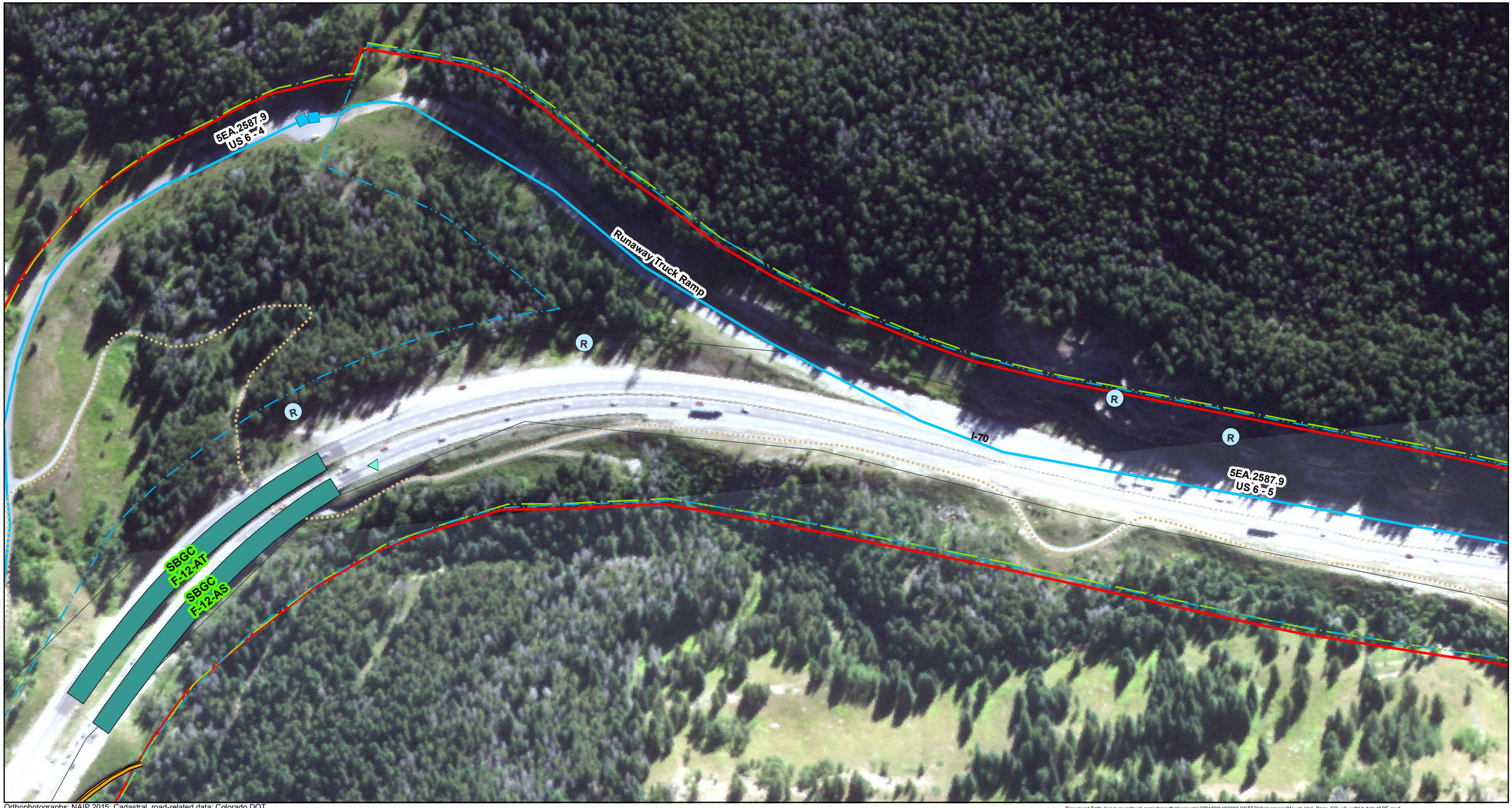

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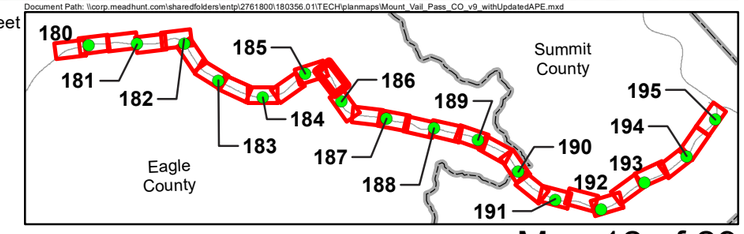

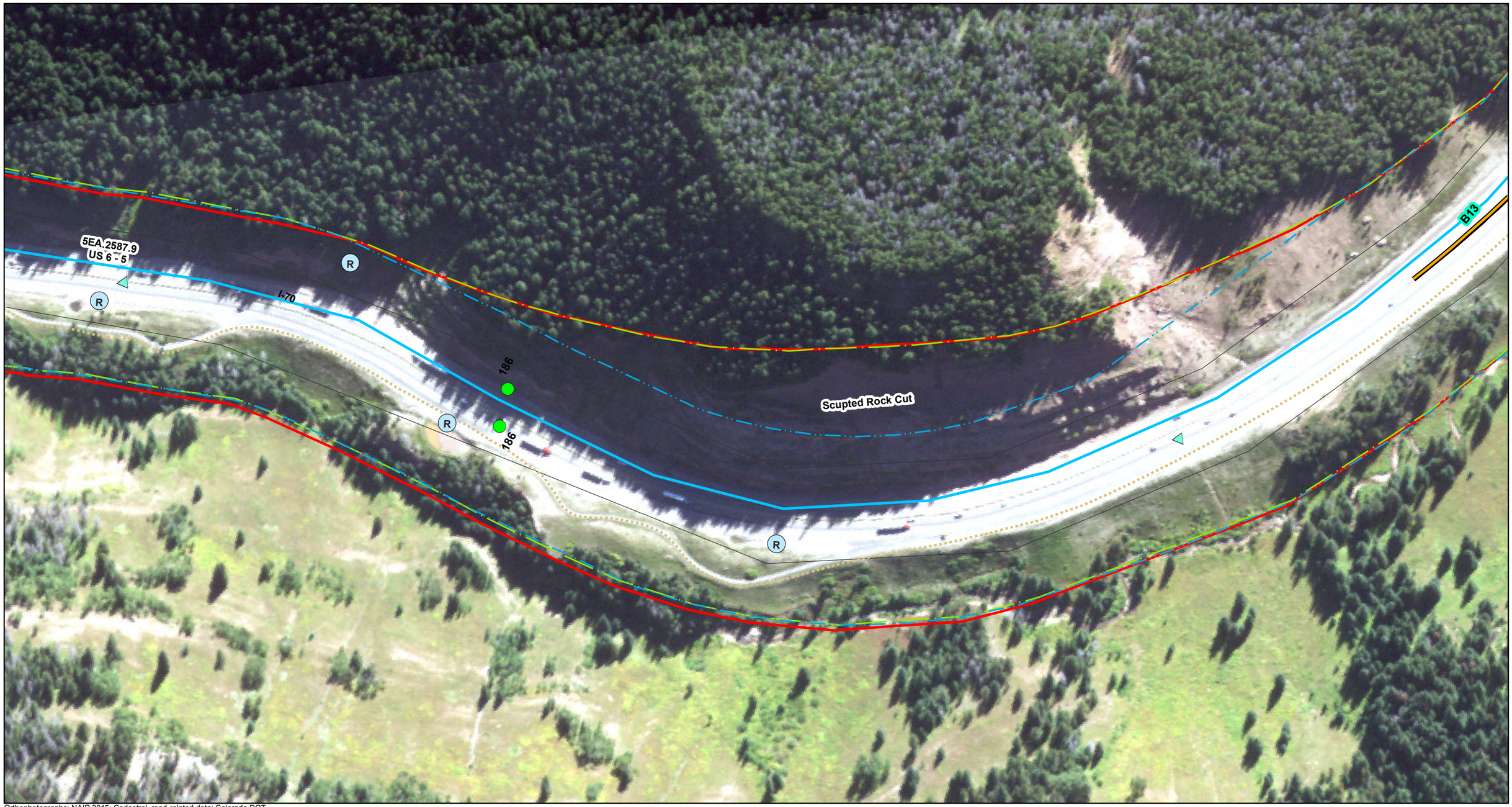

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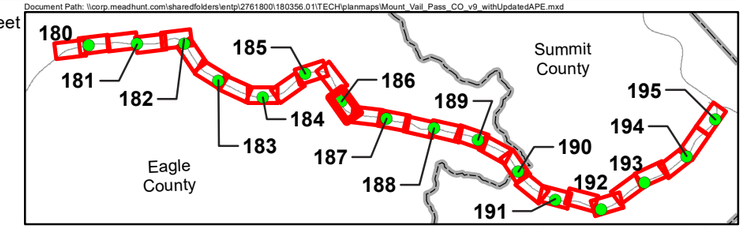

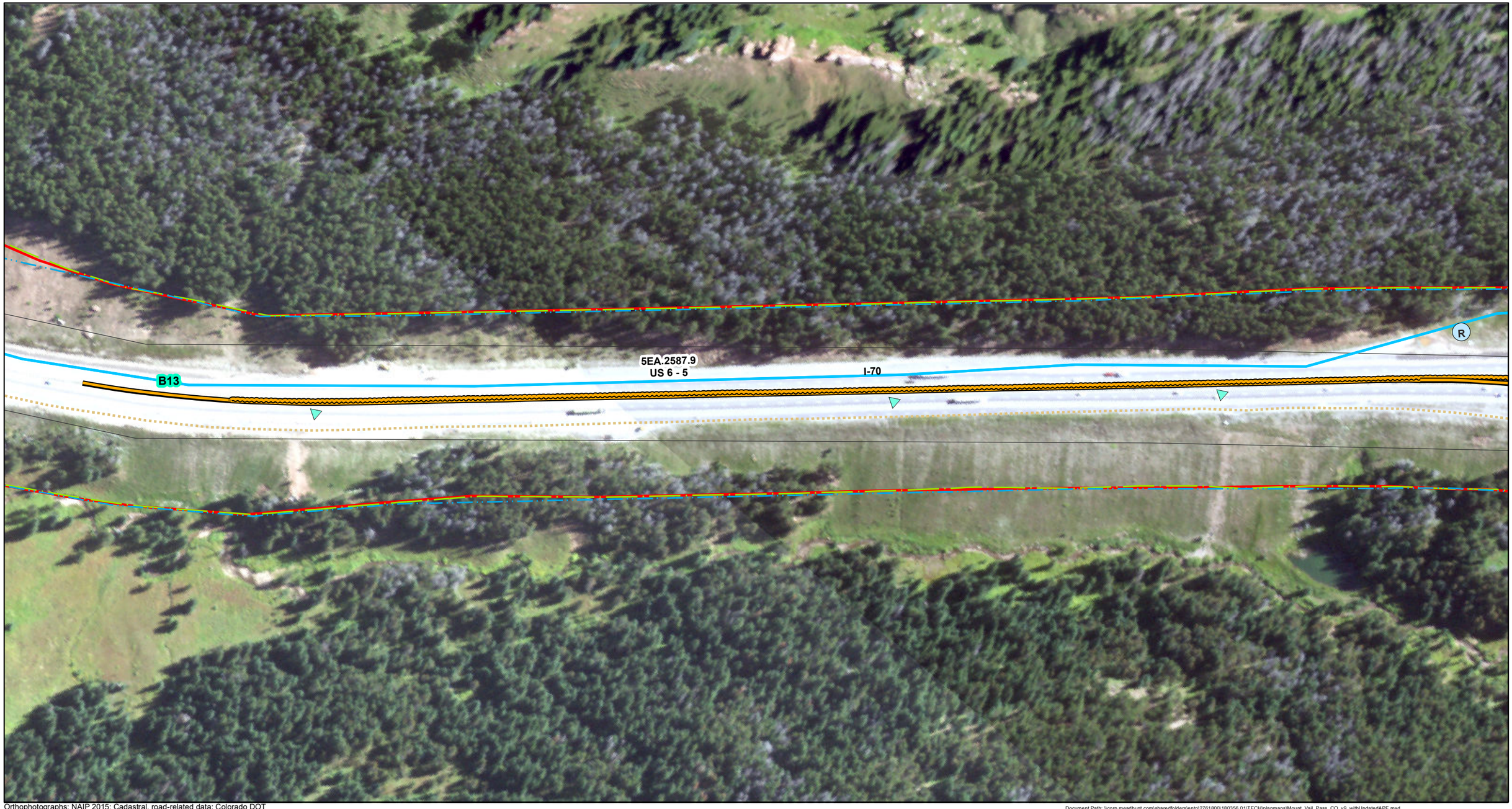

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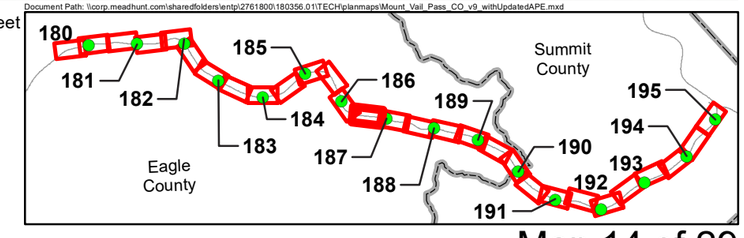

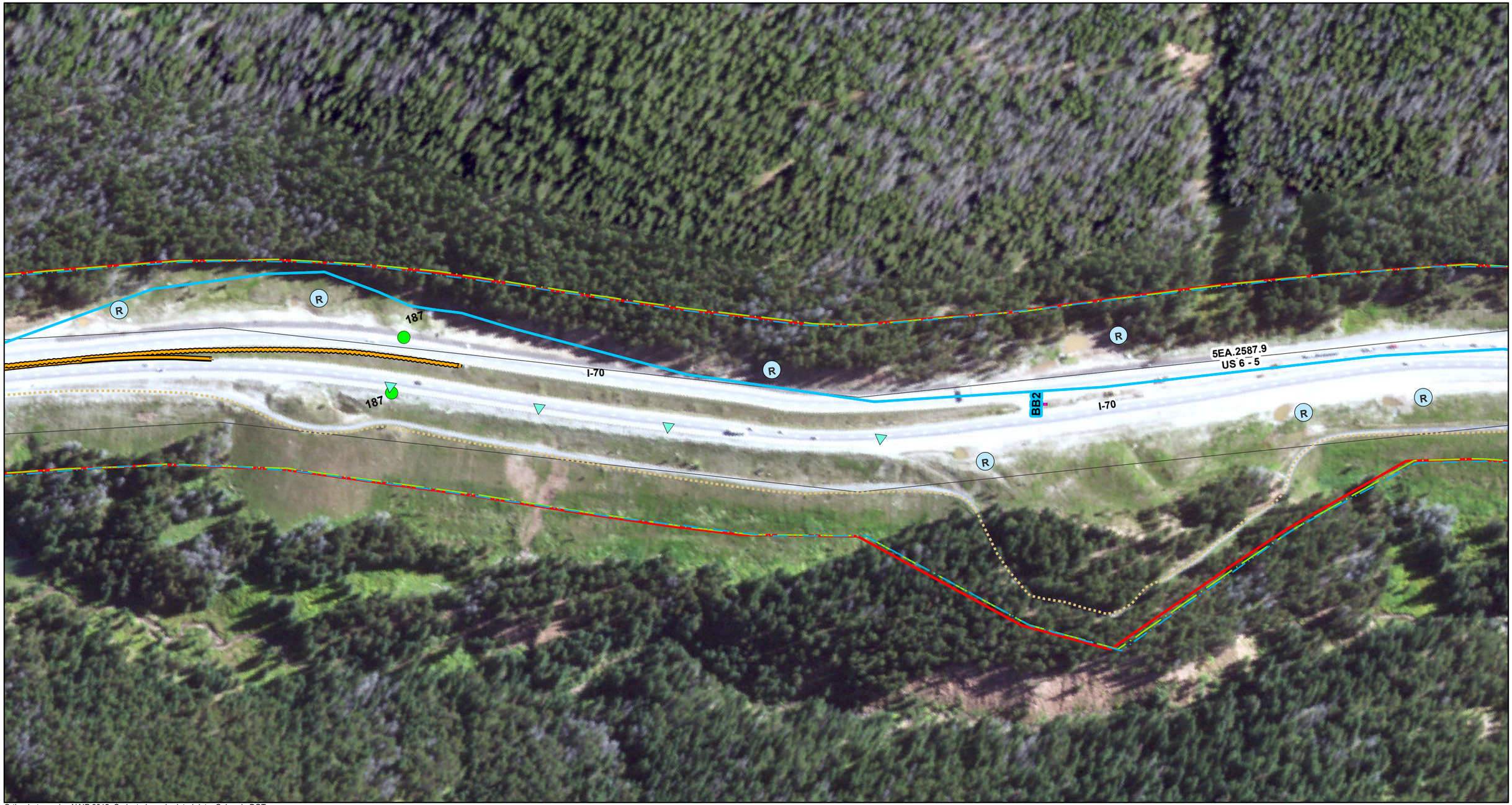

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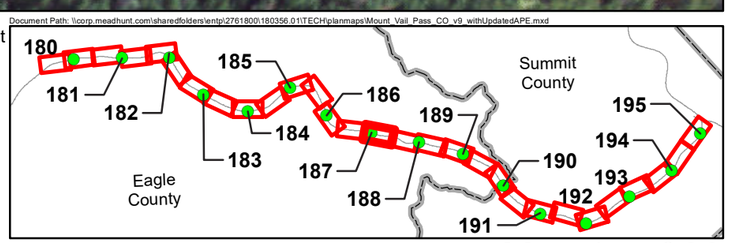

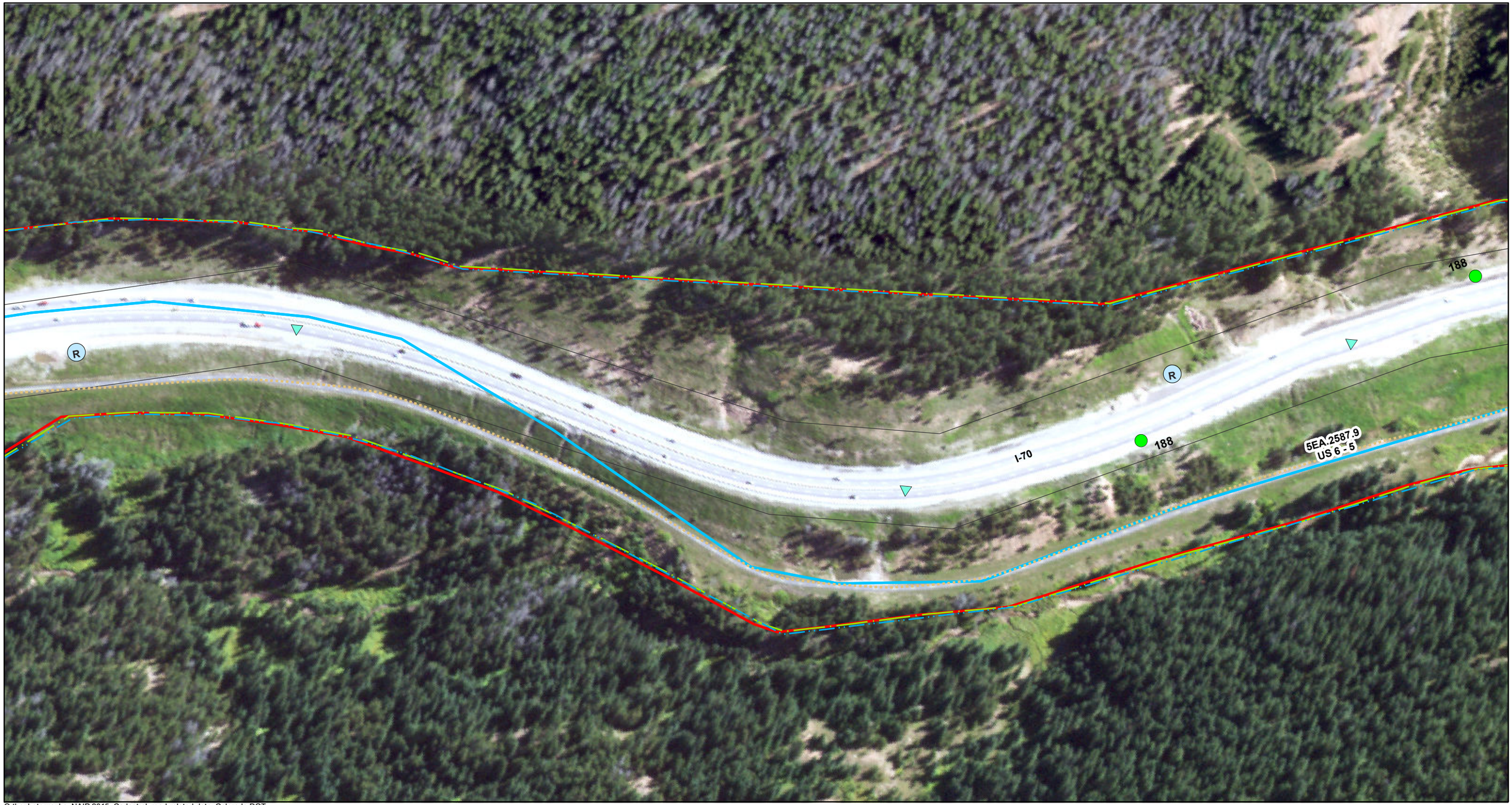

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I-70 West Vail Pass Auxiliary Lanes APE/Historic Resources

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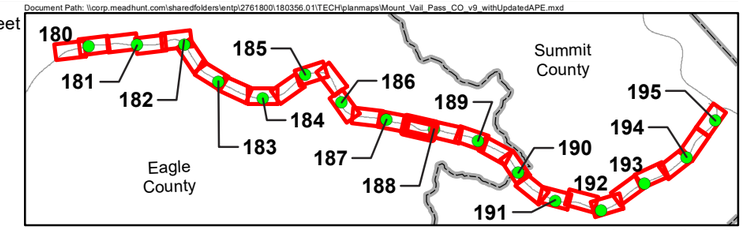

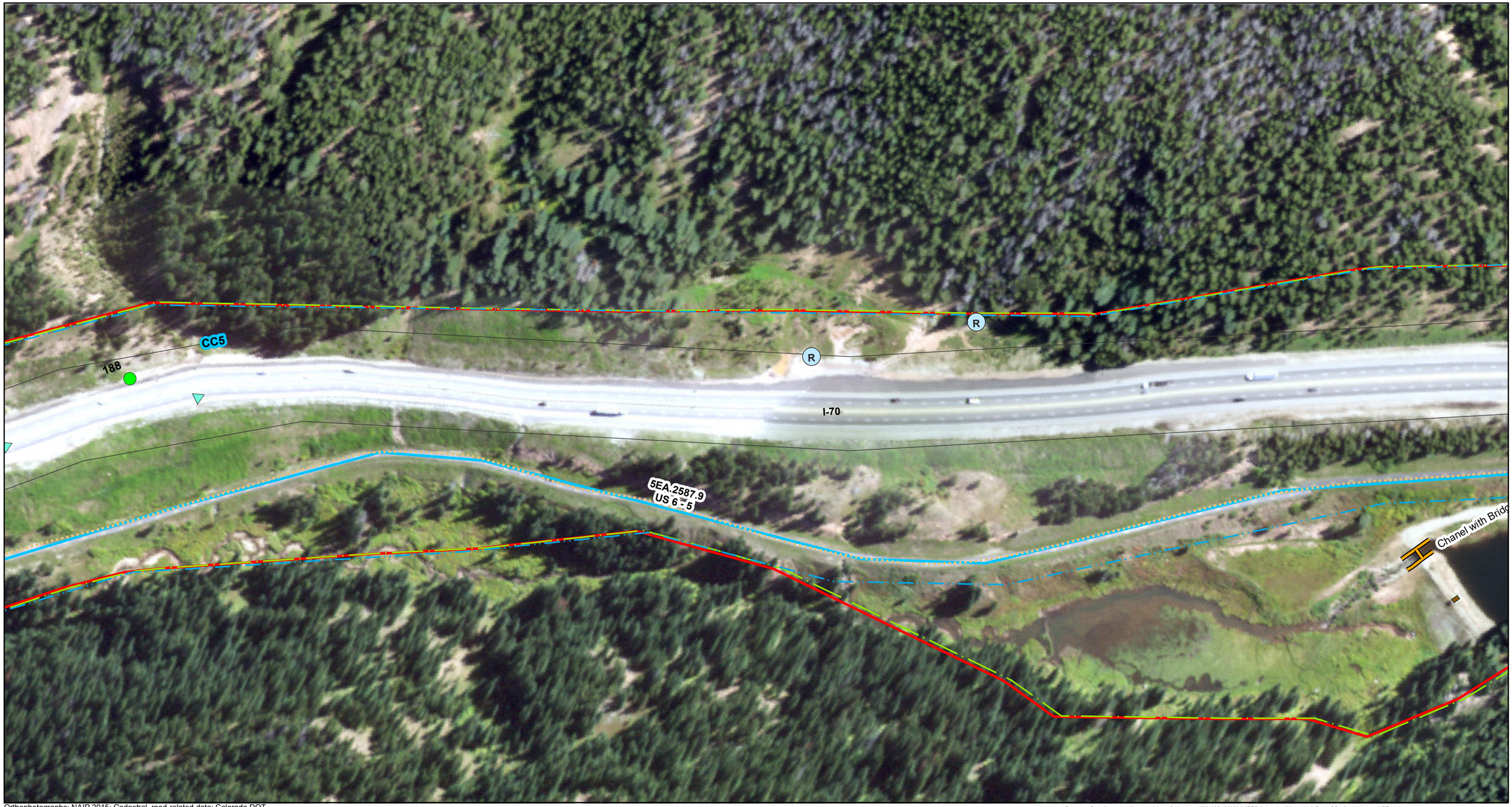

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I-70 West Vail Pass Auxiliary Lanes APE/Historic Resources

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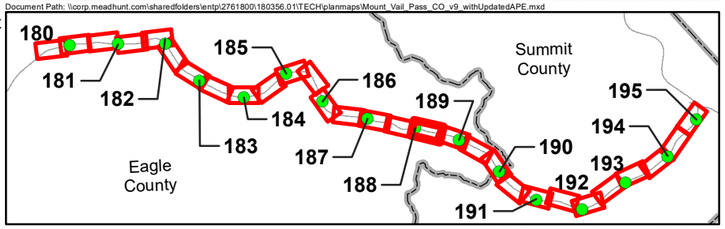

DD2
I-70
DD1
GG3
GG2
189
189
R
5EA.2587.9
US 6 - 5
5EA.2587.9
US 6 - 6
Chanel with Bridge
Black Lake No.2

Orthophotographs: NAIP 2015; Cadastral, road-related data: Colorado DOT

- Building
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- Drainage

*National Register of Historic Places

1:2,400

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I-70 West Vail Pass Auxiliary Lanes APE/Historic Resources

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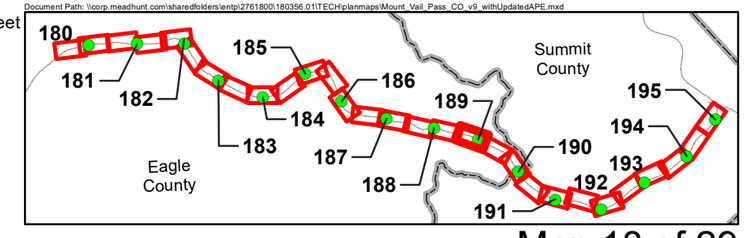

Orthophotographs: NAIP 2015; Cadastral, road-related data: Colorado DOT

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I-70 West Vail Pass Auxiliary Lanes APE/Historic Resources

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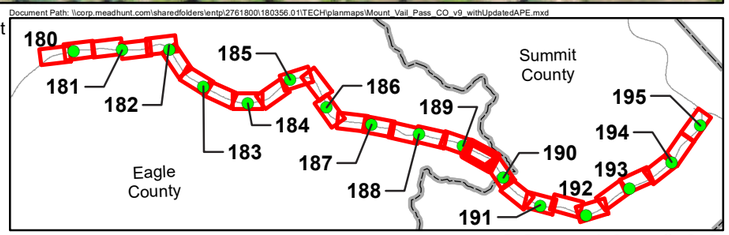

SUMMIT COUNTY

EAGLE COUNTY

I-70

I-70

190

190

Shrine Pass

SBGC F-12-AJ

Shrine Pass

5EA.2587.9 US 6 - 6

Shrine Pass

Orthophotographs: NAIP 2015; Cadastral, road-related data: Colorado DOT

- Building
- Parcel
- Right-of-Way
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Surveyed Property

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1:2,400

0 150 300 600 Feet

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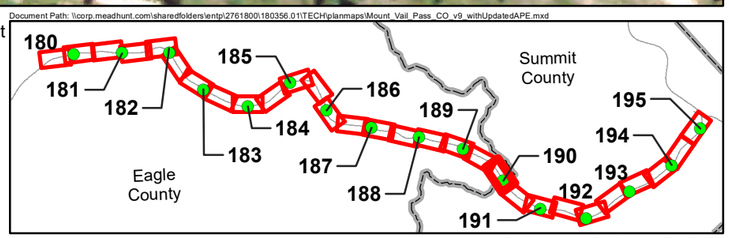

CC6
CC7
I-70
HH4
UP2
I-70
Vail Pass Rest Area
Vail Pass Rest Area
Rest Area
Vail Pass Rest Area

Orthophotographs: NAIP 2015; Cadastral, road-related data: Colorado DOT

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0 150 300 600 Feet

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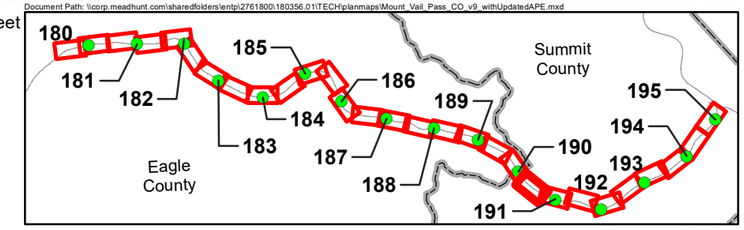

CC9
CC8
191
I 70
Pedestrian Bridge
SBGC
F-12-AK
I 70
I 70
191

Orthophotographs: NAIP 2015; Cadastral, road-related data: Colorado DOT

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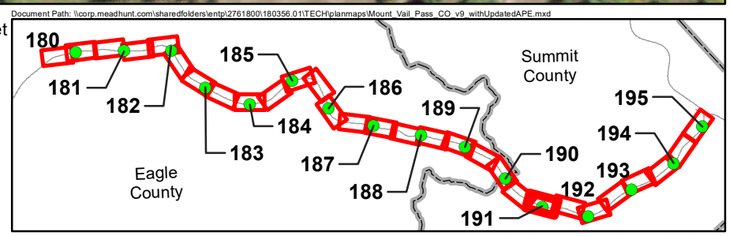

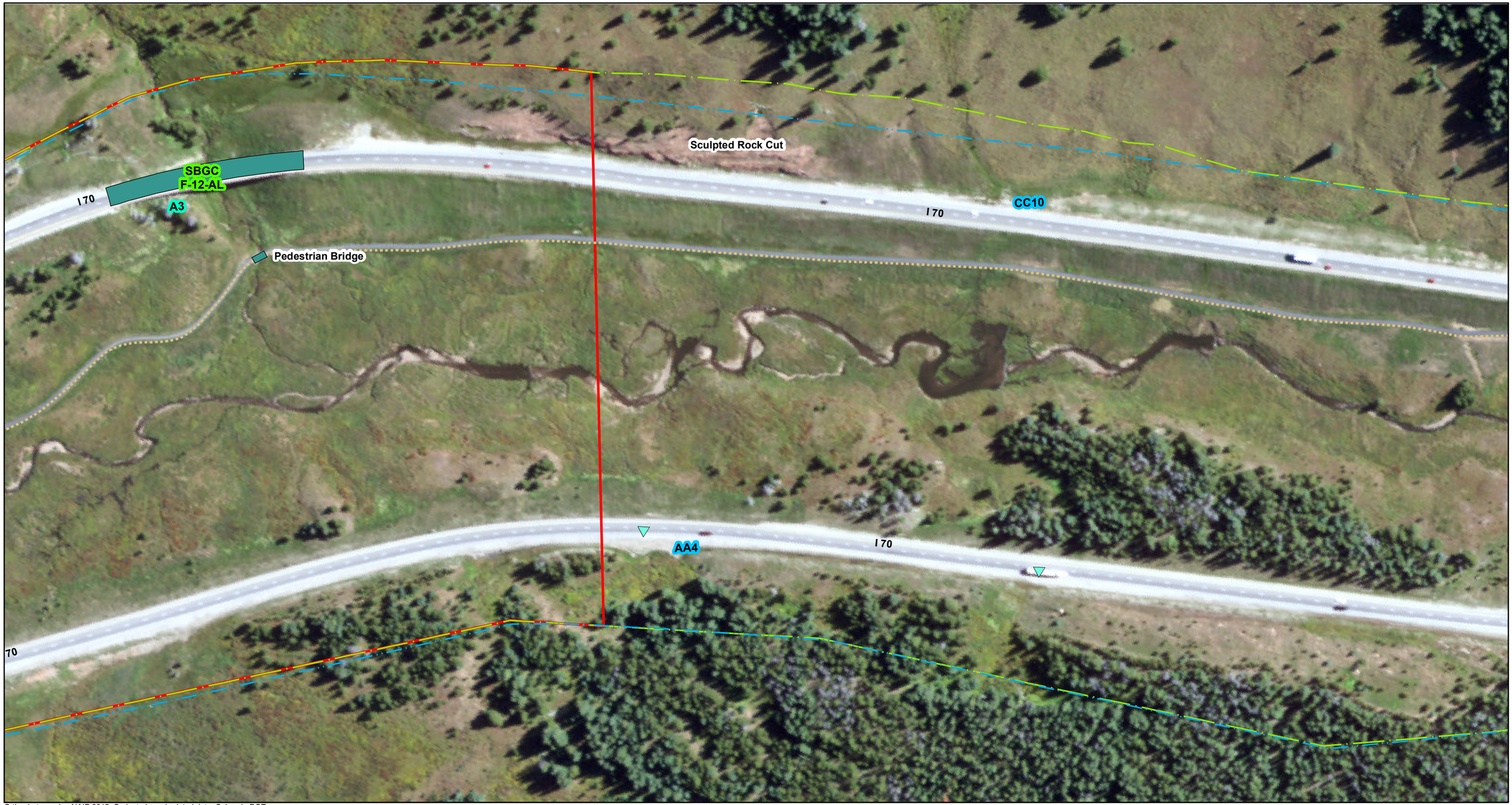

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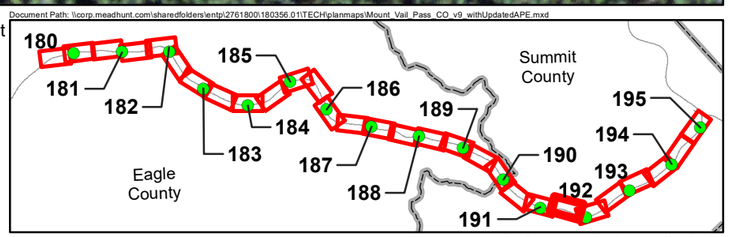

192
Sculpted Rock Cut
CC11
CC12
CBGC
F-12-AM
192
BB3

Orthophotographs: NAIP 2015; Cadastral, road-related data: Colorado DOT

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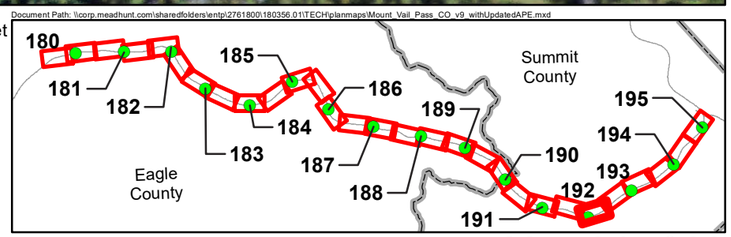

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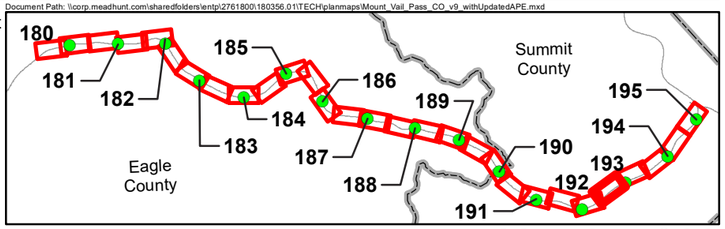

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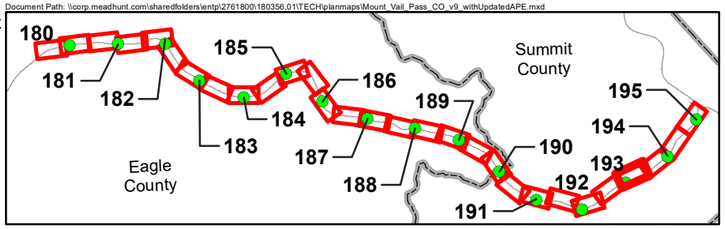

CC19 CC20 CC21

CC22

194 CC23

SBGC
F-12-AP

194

Orthophotographs: NAIP 2015; Cadastral, road-related data: Colorado DOT

- Building
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- Right-of-Way
- APE
- I-70 Vail Pass Historic Boundary NRHP-Eligible, supporting segment*

Surveyed Property

- Eligible
- Not Eligible
- US 6: NRHP-Eligible, non-supporting segment*

- Bridge
- Retaining Wall
- Headwall
- Vail Pass Recreational Trail
- Mile Marker
- Drainage

*National Register of Historic Places

1:2,400

0 150 300 600 Feet

I-70 West Vail Pass Auxiliary Lanes APE/Historic Resources

See I-70/US 6, Vail Pass segment summary tables

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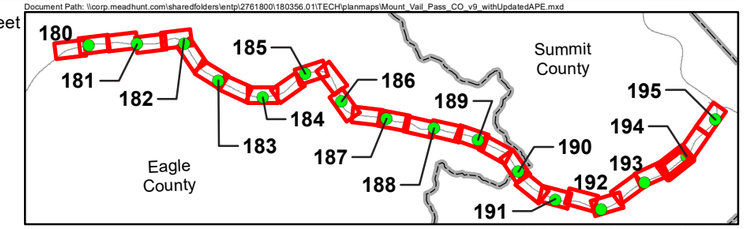

CC24
AA6
194
CC23
CC25
I 70
I 70
Cooper Rd
Tenmile Rec Path Vail Pass
Beeler Pl
Cooper Rd
Copper Rec Path
Union Creek
Copper Rec Path

Orthophotographs: NAIP 2015; Cadastral, road-related data: Colorado DOT

- Building
- Parcel
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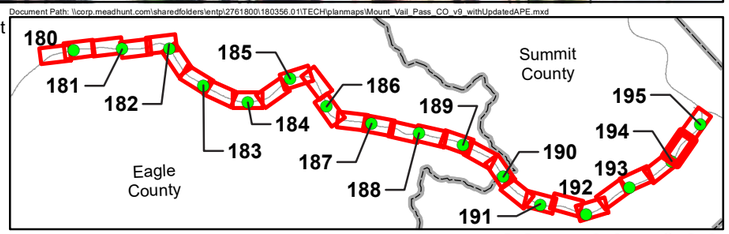

Orthophotographs: NAIP 2015; Cadastral, road-related data: Colorado DOT

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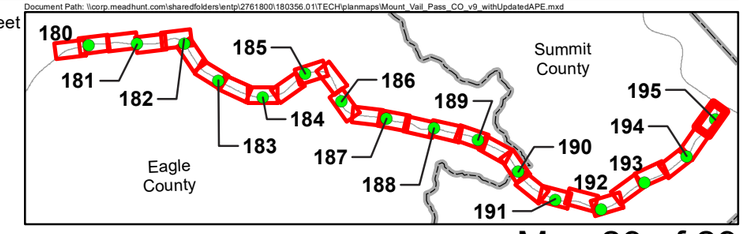

Historic Resources Inventory Report
I-70 West Vail Pass Auxiliary Lanes
Environmental Assessment

Prepared for

David Evans & Associates

and

Wood

and

Colorado Department of Transportation

Prepared by
Mead & Hunt
www.meadhunt.com

August 2019

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Abstract

In June 2018 Mead & Hunt, Inc. (Mead & Hunt) undertook a historic resources survey for Section 106 and Section 4(f) compliance for the Interstate 70 (I-70) West Vail Pass Auxiliary Lanes project (Project) Environmental Assessment (EA) in Eagle County, Colorado. The proposed project will improve safety on the west side of Vail Pass between milepost (MP) 180 and MP 191.5 and will include federal funding. Mead & Hunt historians identified and evaluated historic resources 45 years or older, built in 1976 or earlier, located within the project's Area of Potential Effects (APE). This date cutoff accounts for properties that will be 50 years of age or older in 2021, when construction of the proposed improvements is anticipated to commence. Mead & Hunt staff evaluated properties for significance and potential eligibility for listing in the National Register of Historic Places (National Register) and State Register of Historic Places (State Register) and recorded historic properties on Office of Archaeology and Historic Preservation (OAHP) site forms.

Field survey was conducted June 3-8, 2018, and identified 23 architectural properties near East Vail, as well as two linear corridors: the former U.S. Highway (US) 6 corridor and the Vail Pass segment of I-70. Properties located within the APE but not included in the survey did not meet the age threshold for inclusion. Of the 23 architectural properties, six met the age threshold but had diminished integrity and were documented on shortened OAHP site forms, referred to hereafter as 1403 LITE forms. The remaining 17 properties were documented at the intensive level on 1403 forms. One of the 23 architectural properties, an A-frame house located at 4396 Columbine Drive, is recommended eligible for listing in the National Register and State Register. The other 22 properties are recommended not eligible for listing in the National Register or State Register due to a lack of architectural or historical significance. The two linear corridors were each documented at the intensive level on OAHP 1400 (Management Data) and 1418 (Linear Component) Forms. The Vail Pass segment of I-70 is recommended as a supporting segment of I-70 and considered eligible for listing in the National Register and State Register, while the former US 6 corridor is recommended as a non-supporting segment of the overall eligible highway due to a lack of overall integrity and continuity as a linear corridor.

1. Introduction and Background

The I-70 West Vail Pass Auxiliary Lanes project is located in Eagle and Summit Counties, with the eastern termini just east of the Vail Pass Rest Area and the western termini in the Town of Vail. The project study limits include eastbound (EB) and westbound (WB) I-70 from mile post (MP) 179.5 to MP 191.5. The project location and approximate study area are shown in **Figure 1**.

As part of the intial National Environmental Policy Act (NEPA) analysis, a Tier 1 Environmental Impact Statement (EIS) for the I-70 Mountain Corridor (C-470 to Glenwood Springs) was completed in 2011. This EIS, the *I-70 Mountain Corridor Programmatic Final Environmental Impact Statement* (I-70 Final PEIS), recommended the addition of auxiliary lanes eastbound and westbound on the west side of Vail Pass from MP 180-190 as part of the minimum program. A follow-up AGS Feasibility Study in 2014 analyzed potential alignments and costs for an AGS system and determined there were three feasible alignments for future AGS. Subsequent to this, CDOT identified the Hybrid Alignment as the favored alignment of the three.

A Tier 2 NEPA analysis is the next step required to move highway improvements forward. The project is following the Colorado Department of Transportation (CDOT) and Federal Highway Administration (FHWA) NEPA process to confirm the needs for improvements to the West Vail Pass, identify a Proposed Action, investigate the anticipated benefits and impacts of the proposed improvements (through an Environmental Assessment), produce conceptual design plans, and make funding, scheduling, and phasing recommendations.

I-70 over Vail Pass serves as a major transportation route through Colorado's Rocky Mountains and provides a critical link for the country. The Interstate Highway has steep grades, roadside terrain, and extreme weather events that make I-70 over Vail Pass a challenging mountain pass in terms of travel and maintenance. I-70 over Vail Pass is considered a Nationally and Exceptionally Significant Feature of the Federal Interstate Highway System.[1] The corridor was constructed in the 1970s and was an early example of Context Sensitive Solutions (CSS); cut-and-fill slopes were purposefully sculpted to fit the natural setting and areas were revegetated primarily with native flora. This project was the first in Colorado to utilize precast and cast-in-place concrete segmental bridges, which fit into the natural landscape and were some of the earlier of their kind in the country. Vail Pass also featured unique retaining wall designs and the state's first separated bike path over a mountain pass.

Legislation

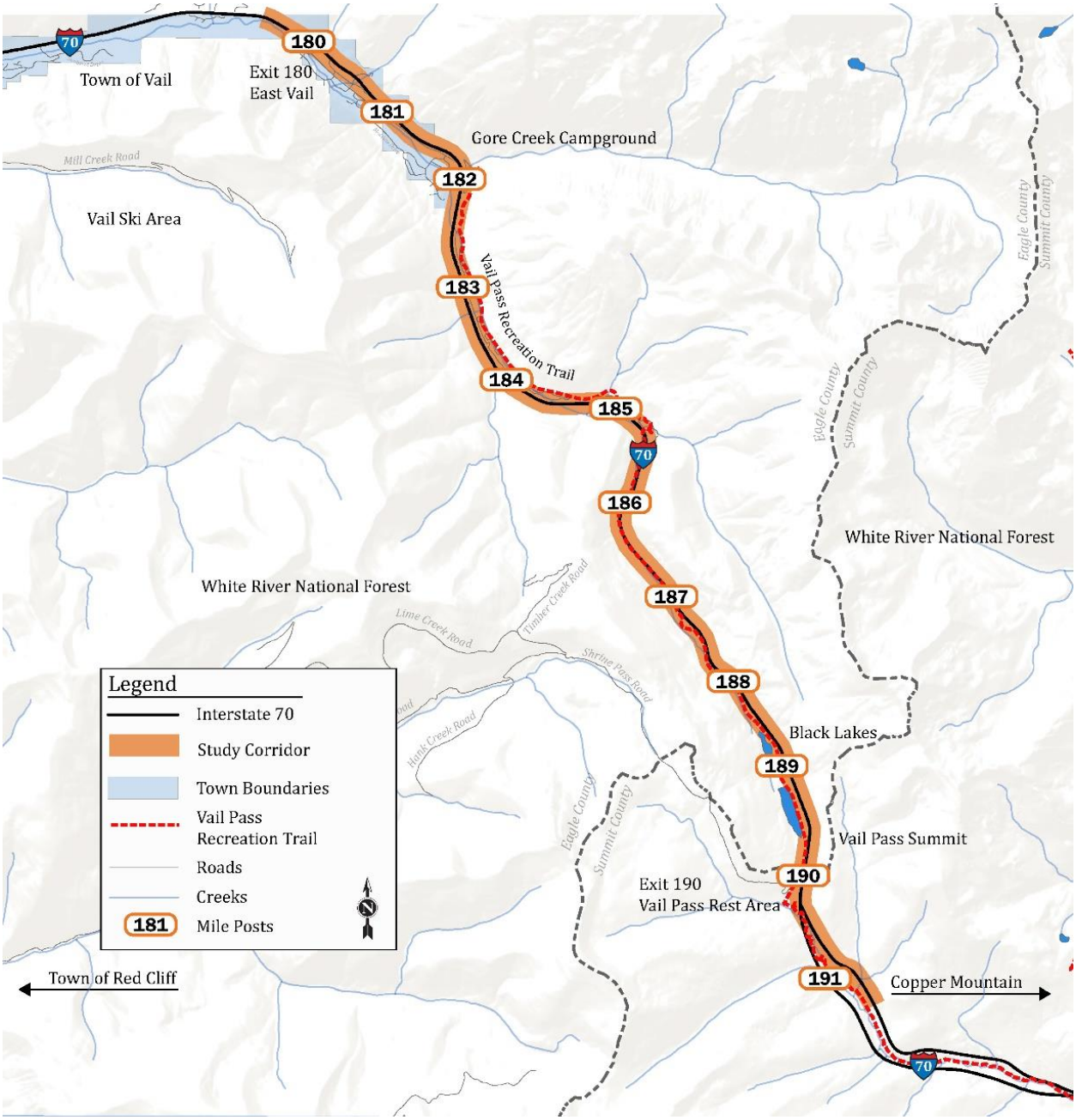
Preparation of this EA is a Tier 2 Programmatic NEPA process that defines the purpose and need, identifies and evaluates alternatives, and analyzes and documents potential environmental, social, and economic impacts of reasonable alternatives. As part of the NEPA process to analyze and document potential environmental impacts, Mead & Hunt was retained to complete compliance under Section 106 of the National Historic Preservation Act of 1966, as amended (Section 106) and Section 4(f) of the U.S. Department of Transportation (USDOT) Act of 1966 (Section 4(f)).

2. Study Area

The project is located between MPs 179.5 and 191.5 along I-70 in Eagle County, generally between East Vail and the rest area at MP 190, south of the Vail Pass Summit. East Vail is primarily situated south of I-70 and is connected to the rest of Vail by I-70, one minor arterial road, and a system of recreational trails. East Vail is comprised primarily of residential properties including townhouses, condominiums, and single-family dwellings built since the early 1960s. Several community and recreation facilities are located in East Vail including the Vail Tennis and Racquet Club. Properties are constructed on both sides of Gore Creek, which runs parallel to I-70 through East Vail (see Figure 1 for a project location map).

[1] Federal Highway Administration, "Final List of Nationally and Exceptionally Significant Features of the Federal Interstate Highway System," *Environmental Review Toolkit | FHWA*, accessed August 5, 2018, https://www.environment.fhwa.dot.gov/env_topics/historic_pres/highways_list.aspx.

Figure 1. Project Location and Study Area



Source: DEA Project Team

3. Area of Potential Effect

As defined in 36 CFR 800.16(d), the Area of Potential Effect (APE) is "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." APEs are defined by the scale and nature of an undertaking and may vary depending on effects caused by the undertaking. Effects to be considered may include, but are not limited to, physical damage or destruction of all or part of a property; physical alterations; moving or realigning a historic property; isolating a property from its setting; change in the visual or audible setting; vibrations; and change in access or

use. An APE delineates the boundaries within which it can be reasonably expected that a proposed undertaking has the potential to directly or indirectly affect historic properties, should any be present.

The APEs prepared for previous studies were reviewed to develop a draft APE for the West Vail Pass EA. The 2007 study APE was between MPs 179.1 and 190.6 whereas the current West Vail Pass EA APE is between MPs 179.5 and 191.5. The 2007 APE maps identified resources that were recommended for intensive survey and included Big Horn Road and properties that were 45 years or older between Big Horn Road and I-70. The I-70 Mountain Corridor PEIS study area recommended a 3-mile buffer of I-70 to better understand the issues surrounding the Interstate and potential effects to historically significant properties but that width has not been applied to this project APE.

Initial discussions on preliminary bridge design and auxiliary lane investigations with CDOT and SHPO indicated the APE should include properties north of Big Horn Road and south of I-70, but should not include properties south of Big Horn Road in East Vail. A windshield survey was conducted in January 2018 to determine if this was an appropriate draft APE to recommend to CDOT. Results were included in *I-70 West Vail Pass Safety/Auxiliary Lanes Environmental Assessment, Draft Area of Potential Effects and Results of Windshield Survey*, which confirmed the approach. The draft APE was developed to include the following elements:[2]

- The footprint and associated right-of-way (ROW) of I-70 between MPs 179.5 and 191.5.
- The Vail Pass Recreational Trail between East Vail and the west summit of Vail Pass.
- Black Lake No.1 and Black Lake No. 2 near the west summit of Vail Pass.
- The parcel boundaries for properties that were built in 1976 between I-70 and Big Horn Road beginning at the west side of 5137 Main Gore Circle North to encompass that property, all properties on the north and east sides of Gore Circle, and two historic-age townhouses south of Gore Circle that are adjacent to the existing bridges that carry I-70 over the bike path near the Bighorn Subdivision.

The APE is subject to change depending on CDOT review and comments from the State Historic Preservation Office (SHPO) and consulting parties, as well as project detours and other design factors.

4. Purpose and Need

The purpose of the project is to improve safety and operations on EB and WB I-70 on West Vail Pass.

This project is needed to address safety concerns and operational issues due to geometric conditions (steep grades and tight curves) and slow-moving vehicle and passenger vehicle interactions that result in inconsistent and slow travel times along the corridor. The I-70 Mountain Corridor PEIS identified safety and mobility issues

[2] Mead & Hunt, Inc., *I-70 West Vail Pass Safety/Auxiliary Lanes Environmental Assessment, Draft Area of Potential Effects and Results of Windshield* (prepared for the Colorado Department of Transportation, February 2018).

on West Vail Pass related to speed differentials due to slow-moving vehicles. *(Mobility is defined as the ability to travel along the I-70 Mountain Corridor safely and efficiently in a reasonable amount of time.)*

- Safety Concerns: A high number of crashes occur along the corridor related to speed, tight curves, narrow roadway area, and inclement weather/poor road conditions. Speed differentials between passenger vehicles and slow-moving vehicles cause erratic lane changes and braking maneuvers resulting in crashes and spin outs. Emergency response is hampered by vehicular speeds and lack of roadway width to provide room for emergency vehicles to pass.

- Operational Issues: The steep grades and resulting speed differentials causes slow and unreliable travel times through the corridor. Tight curves also cause drivers to slow down. The corridor is frequently closed by vehicle incidents, due to lack of width to maintain a single lane of traffic adjacent to emergency responders, resulting in substantial traffic backups and delays. During winter months, the travel lanes and shoulders are severely impacted by snow accumulation, impacting the overall capacity of the corridor. (Operations is intended to describe the flow of traffic at desirable speeds given the geometric and prevailing weather conditions.)

5. No Action Alternative

The No Action Alternative is included as a baseline for comparison to the action alternative. Under the No Action Alternative, only programmed projects that are planned and funded by CDOT or other entities would be completed. Currently, there are no large-scale transportation projects to add safety improvements, operational improvements, vehicular capacity, and multimodal facilities along I-70 within the project area. The No Action Alternative would leave West Vail Pass as it currently is configured and would not provide substantial improvements beyond typical current maintenance (e.g. resurfacing and plowing) activities. The roadway would remain the same, with 2 eastbound and 2 westbound lanes (each 12 feet in width), an inside shoulder typically 4 feet in width, and an outside shoulder typically 10 feet in width.

6. Proposed Action Alternative

The Proposed Action Alternative (Figure 2) will add a 12-foot auxiliary lane, both EB and WB, for 10 miles from approximately the EB I-70 on-ramp in East Vail (MP 180) to the WB I-70 off-ramp at the Vail Pass Rest Area exit (MP 190). Existing lanes will be maintained at 12 feet and the shoulders would be widened to a minimum of 6 feet for inside shoulders and 10 feet for outside shoulders. All existing curves will be modified as needed to meet current federal design standards.

Intelligent Transportation System (ITS) equipment will also be installed along the I-70 project corridor, consistent with recent study recommendations. Additional variable message signs (VMSs) will be installed at key locations on the west and east end of the study area to warn drivers of upcoming curves, grades, and incidents. Additional variable speed limit signs will be installed to manage driver speeds to conditions. Automated lane closure signage will be installed approaching the East Vail exit on EB I-70 at MP 179.5 and approaching the WB I-70 Vail Pass Rest Area exit at MP 191.5 to quickly and efficiently close lanes when needed. The VMS system will also require trenching within ROW for the placement of fiber conduit lines. The locations

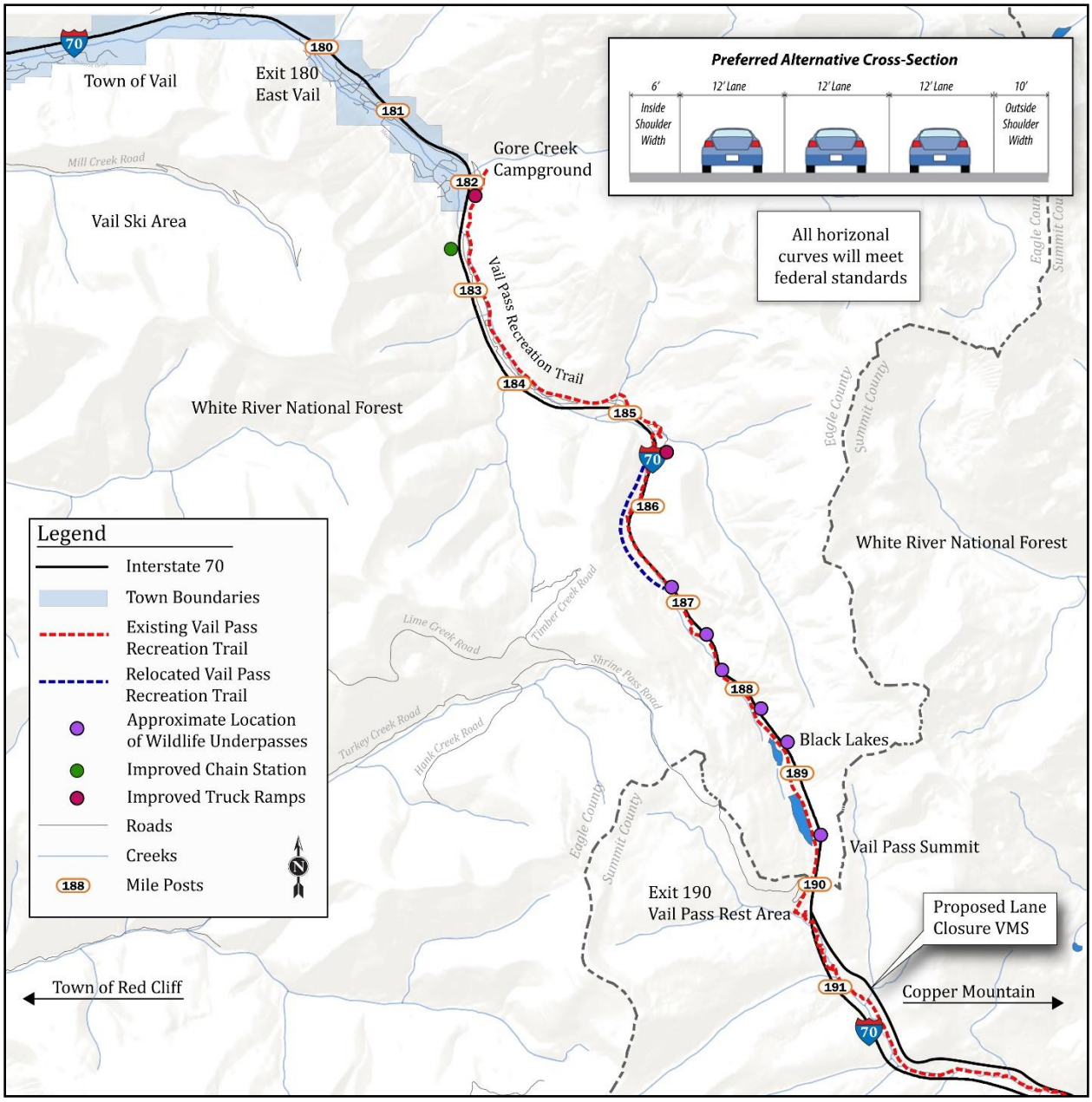
of VMSs will be determined during final design and if the locations are outside of these limits, CDOT will consult with SHPO and consulting parties on the new locations.

Additional elements of the Proposed Action known at this time include:

- The Vail Pass Recreation Trail will be directly impacted by the addition of the I-70 auxiliary lane and therefore relocated for approximately two miles from MP 185 to MP 187.
- Existing emergency truck ramps, located at approximately MP 182.2 and 185.5, will be upgraded to current design standards.
- Six wildlife underpasses and wildlife fencing will be constructed throughout the corridor.
- Additional capacity will be added to the existing commercial truck parking area at the top of Vail Pass.
- Widened shoulders (minimum of eight feet of additional width beyond the 10' shoulder) at multiple locations to accommodate emergency pull-offs, emergency truck parking, and staging for tow trucks.
- Improved median emergency turnaround locations to accommodate emergency and maintenance turnaround maneuvers.
- Improved chain station located at approximately MP 182.5 with additional parking, signage, lighting, and separation from the I-70 mainline.
- Avalanche protection located at approximately MP 186.

As these elements change, are further developed, or as additional elements are added to the project, CDOT will update and consult with SHPO and consulting parties on the new project elements and their effect to historic properties.

Figure 2. I-70 West Vail Pass Auxiliary Lanes Proposed Action Alternative



Source: DEA Project Team

7. Historic Context

A. Settlement in the Gore Creek Valley

The Gore Creek Valley was originally inhabited by Utes who hunted and resided there during warmer months. The area was visited by fur trappers, traders, and prospectors during the early to mid-1800s but the valley remained relatively remote until the Denver & Rio Grande Railroad reached Leadville, located approximately 40 miles south of the Gore Creek Valley, and opened this region up to further settlement. By the late 1880s

several ranches had been established in the valley. John and Mary Phillips established a ranch in 1884 and supplied area mining towns with meat and vegetables. In 1887 Jacob and Mary Ruder established a 160-acre ranch toward the western end of the valley and grew lettuce. By the early 1900s several other ranches were operating in the valley. The Mann Ranch anchored the valley to the east. The Gust Kiahtipes family established a sheep ranch c.1900 (a small section of the Kiahitpes cabin is currently used as a bus stop at Pitkin Creek in East Vail), and the Pete Katsos family also ranched in the area at the time. Charles Baldauf established a 500-acre ranch in 1906 and Henry and Pauline Elliott homesteaded a 160-acre ranch in 1912; both ranches grew lettuce. In the 1930s the Katsos and Kiahtipes families, both of Greek descent, jointly purchased the Baldauf Ranch and used the land for raising sheep. Other notable ranches included the 160-acre Anholtz Ranch (several of the ranch buildings still stand in Vail) and the Hanson Ranch, located on the future site of Vail Village.[3]

B. Pre-World War II Tourism

Beginning in the latter half of the nineteenth century American and European elite began visiting Colorado to experience its natural beauty. In 1870 Colorado was connected to the rest of the country when the Denver Pacific Railroad completed a rail link between Denver and Cheyenne, linking Colorado to the Union Pacific Railroad (transcontinental railroad), and Denver and Kansas City.[4] Travelers began arriving by train, and early resorts and hotels catered to wealthy visitors in Colorado Springs, Boulder, and Denver in the early 1890s. Most early resorts and hotels constructed for tourists were located in cities or in isolated areas of the high country accessed exclusively by rail. As part of this trend, Hotel Colorado opened in Glenwood Springs in 1893, located approximately 60 miles west of Vail.[5]

The increasing popularity of the automobile in the first decades of the twentieth century transformed the manner and means by which tourists visited and experienced Colorado. Prior to 1890, tourists visited the high country but rarely interacted with it in any meaningful way. Automobiles enabled the middle class to take part in new leisure activities, and automobile touring became a popular pastime. Concerns over overpopulation and urbanization in the early twentieth century turned elite preferences toward rustic settings and active pursuits in the outdoors such as camping, fishing, hunting, mountain climbing, and a new Norwegian winter pastime called "skisport." Organizations doubling as social clubs and boosters formed around these new activities; the Colorado Automobile Club promoted scenic roads and the Colorado Mountain Club organized hikes and ski trips into the mountains.[6]

[3] William Philpott, *Vacationland: Tourism and Environment in the Colorado High Country* (Seattle, Wash.: University of Washington Press, 2014), 127–28; Shirley Welch, *Images of America: Vail, the First 50 Years* (Charleston, S.C.: Arcadia Publishing, 2012), 9–18; Peter W. Seibert, *Vail: Triumph of a Dream* (Boulder, Colo.: Mountain Sports Press, 2003), 30; Edward Stoner, "A Glimpse of Vail's Past," *VailDaily*, September 6, 2006, https://www.vaildaily.com/news/a-glimpse-of-vails-past/.

[4] National Register of Historic Places, Multiple Property Documentation Form, "Railroads in Colorado, 1858-1948" (Statewide, Colorado, n.d.), E-11; Philpott, *Vacationland: Tourism and Environment in the Colorado High Country*, 13.

[5] Philpott, *Vacationland: Tourism and Environment in the Colorado High Country*, 13.

[6] Philpott, *Vacationland: Tourism and Environment in the Colorado High Country*, 15–16; National Register of Historic Places, Multiple Property Documentation Form, "Colorado State Roads and Highways," Statewide, Colorado, E22–23.

Early skiers enjoyed Nordic (cross-country) skiing but gradually trended toward alpine skiing. European champion ski jumper Carl Howelson settled in Denver, and in the early 1910s began participating in winter carnivals and ski jumping competitions held in Denver, Hot Sulpher Springs, and Steamboat Springs. By the 1920s ski jumps were built at Genesee Mountain west of Denver, and by the 1930s some primitive downhill ski areas began to take shape. Between 1936 and 1939 Loveland Ski Area and Monarch Ski Area opened; the first rope tow was installed near the top of Wolf Creek Pass in 1938. Winter Park opened in 1940 and featured mechanical lifts.[7]

US 6 was one of the earliest highways designated as part of the U.S. Highway System in 1926. Its route across Colorado began taking shape in the early 1930s, and by the latter part of the decade it extended west from Denver through Mt. Vernon Canyon, over Loveland Pass toward Leadville, and on to Grand Junction via US 24 toward the Utah border. However, between 1939 and 1940 US 6 was rerouted using State Highway (SH) 78 over an unnamed pass near Black Lake in Eagle and Summit Counties, instead of along US 24 through Climax, Leadville, and Minturn. The new mountain pass was constructed in several sections, each funded by the Public Works Administration (PWA). The 4.7-mile portion of US 6 from Wheeler Junction west to the top of the new pass, near present-day MP 190, was constructed by contractor H.I. Gardner; contractor Ed H. Honnen led construction of the 9.5-mile segment from the top of the pass west to Gore Creek; Larson Construction Company completed the 9.8 miles from Gore Creek west to Dowd (located west Vail). The Colorado State Highway Department purchased ROW in the Gore Creek Valley for the construction of SH 78, which was co-signed with US 6, from Pete Katsos, Gust Kiahitpes, John Ruder, H. H. Elliott, and others whose families had lived in the valley for decades. The new route reduced the travel distance between Denver and Eagle by 33 miles. With the support of several counties in the region, the segment was named "Vail Pass" for Charles Vail, the State Highway Engineer, who was instrumental in paving and improving hundreds of miles of mountain roads in Colorado. US 6 over Vail Pass was part of a coast-to-coast highway that provided an important transportation link between Denver and the previously remote Gore Creek Valley, future site of Vail Village.[8]

C. World War II and the Postwar Tourism Boom

U.S. involvement in World War II began in 1941. In 1942 the U.S. military established Camp Hale, a training center for the 10th Mountain Division, a specialized group of soldiers trained for warfare in cold and mountainous climates. Camp Hale was located between Minturn and Leadville, and by 1943 housed approximately 16,000 troops. Soldiers often obtained weekend passes to go skiing at Colorado ski areas near and far; one individual in particular, Peter Seibert, spent many weekends traveling nearly 200 miles round trip between Camp Hale and Aspen to ski. Most of the 10th Mountain Division's combat missions occurred in the

[7] "Colorado Ski History Timeline," *Colorado Ski Authority*, 2016; Philpott, *Vacationland: Tourism and Environment in the Colorado High Country*, 17.

[8] Associated Cultural Resource Experts, *Highways to the Sky: A Context and History of Colorado's Highway System* (prepared for the Colorado Department of Transportation, April 24, 2002), 6–5; June Simonton, *Vail: Story of a Colorado Mountain Valley* (Dallas, Tex.: Taylor Publishing Company, 1987), 66; Colorado State Highway Department, "Plan and Profile of Proposed State Highway, Federal Aid Project 25-A(I) (Construction Divisions Nos. 1 and 2), State Highway No. 78, Eagle County," July 10, 1939, Available at the Colorado Department of Transportation; Marion C. Wiley, *The High Road* (Division of Highways, State Department of Highways, State of Colorado, 1976), 27; "Gravel Contract Awarded to Gore Creek Road," *Eagle Valley Enterprise*, September 20, 1940.

Italian Alps. After the end of World War II, many 10th Mountain Division personnel returned or settled in Colorado. National, nearly 2,000 10th Mountain Division veterans became ski instructors and ski patrolmen after the war. Others became ski school directors, resort managers, editors of ski magazines, and other positions integral to the ski industry. Personnel of the 10th Mountain Division played a major role in the postwar ski industry boom in Colorado and across the nation.[9]

The postwar economy fueled unprecedented consumer spending on new houses, automobiles, products, and pastimes. Skiing continued to grow as a popular activity, with Arapahoe Basin and Aspen both opening in 1946 and Buttermilk (near Aspen) opening in 1958. Scenic motoring was again a popular activity, and word spread about scenic Colorado highway corridors through road booster clubs, tourist literature, and travel agents. Tourism was further promoted by the state government, chambers of commerce, local leaders, travel-related businesses, and automobile clubs like the American Automobile Association and Colorado Automobile Association. The U.S. Highway 6 Association had several failed attempts to brand the highway as the "Pleasure Way Across the West" and transform the highway into a consumable product by creating its own mascot (Sidney Six). Despite efforts, tourists remained hesitant about US 6 well into the 1950s due to its high altitude, twisting roadway with sheer drop-offs, and maintenance issues.[10]

In 1956 Congress passed the Interstate Highway Act and initiated a major highway-building program across the country. Plans for an interstate system of highways had been underway since 1947 but did not include an east-west path across Colorado; initial plans called for I-70 to originate in Washington, D.C. and end at Denver. Engineering a highway across the continental divide was thought to be too costly and would require a massive workforce. Knowing that previous efforts to establish industries focused on tourism and skiing were in jeopardy without an Interstate Highway that would provide reliable and safe access, Colorado leaders, businesses, and booster organizations began lobbying Congress, federal highway officials, Bureau of Public Roads (BPR) engineers, and even the White House for changes to the exclusionary Interstate Highway plan. Supporters argued that extending an Interstate Highway across the state would help Colorado compete with other states for tourists and heighten national security by providing military access. Governor Edwin C. Johnson proposed that Colorado build and fund a tunnel through the Continental Divide as long as the Interstate Highway extended across Colorado. Johnson even lobbied U.S. President Eisenhower, who was a frequent visitor to Colorado's mountain region.[11]

In 1957 the FHWA agreed to extend I-70 across Colorado to the Utah border, a route that would generally follow the route of US 6 over Vail Pass and through the Gore Creek Valley. The prospect of having a direct, fast, and efficient highway connecting Denver to this portion of the high country sparked interest in developing additional ski resorts. Aspen Highlands and Steamboat Springs opened for skiing in 1958. The Summit County Development Corporation also began developing the Peak 8 Ski Area (Breckenridge) during the late 1950s.

[9] Seibert, *Vail: Triumph of a Dream*, 52–65.

[10] Philpott, *Vacationland: Tourism and Environment in the Colorado High Country*, 51, 92–98; "Colorado Ski History Timeline."

[11] Philpott, *Vacationland: Tourism and Environment in the Colorado High Country*, 97–103; National Register of Historic Places, Multiple Property Documentation Form, "Colorado State Roads and Highways," E42–45.

The growing interest and pressure for new developments led the U.S. Forest Service to create a master plan for ski resort development in 1959. The plan's objectives were orderly development and avoidance of an oversaturated market. The plan often slowed down eager developers but ultimately opened the way for the large-scale development of ski resorts throughout the high country, especially along the US 6 corridor.[12]

D. Planning and Developing Vail, 1959-1967

The construction of US 6 over Vail Pass in 1940 provided a direct connection between the Gore Creek Valley and Denver, and the possibilities it provided caught the attention of two entrepreneurs nearly a decade later when their dream of a ski resort began taking shape.[13] Earl Eaton, former head of the Aspen Highlands Ski Patrol, realized the potential of the Gore Creek Valley as a future ski resort development in the early to mid-1950s while exploring the White River National Forest on the west side of Vail Pass. After failed attempts to entice several potential partners in developing the mountain, including a Denver & Rio Grande Railroad executive, Eaton shared the idea with his friend Peter Seibert in 1957. Seibert, manager of the Loveland Basin Ski Area at the time and veteran of the Tenth Mountain Division, agreed that the spot was perfect for a ski resort development.

(1) Investment and Planning for Vail

Eaton and Seibert formed a fictional organization called Transmontane Rod and Gun Club under which they began securing investors and purchasing land for the new resort. Early members of the "club" were from Denver and included John Conway, real estate appraiser for the Small Business Administration in Denver; lawyers Robert Fowler and John Tweedy; and oil businessman George P. Caulkins, Jr. The Transmontane Rod and Gun Club purchased John Hanson's 500-acre ranch in the Gore Creek Valley for $55,000. The group also applied for a permit from the U.S. Forest Service to develop a ski area on the upper reaches of the mountain, which was on National Forest land. The initial application was denied but after several appeals the club received a conditional permit by late 1959 requiring the investors have $1.8 million available by December 1961 to cover in advance the cost of building trails and lifts, as well as annual operating expenses. The club continued solicitation of potential investors, and by December 1959 had 21 investors spread across nine states. The group obtained limited partnership units from the Securities Exchange Commission and raised a substantial amount of money to meet the condition of the U.S. Forest Service permit. The Transmontane Rod and Gun Club also doubled its landholdings in the Gore Creek Valley when it purchased the 500-acre Peter Katsos ranch for $75,000.[14]

With sufficient funding to underwrite construction and operating costs, in mid-1960 the Transmontane Rod and Gun Club changed its name to Vail Associates, Ltd, and began planning the nation's largest ski resort. The estimated minimum cost for the resort was $5 million. The ski resort as envisioned would feature hotels, shops, private homes, and world-class ski runs stretching 4 miles long with a vertical drop of over 3,000 feet. Vail

[12] Philpott, *Vacationland: Tourism and Environment in the Colorado High Country*, 137–38.

[13] Colorado State Highway Department, "Plan and Profile of Proposed State Highway, Federal Aid Project 25-A(I) (Construction Divisions Nos. 1 and 2), State Highway No. 78, Eagle County."

[14] Sandra Dallas, *Vail* (Boulder, Colo.: Pruett Publishing Company, 1969), 10–12; Philpott, *Vacationland: Tourism and Environment in the Colorado High Country*, 127–28; Seibert, *Vail: Triumph of a Dream*, 28–29, 84–88.

Associates, Ltd also sought professional advice on installation of sewers, roads, bridges, and landscaping. The corporation purchased a snowcat, jeep, and portable house for the top of the mountain and completed final engineering and economic studies to prepare for the opening of the resort.[15]

(2) Designing and Building Vail Village

Architect Fitzhugh Scott, also an investor in Vail Associates, was an established architect in Milwaukee with many corporate and private clients when he was chosen as the corporate architect for the design of Vail. He began designing the village in 1960-1961, creating various plans for Vail and making models of the mountain, chairlift, and Vail village to convey the vision. The design inspiration for Vail stemmed from Peter Seibert's trips to European ski resorts; he wanted the village to reflect elements of St. Anton and Kitzbuhel in Austria, Meribel in France, and Zermatt in Switzerland. In 1961 Scott and his wife Eileen built a two-story chalet by the bridge at Gore Creek in what is now Vail Village. It was one of only two buildings on the site at the time (the other being the Hanson farmhouse). Services at the Vail site were quite primitive at the time and the Scott home served as an important focal point and office for Vail Associates as construction commenced in the spring of 1962.[16]

After months of construction Vail opened for business on December 15, 1962. However, most early visitors were sightseers riding the chairlifts for the views since the resort did not receive significant snowfall until just before Christmas. Business remained slow for the first few years but grew each successive year. Vail had 55,000 visitors in 1962, and by the 1965-1966 ski season more people were visiting Vail than its competitors; by 1967 revenue was 250 percent of initial projections. Vail's popularity stemmed from its convenient location, services, and its comfortable ski slopes; even expert skiers preferred the gentler slopes of Vail over more steep and icy runs at rival resorts.[17]

In 1963 the Colorado Legislature passed the Condominium Ownership Act, which statutorily recognized condominium ownership and facilitated development of condominium complexes throughout Colorado's mountain towns and resorts. By the end of 1963 new construction in Vail totaled $8,480,000 and included restaurants, shops, ski facilities, apartments, and residences, including 50 private new homes, as well as condominiums. The explosive growth in Vail led to the construction of new developments throughout the narrow Gore Creek Valley, many of which were anchored by condominium complexes.[18]

(3) Bighorn Development

By December 1962 the Eagle County Development Corporation (ECDC) initiated plans for a new housing development located 3 miles east of Vail Village called Bighorn Subdivision. Officers at the ECDC included

[15] Dallas, *Vail*, 14; Seibert, *Vail: Triumph of a Dream*, 89; Dick Hauserman, "'Fitz' Scott - Architect of Vail Village," *VailDaily*, August 3, 2002, https://www.vaildaily.com/news/fitz-scott-architect-of-vail-village/; "Year-Round Resort For Vail Ski Area," *Eagle Valley Enterprise*, January 11, 1962.

[16] Seibert, *Vail: Triumph of a Dream*, 96–98.

[17] Seibert, *Vail: Triumph of a Dream*, 106–8.

[18] Philpott, *Vacationland: Tourism and Environment in the Colorado High Country*, 183; Seibert, *Vail: Triumph of a Dream*, 111; Simonton, *Vail: Story of a Colorado Mountain Valley*, 96–97.

William James Stark (president) and W.H. Heidtbrink, Jr. (secretary), both of which had ties to the First National Bank in Denver. Research indicates the Bighorn Subdivision was their first major project; later projects by the organization included three large housing developments in Breckenridge in 1969 and Lion's Ridge in 1970, which was a high-density condominium development. The vision for the Bighorn development included 500 residential sites, commercial sites, and five condominiums situated around a pond.[19]

The ECDC purchased 1,100 acres on land formerly owned by Gust Kiahtipes. The Bighorn Subdivision was platted in December 1962 and the ECDC broke ground on the development in 1963, with the first building sites for sale in March of that year.[20] The first phase of development consisted of 129 building sites. By the end of 1963, 64 of the sites had been sold, construction was underway on six homes and an eight-unit condominium, and three additions had been made to the original subdivision plat.[21] In a December 1963 article the *Eagle Valley Enterprise* touted the new development as an "alpine village" with picturesque wooden bridges, a pond for fishing in the warmer months and ice skating in the winter, and a warming house near the pond.[22] The development included the damming of Gore Creek at regular intervals to create small, quaint mountain pools on certain lots. Bighorn also featured electricity, telephone service, and its own water system with filter ponds and chlorination.[23]

Homes and condominiums in the Bighorn development reflected muted elements of the alpine character of Vail Village. Architectural design was controlled by a committee led by Denver resident Alan Miller, an early purchaser in the Bighorn development. Although Colorado's booming ski industry had sparked the construction of Bighorn, potential buyers were also attracted to the development for its location in the beautiful Gore Creek Valley and its proximity to Vail Village and Dillon Reservoir (22 miles to the east). New residents in Bighorn were from all over the U.S. The popularity and demand for Bighorn continued over the next year, and in February 1964 the development was expanded with a fourth addition.[24] Lots for sale in early 1964 were touted as the "area's most attractive residential sites," measuring more than one-half acre and ranging in price from $3,950 and $4,750. A fifth addition was platted in 1966, and by 1969 construction in the Bighorn development was well underway, with the earliest construction occurring along Spruce Way, Bighorn Road,

[19] Philpott, *Vacationland: Tourism and Environment in the Colorado High Country*, 183, 263; "[Bighorn Subdivision]," *Eagle Valley Enterprise*, December 26, 1963; "Subdivision Near Vail Village Planned," *Eagle Valley Enterprise*, December 20, 1962.

[20] Broyles & Fensten, Inc., "Bighorn Subdivision Plat," Reception No. 96766 (Vail, Colo., December 3, 1962), Available at the Eagle County Recorder.

[21] "Subdivision Near Vail Village Planned"; Philpott, *Vacationland: Tourism and Environment in the Colorado High Country*, 183, 263; "[Bighorn Subdivision]"; Broyles & Fensten, Inc., "Plat Map of Bighorn Subdivision, First Addition," Reception No. 97239 (Vail, Colo., April 1, 1963), Available at the Eagle County Recorder; Broyles & Fensten, Inc., "Plat Map of Bighorn Subdivision, Second Addition," Reception No. 97704 (Vail, Colo., July 22, 1963), Available at the Eagle County Recorder; Broyles & Fensten, Inc., "Plat Map of Bighorn Subdivision, Second Addition"; Broyles & Fensten, Inc., "Amended Plat of Bighorn Subdivision, Third Addition," Reception No. 98059 (Vail, Colo., October 4, 1963), Available at the Eagle County Recorder.

[22] "[Bighorn Subdivision]."

[23] "[Bighorn Subdivision]"; "More Bighorn Lots Up For Sale," *Eagle Valley Enterprise*, March 5, 1964.

[24] Broyles & Fensten, Inc., "Plat Map of Bighorn Subdivision, Fourth Addition," Reception No. 98774 (Vail, Colo., February 4, 1964), Available at the Eagle County Recorder.

and Columbine Way. It consisted of A-frames, chalet-like homes of varying sizes with gable and neo-Mansard roofs, and condominium complexes with decorative alpine-like balcony railings and brackets that reflected the intended design motif.[25]

E. Expansion of Vail Amid Environmental Concerns, 1968-1973

The Town of Vail incorporated in 1966, transferring financial responsibility for road maintenance, sewers, schools, and other services from Vail Associates to the new municipality. Gradually the small-scale, picturesque village envisioned by Seibert and Fitzhugh transformed as demand for real estate surged, prices rose, and landowners began building up. In 1968 the seven-story, multi-purpose Crossroads at Vail development opened and included a shopping center, theater, and condominiums; it was Vail's largest building project to date. In 1969 the Lodge at Vail announced plans for an expansion that included at eight-story hotel tower and a new 120,000-square-foot condominium complex called Mountain Haus, which replaced a small budget hostel from Vail's early days near the heart of Vail Village. Although the new developments reflected elements of the original chalet theme, their scale was much larger than any of the previous developments.[26]

In 1969 Vail Associates opened a new section of the resort to the west of Vail Village called LionsHead. As planned, the new development created a new town center and featured a new gondola and ski trails, condominiums, and shops. Most notable about the design of LionsHead was its size and its diversion away from Vail's "traditional" alpine aesthetic toward a more sleek, modern design void of exterior embellishments. Since establishing Vail, Seibert had frequented new French luxury ski resorts that featured angular high-rise towers oriented around public squares. He determined that to keep Vail on the cutting edge, the new development's design should reflect that of its European counterparts. Denver planner George Beardsley worked with Seibert on the design of LionsHead, which had concrete plazas and angular buildings; the first two buildings were a rectangular gondola terminal and a modernist redwood contemporary condominium complex reminiscent of California's Sea Ranch and shed style. The design and scale of LionsHead left many locals disillusioned with the lifestyle they had bought into and enjoyed at Vail.[27]

By the late 1960s Vail residents had elected John Dobson as mayor, who offered a balanced perspective on business, environmentalism, and Vail's disappearing lifestyle and character. The Town of Vail passed its first zoning ordinance in 1970 and also established subdivision standards. The Town also annexed LionsHead and additional land throughout the Gore Creek Valley in an attempt to control condominium development in and around Vail, including East Vail and the Bighorn Subdivision, and have a unified zoning code for the entire valley.[28]

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[25] "More Bighorn Lots Up For Sale"; "[Bighorn Subdivision]"; National Environmental Title Research, Inc., *Historic Aerials*, 2016, http://www.historicaerials.com/; Broyles & Fensten, Inc., "Plat Map of Bighorn Subdivision, Fifth Addition," Reception No. 105002 (Vail, Colo., November 25, 1966), Available at the Eagle County Recorder.

[26] Seibert, *Vail: Triumph of a Dream*, 111, 252–53.

[27] Philpott, *Vacationland: Tourism and Environment in the Colorado High Country*, 253–54; Seibert, *Vail: Triumph of a Dream*, 114.

[28] Philpott, *Vacationland: Tourism and Environment in the Colorado High Country*, 255–56.

Public discourse on the environmental impacts of growth continued throughout the 1970s with the establishment of the Vail Symposium, an annual meeting to engage residents in discussions about growth and development issues. The National Environmental Policy Act passed in 1970, requiring federal agencies to assess the environmental impacts of their actions and consider alternatives with public comment. Similar large-scale ski resort developments opened throughout the Colorado high country with condominiums, hotels, and shops; these included Snowmass, Keystone, Copper Mountain, and other areas in the southwest part of the state. However, the design of new ski trails followed the natural contours of the mountains at many of these new resorts. Strong opposition toward large-scale recreation, loss of open space, and increased congestion and its impacts on the environment reached a fever pitch during discussions surrounding Denver as a potential host city for the 1976 Olympic Games. The plan included Vail hosting the skiing competitions and Denver's bid to host the games was eventually rejected by Colorado voters due to grassroots and political opposition.

In 1973 the Town of Vail, with the help of San Francisco planner and landscape architects, drafted a master plan called the *Vail Plan*. Referencing the need for a master plan to control growth and development, the plan stated:

> The Town is at a point of crisis in its existence. It is congested, in many parts it has lost contact with nature, it fails to satisfy year-round recreational needs, it represents an investment in development which demands more than the winter time ski activities can economically support, yet the very sprawl of development has removed the natural open spaces which would have been available as year-round recreation areas. Its choices are several continue at its current rate of growth and totally destroy the Valley, grow more solely and accept the mediocrity of the current problems, or to grow with wisdom and attempt to achieve a great ideal of service to the residents.[29]

The plan called for a complete rewrite of the zoning ordinance and modification of all systems and circulation patterns of vehicular and pedestrian transportation to alleviate congestion. The *Vail Plan* also promoted acquisition and development of space for community recreation areas. Regarding the landscape and architecture of the village, the plan mentioned creation of an overall landscape plan to reforest the town and highlight the natural beauty of the valley while masking Interstate Highway traffic, as well as reinstitution of the alpine aesthetic and scale into Vail to bring back architectural unity to the village.[30]

F. Construction of Vail Pass and Continued Development Pressure, 1973-1980

The impact of development and construction on the environment continued to be an important consideration throughout the 1970s. The construction of the Vail Pass segment of I-70 between 1973 and 1978 serves as an important example of this. The Vail Pass segment of I-70 represents an early achievement in a process that is now known as "context-sensitive" highway design and engineering.[31] The geologic constraints and

[29] Royston, Hanamoto, Beck & Abey (landscape architects) and Livington & Blayney (planners), *The Vail Plan* (Vail, Colo.: Town of Vail, 1973), 1.

[30] Philpott, *Vacationland: Tourism and Environment in the Colorado High Country*, 255–75; Simonton, *Vail: Story of a Colorado Mountain Valley*, 96–97; Royston, Hanamoto, Beck & Abey (landscape architects) and Livington & Blayney (planners), *The Vail Plan*, 1–6.

[31] Federal Highway Administration, "Final List of Nationally and Exceptionally Significant Features of the Federal Interstate Highway System."

environmental sensitivity of the high alpine pass between Wheeler Junction (Copper Mountain) and Vail required careful planning, design, engineering, and construction management.

Early planning for the Vail Pass segment of I-70 started in the late 1960s just as several significant federal environmental regulations began to place new requirements on highway projects. By 1970 highway officials were required to coordinate with various government agencies and consider the concerns of numerous stakeholders. Due to its uniquely sensitive wild setting and complicated mountainous terrain, Vail Pass presented a special challenge for the Colorado Division of Highways (CDOH) and its planning partners. The highway segment completed in 1978 represents an early example of successful collaborative efforts between the CDOH, various agencies, and environmental advocacy groups, and it exhibits a number of significant innovations in highway landscape architecture and engineering, including the first intentionally sculpted cut and fill slopes landscaped with native flora, and the first use of precast and cast-in-place segmental bridges in Colorado.[32]

Controversy surrounded the idea of an interstate route west of Denver through the Rocky Mountains as early as the 1940s. Preliminary Interstate Highway plans avoided the engineering challenges presented by the Continental Divide and therefore did not provide Colorado with a complete east-west link across the state. Colorado highway officials immediately protested the plans, but by 1956 when the official 40,000-mile Interstate Highway System was presented, the route of I-70 began in Washington D.C. and terminated in Denver, still denying Colorado funding for the interstate link to Utah. The following year, after over a decade of lobbying on the part of Colorado politicians, the BPR (predecessor to the FHWA) awarded an additional 547 miles to extend I-70 from Denver to I-15 near Cove Fort, Utah.[33]

The CDOH considered two routes for the western portion of I-70; one route primarily followed US 40 and the other followed the general path of US 6. In 1959 the CDOH contracted with the E. Lionel Pavlo Engineering Company to study each route. The "Pavlo Study," issued in April 1960, recommended that I-70 follow the path of US 6 for most of its route. West of Dillon, however, the planned alignment diverged from US 6 to form a new route, known as "Red Buffalo," which would pass through the environmentally sensitive Gore Range-Eagles Nest Primitive Area and require a tunnel under the Continental Divide at Gore Range. The plan generated public controversy, with some arguing for an alternative option that followed the existing path of US 6 over Vail Pass. Although the Red Buffalo route would have been 10 miles shorter, its tunnel requirement made it more expensive, and the highway's potential to impact a highly sensitive wilderness area drew national outcry. Amid the debating, the CDOH held firm on the Red Buffalo option and proceeded with the design process in the mid-1960s. The debate effectively ended in 1968, when the United States Secretary of Agriculture Orville Freeman denied the CDOH an easement through the Gore Range-Eagles Nest Primitive Area within the Arapaho and White River National Forests. [34]

[32] Federal Highway Administration, "Final List of Nationally and Exceptionally Significant Features of the Federal Interstate Highway System."

[33] Associated Cultural Resource Experts, *Highways to the Sky: A Context and History of Colorado's Highway System*, 11–66; Marion C. Wiley, *The High Road* (prepared for the Colorado Division of Highways, 1976), 37–40.

[34] Associated Cultural Resource Experts, *Highways to the Sky: A Context and History of Colorado's Highway System*, 11–

The concerns of opponents to the Red Buffalo route reflected a growing awareness of environmental issues and the rise of freeway protests around the nation in the late 1960s. The BPR responded to these movements early on by placing several new requirements on highway officials and departments, including consideration of possible impacts on wildlife and increased opportunities for public input during highway planning and design phases.[35] By 1970 new federal regulations changed how state highway departments addressed environmental concerns and public input during highway planning and construction. These new regulations included the National Historic Preservation Act (NHPA) in 1966, Section 4(f) in 1966, and NEPA in 1970. While the NHPA required consideration of impacts to historic sites, and Section 4(f) complicated highway planning by requiring additional interagency coordination and justification of impacts to historic sites, parks, recreational areas, and wildlife refuges, NEPA was an "umbrella" regulation, incorporating a set of requirements that completely transformed the highway planning process.[36]

After the Secretary of Agriculture effectively vetoed the Red Buffalo route, the CDOH began to closely study the Vail Pass route for I-70. It became obvious in initial surveys that the steep hillsides along Vail Pass would present significant engineering challenges. US 6, which was constructed across Vail Pass in the late 1930s, had been subject to landslides and had shifted nearly 50 feet toward Black Gore Creek by the late 1960s.[37] The passage of NEPA in early 1970 added further complications and challenges to the planning and design of I-70 through Vail Pass. In addition to contending with significant engineering challenges presented by the mountain corridor, engineers and planners now had to consider a wide range of concerns from the public and other government agencies. Along with safety, cost, and efficiency, the design of the highway needed to address aesthetics, recreation, economic impacts, water quality, and ecology.[38]

In order to meet these challenges, the CDOH prompted several comprehensive studies of the corridor. Early studies included "Intermediate Geologic Investigations" by Charles S. Robinson and R. V. Lord, and "Vail Pass Environmental Study" by the firm Barton, Stoddard, Milhollin and Higgins.[39] These reports and others completed in the early 1970s were used in the development of alignment proposals and design concepts. The CDOH also coordinated with the U.S. Forest Service (White River National Forest), Colorado Division of Wildlife, Colorado Department of Health, various environmental organizations, interest groups, and local residents to develop alignment and design plans that addressed the various concerns presented.[40]

71.

[35] Colorado Department of Transportation, *100 Years of Colorado State Transportation History* (Denver, Colo.: Colorado Department of Transportation Public Relations, 2010), 69–70.

[36] Colorado Department of Transportation, *100 Years of Colorado State Transportation History*, 71–73.

[37] Richard E. Prosence, "Building I-70: The Story of the Development of Interstate Route 70 Between the Utah-Colorado State Line and the Continental Divide in Western Colorado," n.d., 40–41.

[38] Colorado Department of Highways, *I-70 in a Mountain Environment: Vail Pass Colorado* (prepared for the United States Department of Transportation, Federal Highway Administration Office of Development, 1978), 3–4.

[39] Barton, Stoddard, Milhollin and Higgins, *Vail Pass Environmental Study I-70 2(19), Vail To Wheeler Junction* (prepared for the Colorado Division of Highways, 1972); Charles Robinson and Dale M. Cochran, *Intermediate Geologic Investigations, Big Horn Creek to Wheeler Junction: Vail Pass* (prepared for the Colorado Department of Highways, June 1971).

[40] Colorado Department of Highways, *I-70 in a Mountain Environment: Vail Pass Colorado*, 3–4.

The design and construction of the Vail Pass segment of I-70 took into account the concerns of citizens and various organizations and met the engineering challenges presented by the mountain route itself. The result is a segment that represents significant engineering, planning, and management innovations. Among the CDOH's new practices were creative solutions in construction management. Special accounts were set up to finance unforeseen circumstances related to environmental constraints. Full-time specialists from various disciplines were hired to assist the CDOH with erosion control measures and environmental compliance, developing sensitive construction methods, and monitoring construction as it took place. These included a geologist, landscape architect, archaeologists, water quality specialists, and biologists. New effective techniques developed in early construction phases of the Vail Pass segment were incorporated into standard contract documents used in later phases.[41]

As with many highways constructed in mountainous environments, the confined areas of Vail Pass required the relocation of streams and creeks. Portions of both Gore Creek and Tenmile Creek were relocated to make way for the Interstate. Both the Colorado Division of Wildlife and the U.S. Forest Service reviewed channel relocation proposals. The final plans included sensitive alterations and actually improved the flow and trout habitat of Tenmile Creek, which had been restricted by earlier transportation projects including US 6.[42]

Additionally, CDOH engineers worked with landscape architects early in the design process to integrate aesthetic considerations into various features of the highway segment. The CDOH's collaborative efforts resulted in a number of innovations in the design and construction of Vail Pass, including sensitive earthwork and slope molding techniques, sculpted rock cuts to match natural outcroppings, revegetation with native flora, and selective placement of "natural" features such as boulders, stumps, and old logs along the highway slopes.[43]

The value of aesthetic qualities, environmental considerations, and creative responses to the geologic constraints of the Vail Valley were also evident in the engineered roadway, bridges, retaining walls, and drainage features of Vail Pass. Design parameters were set early in the process and designs were reviewed by multiple government agencies to ensure they were sensitive to the environment and compatible with the mountain landscape. Furthermore, the narrow terrain and short construction season meant that engineers and contractors had to use special techniques and materials uncommon to Interstate Highway projects. Several types of unique retaining walls were utilized on Vail Pass. Consultants, including architects from Frank Lloyd Wright's Taliesin West, designed a system of pre-cast, curved, concrete wall panels connected with concrete tiebacks. The panels were stacked in a terraced pattern creating steps with open pockets, which were landscaped with native plants. Other retaining walls included timber cribbing walls; precast, modular, concrete panels; cast-in-place, curved, concrete panels; and several cast-in-place, concrete walls finished with a barnwood texture.[44] Concrete retaining walls and culvert headwalls were stained with iron oxide to create a reddish-brown hue that blended into the surrounding landscape.

[41] Colorado Department of Highways, *I-70 in a Mountain Environment: Vail Pass Colorado*, 5–6.

[42] Colorado Department of Highways, *I-70 in a Mountain Environment: Vail Pass Colorado*, 76–80.

[43] Colorado Department of Highways, *I-70 in a Mountain Environment: Vail Pass Colorado*, 5–56.

[44] Colorado Department of Highways, *I-70 in a Mountain Environment: Vail Pass Colorado*, 59–66.

Two major bridge types were used on Vail Pass: segmental concrete box girders and welded steel box tub girders with a composite concrete deck. For the segmental concrete box girders, contractors were free to choose either cast-in-place or precast methods.[45] Segments for the precast concrete box girders were cast in Denver and transported to the construction site, where they were lifted into place using a gantry or large cranes. This method reduced impacts to the environment during construction and shortened construction time since the segments were precast before being assembled on the site.[46] The segmental, precast, concrete, post-tensioned, box girder bridges used along Vail Pass were the first of their kind used in Colorado and among the earliest used in the country.[47] In addition to crossing creeks and streams, bridges were also used on hillsides and side canyons along Vail Pass to minimize terrain disruption. The use of bridges instead of the typical treatment involving a major fill and culvert for drainage minimized effects to the natural landscape and allowed wildlife to cross the highway beneath the structures.[48] The bridges also utilized a pink hue to match the culverts and retaining walls. In addition to implementing innovative construction techniques and engineering, the CDOH and its planning partners incorporated into the design the values of outdoor recreation associated with the Colorado High Country region. A recreational path for pedestrians and bicyclists was integrated into the Interstate design, partly following the path of old US 6.

After the completion of Vail Pass in 1978, the CDOH and other agencies received awards for the environmentally sensitive engineering achievement. In 1978, just after the segment was completed, the CDOH received an award from the Rocky Mountain Center of the Environment (ROMCOE) for its interagency cooperation on environmental issues.[49] The following year, the American Society of Landscape Architects (ASLA) honored the CDOH, the U.S. Department of Agriculture (USDA), the U.S. Forest Service, and the FHWA for their "cooperation and care" in building Vail Pass.[50]

The completion of I-70 through Vail Pass had significant effect on Vail and Eagle County. The rapid growth of the resort community of Vail beginning in the 1960s through the 1980s was closely linked to the completion of the Interstate through the area. Opportunities for outdoor recreation—specifically skiing, snowmobiling, hiking, hunting, fishing, and cycling—had been a significant draw for tourists travelling through Eagle County before the Interstate was completed. Vail Associates, the town's corporate founders, predicted that the Vail Pass Interstate route would increase tourism to the area and add value to the resort. As the segment neared completion, though, some residents who had supported the highway became concerned with the potential for the influx of traffic and associated development to detract from the natural beauty that had attracted visitors

[45] Colorado Department of Highways, *I-70 in a Mountain Environment: Vail Pass Colorado*, 67.

[46] Associated Cultural Resource Experts, *Highways to the Sky: A Context and History of Colorado's Highway System*, 9–21.

[47] Prosence, "Building I-70: The Story of the Development of Interstate Route 70 Between the Utah-Colorado State Line and the Continental Divide in Western Colorado," 43–44.

[48] Prosence, "Building I-70: The Story of the Development of Interstate Route 70 Between the Utah-Colorado State Line and the Continental Divide in Western Colorado," 41–42.

[49] "Vail Pass Highway Design Wins Award," *Louisville Times*, November 2, 1978.

[50] "Agencies Commended for Work on Vail Highway," *Louisville Times*, August 29, 1979, Colorado Historic Newspapers Collection.

to the area in the first place. In 1976 Harry Bass and Goliad Oil and Gas Company obtained financial control of Vail Associates and gradually sold off much of the company's real estate holdings in Vail to finance expanded ski operations. Development continued throughout the Gore Creek Valley when Bass opened the new Beaver Creek Ski Resort to the west of Vail in 1979.[51] Throughout the next four decades development in Vail continued with the construction of new vacation homes, condominium complexes, hotels, strip malls, and various stores. Efforts to balance new development with retention of the natural environment in and around Vail, as well as along the Vail Pass segment of I-70, has remained a challenge over 50 years after Vail Village opened for its first ski season.[52]

8. Research Design and Methodology

The objective of the historic resource investigations for the West Vail Pass Auxiliary Lanes EA was to identify and assess whether historic cultural resources within the project corridor possess significance and sufficient integrity to qualify as eligible for listing in the National Register and State Register. These documentation and significance assessments are intended to assist CDOT in Section 106 and Section 4(f) compliance.

The historic resource investigation included intensive-level survey, followed by archival research and preparation of Office of Archaeology and Historic Preservation (OAHP) Architectural Inventory Forms (OAHP forms 1403 or 1405) or Management Data and Linear Component forms (OAHP form 1400 and 1418) for each property surveyed, with results documented in the survey report. The study was carried out in accordance with the guidelines of the Colorado Historical Society (CHS)/OAHP, as published in the *Colorado Cultural Resource Survey Manual* (1998). The methods employed in the investigation are detailed below.

A. File search for previously documented properties

Historians reviewed the previous historic survey documents produced as part of the preparations for the 2007 Environmental Analysis for West Vail Pass. This study was not completed because the I-70 Mountain Corridor PEIS was developed and finalized with a Record of Decision in 2011. The 2007 study documents included a summary of sites and surveys previously recorded in a Compass search, the database of historic sites and surveys maintained by OAHP. The file search was updated in Compass in June 2017 and January 2018 to find additional sites or surveys added since 2007. Lists of these sites and surveys are provided in Table 1: Previously Recorded Historic Properties and Table 2: Previous Historic Resource Inventory Reports.

[51] Leslie A. Elam, "Harry W. Bass, Jr. Biography," *Harry W. Bass, Jr. Foundation*, 2018, http://hbrf.org/harry-w-bass-jr-biography/.

[52] Associated Cultural Resource Experts, *Highways to the Sky: A Context and History of Colorado's Highway System*, 11-72-11–73.

Table 1. Previously Recorded Historic Properties

SITE	ID#	RESOURCE NAME	DETERMINATION(S)*	NOTES	MILEPOST
1	5EA725	Bridge F-11-AW	FNE; 1985	Concrete Box Girder, Segmented box, Intl Engr Co, 1977; 4 span	180.80
2	5EA726	Bridge F-11-AX	FNE; 1985	Concrete, Segmented Box Girder, Intl Engr Co, 1977; 5 span	180.82
3	5EA727	Bridge F-11-AU	OE; 1988	Concrete Box Girder, Segmented box, Intl Engr Co, 1977; over county rd and Gore Creek; 4 span	181.91
4	5EA728	Bridge F-11-AV	OE; 1988	Concrete Box Girder, Segmented box, Intl Engr Co, 1977; over county rd and Gore Creek; 4 span	181.91
5	5EA729	Bridge F-11-AS	FNE; 1987	Steel, box girder, continuous span, 1977; 3 span;	182.45
6	5EA730	Bridge F-11-AT	FNE; 1987 ONE; 2014	Steel, box girder, continuous span, 1977; 3 span	182.47
7	5EA731	Bridge F-11-AO	FNE; 1987 Supports eligibility of entire linear resource; 2015	Steel, box girder, continuous span, 1977, 2 span	183.81
8	5EA732	Bridge F-11-AP	FNE; 1987 Supports eligibility of entire linear resource; 2015	Steel, box girder, 1977, continuous 3 span	184.43
9	5EA733	Bridge F-11-AM; Bridge F-11-AN	FNE; 1988	Concrete, segmented box girder, 4 span; 1977	184.43 and 184.41
10	5EA735	Bridge F-11-AK	FNE; 1987 Segment supports eligibility of entire linear resource; 2015	Concrete, segmented box girder, 3 span; 1977	184.93
11	5EA736	Bridge F-11-AL	FNE; 1987	Concrete, segmented box girder, 4 span; 1977	184.92
12	5EA737	Bridge F-12-AS; Bridge F-12-AT	OE; 1988	Steel, box girder, continuous 4 span; 1978	185.29

Table 1. Previously Recorded Historic Properties

SITE	ID#	RESOURCE NAME	DETERMINATION(S)*	NOTES	MILEPOST
13	5EA738	Bridge F-11-AQ; Bridge F-11-AR	FNE; 1987	Concrete, prestressed, box girder, 1 span; 1977	183.05
14	5EA1826.3/ 5EA.3155/ 5ST.892/ 5ST.1488	I-70 segment, Eagle and Summit counties	Segment Supports Eligible Resource; 2015		180 and 195.2
15	5ST.1394	Vail Pass Summit Historical Marker	No assessment given on form; 2013	Office of Archaeology & Historic Preservation (OAHP)	

Source: Compass database search, Office of Archaeology and Historic Preservation (June 2017).

** FNE = Field Not Eligible*
OE = Officially Eligible
ONE = Officially Not Eligible

Table 2. Previous Historic Resource Inventory Reports

SURVEY ID#	SURVEY NAME	AUTHOR/AGENCY	REPORT DATE
MC.CH.R1	Historical Context: Colorado Bridge Building Since 1945	Unknown/Colorado Department of Highways	1982
MC.CH.R4	Colorado Bridge Survey – Phase Two Post-1945 Bridges and Off-System Evaluation	Sally Pearce/Colorado Department of Highways	1988
MC.CH.R163	Colorado Bridge Survey: An Inventory for the Colorado Department of Highways Project No. BRO OOOS (7)	Fraser Design/Colorado Department of Highways	1984

Source: Compass database search, Office of Archaeology and Historic Preservation (June 2017).
Please note: Additional previously recorded sites and surveys in the remaining part of Vail Pass outside of the scope of the West Vail Pass Safety/Auxiliary Lanes EA in Summit County (MPs 190-195.2) will be reported as part of the I-70 Vail Pass Historic Context and Site Form.

B. Field inventory methods

Historians conducted fieldwork within the APE from June 3-8, 2018. All properties were documented from the existing ROW or public street. Architectural documentation included noting important architectural characteristics such as form and massing, materials, style, and fenestration; assessing exterior alterations and modifications; and evaluating exterior condition and historic physical integrity. Other resources recorded related to the I-70 segment of Vail Pass or former US 6 and included the roadbed, alignment, and embankments; road-related structures such as bridges, culverts, and retaining walls; a rest stop; retention ponds; Black Lake #1 and #2 (fishing ponds); the Vail Pass Recreation Trail; and various landscape elements.

(1) Photographs

Primary buildings at each property were photographed in color from at least two angles to show multiple sides of the building or structure. In cases where sight lines and topography permitted, all four elevations and two oblique angles of the primary buildings were photographed. Ancillary buildings were photographed at least once, from the clearest angle. In addition, any unique or noteworthy architectural details were photographed. Photographs were also taken of the start and end points of the linear resource segments and any significant features were noted. Photographs were taken using a digital SLR camera.

(2) GIS Data

GIS data for bridges, culverts, retaining walls, and buildings was obtained from CDOT and transferred to field maps prior to field survey. During fieldwork, photographs were geo-referenced and the location of notable features recorded on field maps and transferred into GIS data points during post-field activities. GIS data was used to note features on the sketch maps for the site forms and to record the location and direction of photographs.

C. Archival research methods

Historical information about the project area and about specific historical resources was collected through the CDOT Headquarters in Denver, CDOT Region 3 in Grand Junction, Denver Public Library Western History and Genealogy Division, Town of Vail, Eagle County Public Library, Eagle County Clerk and Recorder, and from other select repositories listed on inventory forms. Web-based resources were consulted, including technical reports, articles, biographical information, and historic mapping, and newspaper articles available through newspapers.com. In addition, web searches often revealed additional sources specific to individual surveyed resources, such as newspaper articles, and these are listed on the source field in the OAHP inventory forms. Other sources consulted included existing site forms and survey reports on file at the OAHP and CDOT Headquarters in Denver. Dates of construction, ownership, lot size, and other information about the inventoried buildings were obtained from property records maintained by the Eagle County Assessor's Office. When appropriate and available, grantor-grantee records were obtained from online records of the Eagle County Clerk and Recorder's Office and building permits obtained from the Town of Vail Community Development Department.

D. Evaluation of significance

All cultural resources identified within the APE for the project area were evaluated for eligibility for inclusion in the National Register and State Register.

(1) National Register of Historic Places

The National Register was established in 1966 as part of the NHPA and is administered by the National Park Service. The criteria properties must meet to be eligible for listing on the National Register are specified in the Code of Federal Regulations, Title 36, Part 60, which reads, in part:

> The quality of significance in American history, architecture, archeology, 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 has yielded, or may be likely to yield, information important in prehistory or history.

Integrity considerations

To be eligible for inclusion in the National Register a resource must exhibit sufficient physical integrity to convey its significance, in addition to being associated with one or more of the National Register criteria listed above. All cultural resources identified within the project area were evaluated for the seven aspects of integrity as outlined specifically in the federal regulations. These include the following:

- **Location:** The place where the historic property was constructed or the historic even occurred.
- **Design:** The combination of elements that create the form, plan, space, structure, and style of a property.
- **Setting:** The physical environment of a historic property.
- **Materials:** The physical elements that were combined or deposited during a particular period and in a particular pattern or configuration to form a historic property.
- **Workmanship:** The physical evidence of the crafts of a particular culture or people during any given period in history or prehistory.
- **Feeling:** A property's expression of the aesthetic or historic sense of a particular period of time.
- **Association:** The direct link between an important historic event or a person and a historic property.

(2) Colorado State Register of Historic Places

The Colorado State Register is a listing of the state's significant cultural resources. Properties listed in the National Register are automatically placed in the Colorado State Register. Properties may also be nominated separately to the State Register without being listed in the National Register. The criteria for nomination and inclusion in the Colorado State Register includes:

- The association of the property with events that have made a significant contribution to history.
- The connection of the property with persons significant in history.
- The apparent distinctive characteristics of a type, period, method of construction, or artisan.
- The geographic importance of the property.
- The possibility of important discoveries related to prehistory or history.

Determining integrity for State Register properties is similar to the integrity considerations provided above for the National Register.

E. Inventory form preparation

Architectural Inventory Forms (OAHP 1403) were completed for each property that contained historical architectural or engineering resources. Properties were also assessed for extensive alterations to determine which properties warrant a full Colorado OAHP site form (1403) and which properties are suitable for shortened OAHP site forms ("1403 LITE") during the intensive-level survey. Properties with significant alterations that can no longer convey potential significance as 1960s or 1970s residential structures were recommended for the "1403 LITE" form and are included in Table 3.

Management Data Forms and Linear Component Forms (OAHP 1400 and 1418) were completed for each linear property, which included segments of highways. The forms were created in Microsoft Word. Site-specific historical and architectural information collected during the investigation was summarized on these inventory forms. Forms also included topographic maps and site sketch maps, as well as digital photographs. Narrative architectural descriptions, historical summaries, and significance assessments for each resource are found in the inventory forms.

9. Results

A. Inventory results

Results of this historical survey for the I-70 West Vail Pass Auxiliary Lanes EA project are included in Table 3. Table 3 includes the site number and name, locational information, date of construction, recommendations for individual eligibility and district status, and which OAHP inventory form was prepared. Detailed descriptions, National Register eligibility assessment, and assessment of integrity (if applicable) are provided for each property following Table 3.

Table 3. Historical Survey Results and Determinations

Site No.	Site Name	Address	Construction Date	Current NRHP/SRHP* Individual Evaluation and Criteria	District Status	OAHP Form
5EA.3605	Bus Stop at Pitkin Creek	3897 Bighorn Road	c.1900	Not eligible	N/A	1403
5EA.3606	Columbine Road Condominiums	4295 Columbine Drive	1972	Not eligible	N/A	1403 LITE
5EA.3607	Bradley Residence	4396 Columbine Dr	1965	Eligible	N/A	1403
5EA.3608	Brozniak Residence	4406 Columbine Dr	1973	Not eligible	N/A	1403
5EA.3609	Condominium	4145 Spruce Dr	1967	Not eligible	N/A	1403
5EA.3610	Altair Vail Inn Condomimums	4192 Spruce Way	1973	Not eligible	N/A	1403 LITE
5EA.3611	Taggart Residence	4110 Spruce Way	1967	Not eligible	N/A	1403 LITE
5EA.3612	Folke & Mellgren Residence	4112 Spruce Way	1967	Not eligible	N/A	1403
5EA.3613	Condominium	4132 Spruce Way	1965	Not eligible	N/A	1403
5EA.3614	Vail East Lodging Condominium Complex	4073, 4093, 4123, 4133 Spruce Way	1965	Not eligible	N/A	1403
5EA.3615	Elgi Duplex	4141 Spruce Way	1968	Not eligible	N/A	1403
5EA.3616	Parks Duplex	4143 Spruce Way	1968	Not eligible	N/A	1403
5EA.3617	Blunk Residence	4145 Spruce Way	1968	Not eligible	N/A	1403
5EA.3618	Gore Creek North Condominium	4342 Spruce Way	1965	Not eligible	N/A	1403
5EA.3619	Moosburger-Forstner Residence	4325 Spruce Way	1971	Not eligible	N/A	1403 LITE
5EA.3620	Ridgeview Square Townhouses	4506 Spruce Way	1971	Not eligible	N/A	1403

Table 3. Historical Survey Results and Determinations

Site No.	Site Name	Address	Construction Date	Current NRHP/SRHP* Individual Evaluation and Criteria	District Status	OAHP Form
5EA.3621	Pavelich Residence	5137 Main Gore Drive North	1970	Not eligible	N/A	1403
5EA.3622	Pattison Residence	5177 Gore Circle	1972	Not eligible	N/A	1403
5EA.3623	Ciarallo and Van Dijk Residence	5187 Gore Circle	1976	Not eligible	N/A	1403
5EA.3624	Bloom Residence	5197 Gore Circle	1968	Not eligible	N/A	1403 LITE
5EA.3625	Cocchiarella Residence	5198 Gore Circle	1969	Not eligible	N/A	1403 LITE
5EA.3626	Frost Townhouses	5187 Black Gore Drive	1973	Not eligible	N/A	1403
5EA.3627	Heather of Vail Condominiums	5197 Black Gore Drive	1974	Not eligible	N/A	1403
5EA.2587.9	Old US Highway 6 (including portions of the Vail Pass Recreational Trail and Bighorn Drive in East Vail and associated road-related features)			Not eligible	N/A	1400/1418
5EA.1826.4 and 5ST.892.5	Vail Pass (I-70 from mileposts 180-195 including bridges and other road-related features)			Eligible	Eligible	1400/1418

** National Register of Historic Places/State Register of Historic Places*

Bus stop at Pitkin Creek (5EA.3605)

The building at 3897 Bighorn Road was constructed c.1900 as a private home on the Kiahtipes Ranch and subsequently relocated to its current location c.1940 and rehabilitated for use as a bus stop by 2004. Research and field review indicate that the building has a direct association to the Kiahtipes family, an early ranching family in the Gore Creek Valley that raised sheep and was integral to the settlement and agricultural heritage of the valley prior to it becoming an international ski resort in 1962. Despite having been moved, this building possesses significance under Criterion A: Settlement. Research did not indicate this building has a direct and important link to a significant person; therefore, the building is not eligible under Criterion B. Under Criterion C, the building embodies the distinctive characteristics of a type, period, or method construction as an example of the Pioneer Log type, featuring a log structural system and lapped corner notching; otherwise, the building has minimal architectural details. The building is not likely to contain information important to history or prehistory beyond what is already documented and does not possess significance under Criterion D.

Assessment of historic physical integrity related to significance

The building was constructed c.1900 as a residence on an early ranch in the Gore Creek Valley. Since that time the building has been relocated to an urban environment and physically altered by placing it on a stone and concrete pad, removing windows, adding a non-historic porch and ramp, and alteration of the chimney. The building has lost integrity in terms of location, setting, design, workmanship, materials, feeling, and association with its agricultural past. Although this building retains historic significance for its association with settlement, it no longer is directly associated with the agricultural heritage in the Gore Creek Valley because it was moved from its original location. Changes to the exterior have diminished the ability of the property to convey significance as an example of Pioneer Log construction under Criterion C. Therefore, this building is recommended as not eligible for listing in the National Register.

Columbine Road Condominiums (5EA.3606)

This building complex at 4295 Columbine Drive was constructed in 1972. Due to the recent date of construction, it was evaluated for the National Register applying *Criteria Consideration G: Properties that Have Achieved Significance Within the Past Fifty Years*. Accordingly, this building complex must possess exceptional important to be eligible for the National Register. It has served as owner- and renter-occupied condominiums since its original construction. However, research and field review has not revealed exceptional importance through direct association with significant activities, events, persons, or architecture associated with condominium development in the Gore Creek Valley and East Vail. As such, this building complex does not possess significance under *Criteria A* or *B*. It is altered as summarized on the resource's site form and exhibits standard building materials and practices, lacks artistic value, is not the work of a master, and does not represent an outstanding example of the property type. Therefore, these condominiums do not possess exceptional importance for their architectural design and are not significant under *Criterion C*. The building complex is not likely to contain information important to history or prehistory beyond what is already documented and does not possess significance under *Criterion D*. Due to the lack of significance, these condominiums are not eligible for inclusion in the National Register.

Bradley Residence (5EA.3607)

The Bradley Residence at 4396 Columbine Drive was constructed in 1965 and has been a private residence since its construction. Research and field review did not reveal a direct or important association with post-

World War II social trends that render this example distinctive amongst other A-frames constructed during the same period in Vail and throughout Colorado's high country. As such, this residence does not possess significance under *Criterion A*. Under *Criterion B*, research and field review did not indicate this residence to have a direct association with significant persons associated with residential development in the Gore Creek Valley and East Vail, and this A-frame does not appear to possess significance under *Criterion B*.

The Bradley Residence reflects several character-defining features of A-frame architecture under *Criterion C*, including an A-shaped roof/wall truss system; deep, overhanging eaves and gable ends; large glazing configuration across the facade; wood exterior cladding materials; an expansive porch across the front facade (the rear deck dates to 1984); and scalloped bargeboard and decorative wood railings on the front porch and balcony that reflect Swiss stylistic elements. The house represents a unique method of construction and, despite some alterations summarized on the resource's site form, serves as an intact example of the A-frame building type. Therefore, the Bradley Residence is recommended eligible for listing in the National Register of Historic Places under *Criterion C* in the area of *Architecture*.

The building is not likely to contain information important to history or prehistory beyond what is already documented and does not possess significance under *Criterion D*.

Assessment of historic physical integrity related to significance

The single picture window on the front facade and basement level windows are vinyl-frame replacements and the half-story, sliding-glass, patio door is non-original. However, the windows and sliding-glass door appear to be in the original openings and do not detract from the overall A-frame design of the house. In addition, the house had a rear wood deck added in 1984 and its wood roof replaced with metal in 2005. These changes do not diminish or detract from the home's A-frame design. Despite these alterations, the house retains integrity in terms of its location, setting, design, materials, and workmanship and conveys its significance as an example of A-frame architecture under *Criterion C*.

Brodziak Residence (5EA.3608)

The building at 4406 Columbine Drive was constructed in 1973 and has been a private residence since that time. Due to its recent date of construction, the building was evaluated for the National Register applying *Criteria Consideration G: Properties that Have Achieved Significance Within the Past Fifty Years*. Accordingly, this building must possess exceptional importance to be eligible for the National Register. However, research and field review did not reveal exceptional importance through direct association with significant activities, events, persons, or architecture associated with condominium development in the Gore Creek Valley and East Vail. As such, this building does not possess significance under *Criteria A* or *B*. Although the building is of log construction, the building does not represent an early example of log construction nor does it reflect important notching techniques associated with log construction. The building has only minimal stylistic details, lacks artistic value, and is not the work of a master. Therefore, this house does not possess exceptional importance for its architectural design and is not significant under *Criterion C*. The building is not likely to contain information important to history or prehistory beyond what is already documented and does not possess significance under *Criterion D*. Due to the lack of significance, this building is not eligible for inclusion in the National Register.

Condominium (5EA.3609)

The building at 4145 Spruce Drive was constructed in 1967 and has been a condominium since that time. Research and field review did not reveal a direct association with significant activities, events, or persons associated with residential development in the Gore Creek Valley and East Vail. As such, this building does not possess significance under *Criteria A* or *B*. The building has some alterations as summarized on the resource's site form, minimal architectural details, does not represent an intact example of an architectural style, lacks artistic value, and is not the work of a master. Therefore, the building does not possess architectural or design significance under *Criterion C*. The building is not likely to contain information important to history or prehistory beyond what is already documented and does not possess significance under *Criterion D*. Due to the lack of significance, this building is not eligible for inclusion in the National Register.

Altair Vail Inn Condominiums (5EA.3610)

This building complex at 4192 Spruce Way was constructed in 1973. Due to the recent date of construction, it was evaluated for the National Register applying *Criteria Consideration G: Properties that Have Achieved Significance Within the Past Fifty Years*. Accordingly, this complex must possess exceptional importance to be eligible for the National Register. It has served as owner- and renter-occupied condominiums since its original construction. However, research and field review has not revealed exceptional importance through direct association with significant activities, events, persons, or architecture associated with condominium development in the Gore Creek Valley and East Vail. As such, this building complex does not possess significance under *Criteria A* or *B*. The condominiums are altered as summarized on the resource's site form and exhibit standard building materials and practices, lack artistic value, are not the work of a master, and do not represent an outstanding example of the property type. Therefore, these condominiums do not possess exceptional importance for their architectural design and are not significant under *Criterion C*. The building complex is not likely to contain information important to history or prehistory beyond what is already documented and does not possess significance under *Criterion D*. Due to the lack of significance, this complex is not eligible for inclusion in the National Register.

Taggart Residence (5EA3611)

This building at 4110 Spruce Way was constructed in 1967 and has served as a private residence since that time. Research and field review did not indicate this residence has a direct and important association with significant activities, events, or persons associated with development in the Gore Creek Valley and East Vail. As such, this home does not possess significance under National Register *Criteria A* or *B*. While the residence reflects elements of the Neo-Mansard form, including a Mansard roof clad in wood shakes, recessed dormers, and second-story contained under roof, the building represents a ubiquitous form built throughout Colorado during this period and does not possess a combination of stylistic features that render it as a fully formed or outstanding example of a type or form. The house lacks a full combination of design features, such as quoins, brick veneer, segmental arched entryways and window surrounds, and the formality typically associated with the Neo-Mansard form has been diluted by the addition of brackets. Moreover, this building does not represent the work of a master architect. The house is altered as summarized on the resource's site form and exhibits standard building materials and practices, lacks artistic value, is not the work of a master, and does not represent an outstanding example of the property type. Therefore, this building does not possess importance for its architectural design and is not significance under *Criterion C*. The building is not likely to contain information important to history or prehistory beyond what is already documented and does not possess

significance under *Criterion D*. Due to the lack of significance, this building is not eligible for inclusion in the National Register.

Folke and Mellgren Residence (5EA.3612)

The building at 4112 Spruce Way was constructed in 1967 and has been a private residence since that time. Research and field review did not reveal a direct association with significant activities, events, or persons associated with residential development in the Gore Creek Valley and East Vail. As such, this building does not possess significance under National Register *Criteria A* or *B*. While the residence reflects elements of the Neo-Mansard form, including a Mansard roof clad in wood shakes, recessed dormers, and second-story contained under the roof, the building represents a ubiquitous form built throughout Colorado during this period and does not possess a combination of stylistic features that render it as a fully formed or outstanding example of a type or form. The house lacks a full combination of design features, such as quoins, segmental arched entryways and window surrounds, and brick veneer, and the formality typically associated with the Neo-Mansard form has been diluted by the addition of brackets. Moreover, this building does not represent the work of a master architect. Therefore, the building does not possess architectural or design significance under *Criterion C*. The building is not likely to contain information important to history or prehistory beyond what is already documented and does not possess significance under *Criterion D*. Due to the lack of significance, this building is not eligible for inclusion in the National Register.

Condominium (5EA.3613)

The building at 4132 Spruce Way was constructed in 1965 and has served as a condominium since that time. Research and field review did not reveal a direct association with significant activities, events, or persons associated with residential development in the Gore Creek Valley and East Vail. As such, this building does not possess significance under *Criteria A* or *B*. The building has minimal architectural details, is altered as summarized on the resource's site form, does not represent an intact example of an architectural style, lacks artistic value, and is not the work of a master. Therefore, the building does not possess architectural or design significance under *Criterion C*. The building is not likely to contain information important to history or prehistory beyond what is already documented and does not possess significance under *Criterion D*. Due to the lack of significance, this building is not eligible for inclusion in the National Register.

Vail East Lodging Condominium Complex (5EA.3614)

The complex at 4073, 4093, 4123, and 4133 Spruce Way was constructed in 1965 and has been a condominium complex since that time. Research and field review did not reveal a direct association with significant activities, events, or persons associated with residential development in the Gore Creek Valley and East Vail. As such, this complex does not possess significance under *Criteria A* or *B*. While individual buildings in the complex reflect elements of the Neo-Mansard form, including Mansard roofs clad in wood shakes, recessed dormers, second-story contained under roof, and brick veneer, the buildings represent a ubiquitous form built throughout Colorado during this period and do not possess a combination of stylistic features that render them as fully formed or outstanding examples of their type or form. They lack a full combination of design features, such as quoins and segmental arched entryways and window surrounds, and the formality typically associated with the Neo-Mansard form has been diluted by the informality of brackets and Swiss-style cutout decorative balustrades and balconies on the buildings. Moreover, these buildings do not represent the work of a master architect. Therefore, the complex does not possess architectural or design significance under *Criterion C*. The

complex is not likely to contain information important to history or prehistory beyond what is already documented and does not possess significance under *Criterion D*. Due to the lack of significance, this property is not eligible for inclusion in the National Register.

Elgi Duplex (5EA.3615)

The building at 4141 Spruce Way was constructed in 1968 and has been a residence since that time. Research and field review did not reveal a direct association with significant activities, events, or persons associated with residential development in the Gore Creek Valley and East Vail. As such, this building does not possess significance under *Criteria A* or *B*. While the residence reflects elements of the Neo-Mansard form, including a Mansard roof clad in wood shakes, recessed dormers, and second-story contained under the roof, the building represents a ubiquitous form built throughout Colorado during this period and does not possess a combination of stylistic features that render it as a fully formed or outstanding example of a type or form. The house lacks a full combination of design features, such as quoins, segmental arched entryways and window surrounds, brick veneer, and the formality typically associated with the Neo-Mansard form. Moreover, this building does not represent the work of a master architect. Therefore, the building does not possess architectural or design significance under *Criterion C*. The building is not likely to contain information important to history or prehistory beyond what is already documented and does not possess significance under *Criterion D*. Due to the lack of significance, this building is not eligible for inclusion in the National Register.

Parks Duplex (5EA.3616)

The building at 4143 Spruce Way was constructed in 1968 and has been a duplex since that time. Research and field review did not reveal a direct association with significant activities, events, or persons associated with residential development in the Gore Creek Valley and East Vail. As such, this building does not possess significance under *Criteria A* or *B*. While the residence reflects elements of the Neo-Mansard form, including a Mansard roof clad in wood shakes, recessed dormers, and second-story contained under the roof, the building represents a ubiquitous form built throughout Colorado during this period and does not possess a combination of stylistic features that render it as a fully-formed or outstanding example of a type or form. The house lacks a full combination of design features, such as quoins, segmental arched entryways and window surrounds, brick veneer, and the formality typically associated with the Neo-Mansard form. Moreover, this building does not represent the work of a master architect. Therefore, the building does not possess architectural or design significance under *Criterion C*. The building is not likely to contain information important to history or prehistory beyond what is already documented and does not possess significance under *Criterion D*. Due to the lack of significance, this building is not eligible for inclusion in the National Register of Historic Places.

Blunk Residence (5EA.3617)

The building at 4145 Spruce Way was constructed in 1968 and has been a residence since that time. Research and field review did not reveal a direct association with significant activities, events, or persons associated with residential development in the Gore Creek Valley and East Vail. As such, this building does not possess significance under *Criteria A* or *B*. While the residence reflects elements of the Neo-Mansard form, including a Mansard roof clad in wood shakes, recessed dormers, and second-story contained under the roof, the building represents a ubiquitous form built throughout Colorado during this period and does not possess a combination of stylistic features that render it as a fully formed or outstanding example of a type or form. The house lacks a full combination of design features, such as quoins, segmental arched entryways and window surrounds,

brick veneer, and the formality typically associated with the Neo-Mansard form. Moreover, this building does not represent the work of a master architect. Therefore, the building does not possess architectural or design significance under *Criterion C*. The building is not likely to contain information important to history or prehistory beyond what is already documented and does not possess significance under *Criterion D*. Due to the lack of significance, this building is not eligible for inclusion in the National Register.

Gore Creek North Condominium (5EA.3618)

The building at 4342 Spruce Way was constructed in 1965 as a condominium. Research and field review did not reveal a direct association with significant activities, events, or persons associated with residential development in the Gore Creek Valley and East Vail. As such, this building does not possess significance under *Criteria A* or *B*. The building has minimal architectural details, is altered as summarized on the resource's site form, does not represent an intact and distinctive example of an architectural style, lacks artistic value, and is not the work of a master. Therefore, the building does not possess architectural or design significance under *Criterion C*. The building is not likely to contain information important to history or prehistory beyond what is already documented and does not possess significance under *Criterion D*. Due to the lack of significance, this building is not eligible for inclusion in the National Register.

Moosburger-Forstner Residence (5EA.3619)

This building at 4325 Spruce way was constructed in 1971 and has been a private residence since that time. Due to its recent date of construction, the building was evaluated for the National Register applying *Criteria Consideration G: Properties that Have Achieved Significance Within the Past Fifty Years*. Accordingly, this building must possess exceptional important to be eligible for the National Register. However, research and field review has not revealed exceptional importance through direct association with significant activities, events, persons, or architecture associated with condominium development in the Gore Creek Valley and East Vail. As such, this building does not possess significance under *Criteria A* or *B*. The building is altered as summarized on the resource's site form and does not represent an outstanding example of the property type. Therefore, this house does not possess exceptional importance for its architectural design and is not significant under *Criterion C*. The building is not likely to contain information important to history or prehistory beyond what is already documented and does not possess significance under *Criterion D*. Due to the lack of significance, this building is not eligible for inclusion in the National Register.

Ridgeview Square Townhouses (5EA.3620)

This townhouse complex at 4506 Spruce Way was constructed in 1971. Due to its recent date of construction, the complex was evaluated for the National Register applying *Criteria Consideration G: Properties that Have Achieved Significance Within the Past Fifty Years*. Accordingly, this complex must possess exceptional importance to be eligible for the National Register. Research and field review did not reveal exceptional importance through direct association with significant activities, events, or persons in the Gore Creek Valley and East Vail. As such, this complex does not possess significance under *Criteria A* or *B*. The complex displays muted elements of the modernist Shed style of architecture, including shed roofs and wood siding, but has undergone alterations, as summarized on the resource's site form, and does not display distinctive architectural features or represent an intact exceptional example of the Shed style or a building type. The complex is not yet 50 years old and does not demonstrate exceptional importance under *Criterion C*, applying *Criteria Consideration G*. The complex is not likely to contain information important to history or prehistory

beyond what is already documented and does not possess significance under *Criterion D*. Therefore, this building complex does not possess significance and is not eligible for inclusion in the National Register.

Pavelich Residence (5EA.3621)

This building at 5137 Main Gore Drive was constructed in 1970 and has been a private residence since that time. Due to its recent date of construction, the building was evaluated for the National Register applying *Criteria Consideration G: Properties that Have Achieved Significance Within the Past Fifty Years*. Accordingly, this building must possess exceptional importance to be eligible for the National Register. The A-frame as a post-World War II (postwar) vacation home represented the increased wealth and leisurely lifestyle of middle-class Americans following World War II, which fueled the purchase and construction of vacation homes as a symbol of the postwar "good life." The A-Frame at 5137 Main Gore Drive North was constructed as a standard A-frame in 1970. Although the house is a postwar A-frame, research did not indicate that it singularly reflects postwar social trends. As such, it does not possess exceptional importance under *Criterion A* applying *Criteria Consideration G*. Research and field review did not indicate exceptional importance through direct association with a significant person and the building does not possess significance under *Criterion B* applying *Criteria Consideration G*.

Under *Criterion C*, the residence reflects several features of standard A-frame architecture, including an A-shaped roof/wall truss system; deep, overhanging eaves and gable ends; wood material for roof cladding; and rustic elements like wood and stone materials. A large A-frame addition in 1983 honored the original form, nearly doubling its original footprint and changing its subtype to an A-frame with wing, or a modified A-frame. However, the property has been altered as summarized on the resource's site form, does not represent an exceptional and intact example of A-frame construction, and does not appear to embody unique materials or represent unique methods of A-frame construction. Therefore, this house does not possess exceptional importance for its architectural design and is not significant under *Criterion C* applying *Criteria Consideration G*.

The building is not likely to contain information important to history or prehistory beyond what is already documented and does not possess significance under *Criterion D*. The house is not yet 50 years old and does not demonstrate exceptional importance and is not eligible for inclusion in the National Register.

Pattison Residence (5EA.3622)

This building at 5177 Gore Circle was constructed in 1972 and has been a private residence since that time. Due to its recent date of construction, the building was evaluated for the National Register applying *Criteria Consideration G: Properties that Have Achieved Significance Within the Past Fifty Years*. Accordingly, this building must possess exceptional importance to be eligible for the National Register. Research and field review did not reveal exceptional importance through direct association with significant activities, events, or persons in the Gore Creek Valley and East Vail. As such, this building does not possess significance under *Criteria A* or *B*.

Under *Criterion C*, the house was constructed in the distinctive modernist Shed style of architecture and reflects defining characteristics of the style, such as voluminous geometric massing, multi-directional shed roofs with no eaves, wood siding, and windows that appear as voids across the exterior wall surface. The home is an

intact, modest example of the Shed style but is not yet 50 years old and does not demonstrate exceptional importance under *Criterion C*, applying *Criteria Consideration G*. Therefore, it is not eligible for inclusion in the National Register at this time. Once the building reaches the age threshold for inclusion in the National Register, the eligibility of the home should be reevaluated under *Criterion C*.

The building is not likely to contain information important to history or prehistory beyond what is already documented and does not possess significance under *Criterion D*. The house is not yet 50 years old and does not demonstrate exceptional importance and is not eligible for inclusion in the National Register.

Ciarallo and Dijk Residence (5EA.3623)

This house at 5187 Gore Circle was constructed in 1976 and has been a private residence since that time. Due to its recent date of construction, the building was evaluated for the National Register applying *Criteria Consideration G: Properties that Have Achieved Significance Within the Past Fifty Years*. Accordingly, this building must possess exceptional importance to be eligible for the National Register. Research and field review did not reveal exceptional importance through direct association with significant activities, events, or persons in the Gore Creek Valley and East Vail. As such, this building does not possess significance under *Criteria A* or *B*.

This house was constructed in the modernist Shed style of architecture and reflects defining characteristics of the style, such as voluminous geometric massing, multi-directional shed roofs with no eaves, wood siding, and windows that appear as voids across the exterior wall surface. The home is a modest example of the Shed style and lacks the complexity of nearby homes built in the same style. The house has been altered as summarized on the resource's site form, lacks artistic value, is not the work of a master, and does not possess exceptional importance under *Criterion C*.

The building is not likely to contain information important to history or prehistory beyond what is already documented and does not possess significance under *Criterion D*. The house is not yet 50 years old and does not demonstrate exceptional importance and is not eligible for inclusion in the National Register.

Bloom Residence (5EA.3624)

This building at 5197 Gore Circle was constructed in 1968 and has served as a private residence since that time. Research and field review did not indicate this residence has a direct and important association with significant activities, events, or persons associated with development in the Gore Creek Valley and East Vail. As such, this home does not possess significance under *Criteria A* or *B*. The house is altered as summarized on the resource's site form and exhibits standard building materials and practices used in recent years, lacks artistic value, is not the work of a master, and does not represent an outstanding example of a property type. Therefore, this building does not possess importance for its architectural design and is not significance under *Criterion C*. The building is not likely to contain information important to history or prehistory beyond what is already documented and does not possess significance under *Criterion D*. Due to the lack of significance, this building is not eligible for inclusion in the National Register.

Cocchiarella Residence (5EA.3625)

This building at 5198 Gore Circle was constructed in 1969 and has served as a private residence since that time. Research and field review did not indicate this residence has a direct and important association with significant activities, events, or persons associated with development in the Gore Creek Valley and East Vail. As such, this home does not possess significance under *Criteria A* or *B*. The house is altered as summarized on the resource's site form and exhibits standard building materials and practices used in recent years, lacks artistic value, is not the work of a master, and does not represent an outstanding example of a property type. Therefore, this building does not possess importance for its architectural design and is not significance under *Criterion C*. The building is not likely to contain information important to history or prehistory beyond what is already documented and does not possess significance under *Criterion D*. Due to the lack of significance, this building is not eligible for inclusion in the National Register.

Frost Townhouse (5EA.3626)

The townhouse at 5187 Black Gore Drive was constructed in 1973. Due to its recent date of construction, the building was evaluated for the National Register applying *Criteria Consideration G: Properties that Have Achieved Significance Within the Past Fifty Years*. Accordingly, this building must possess exceptional important to be eligible for the National Register. This building has served as owner- and renter-occupied townhouses since its original construction. However, research and field review has not revealed exceptional importance through direct association with significant activities, events, persons, or architecture associated with condominium development in the Gore Creek Valley and East Vail. As such, this building does not possess significance under *Criteria A* or *B*. The building exhibits standard building materials and practices, lacks artistic value, and is not the work of a master. Therefore, this building does not possess exceptional importance for its architectural design and is not significance under *Criterion C*. The building is not likely to contain information important to history or prehistory beyond what is already documented and does not possess significance under *Criterion D*. Due to the lack of significance, this building is not eligible for inclusion in the National Register.

Heather of Vail Condominiums (5EA.3627)

This condominium complex at 5197 Black Gore Drive was constructed in 1974. Due to its recent date of construction, the complex was evaluated for the National Register applying *Criteria Consideration G: Properties that Have Achieved Significance Within the Past Fifty Years*. Accordingly, this complex must possess exceptional importance to be eligible for the National Register. Research and field review did not reveal exceptional importance through direct association with significant activities, events, or persons in the Gore Creek Valley and East Vail. As such, this complex does not possess significance under *Criteria A* or *B*. Under *Criterion C*, the complex displays muted elements of the modernist Shed style of architecture, including voluminous geometric massing, shed roofs with no eaves, and wood siding. However, the complex has been altered as summarized on the resource's site form and does not appear to be distinctive among other Shed-style buildings in the area or serve as a distinctive example of this architectural style. The building lacks important artistic value, is not the work of a master, and does not demonstrate exceptional importance under *Criterion C*, applying *Criteria Consideration G*. The complex is not likely to contain information important to history or prehistory beyond what is already documented and does not possess significance under *Criterion D*. Therefore, this building complex is not eligible for inclusion in the National Register.

Vail Pass Segment of I-70 (5EA.1826.4 and 5ST.892.5)

The Vail Pass segment of I-70 was evaluated for eligibility for the National Register as a Linear Historic District and recorded on Management Data and Linear Component Forms (Attachment 3). CDOT has determined that the property is a linear historic district considered individually eligible for the National Register under *Criteria A* and *C,* applying *Criteria Consideration G* for properties that have achieved significance within the past 50 years.

The Vail Pass segment of I-70 contains a cohesive grouping of designed and engineered structures, buildings, and objects united aesthetically and functionally as a distinctive transportation segment. While the features within the segment lack individual distinction, the assemblage of objects and structures achieves significance as whole under *Criterion A* in the areas of Transportation and Conservation, and under *Criterion C* in the areas of Landscape Architecture and Engineering.

The Vail Pass segment comprises both contributing and noncontributing structures, buildings, and objects. Contributing features are those that were constructed within the period of significance, possess a direct and important association with one or more contextual themes or areas of significance, and retain the integrity necessary to convey significance. Contributing features are contained within the Vail Pass resource boundary and include the roadbed of both eastbound and westbound lanes, medians, bridges, retaining walls, embankments, sculpted rock cuts, landscape features, runaway truck ramps, access ramps, culverts, the Vail Pass Recreational Trail, Black Lake No. 1, Black Lake No. 2, and the Vail Pass rest area. All of these features (constructed within the period of significance) lack individual originality in design or engineering but are contributing as functional features of the highway design. Bridges, retaining walls, culverts, and other features are not individually eligible for the National Register and only possess significance as components of the Vail Pass linear historic district. Also within the boundary are features constructed outside the period of significance. These features are noncontributing and include modern signage, a concrete sound barrier, jersey barriers, a lighted chain station, sediment retention ponds, maintenance sheds, and restroom buildings outside of the Vail Pass rest area. These features have been noted on the I-70, Vail Pass Segment Summary of Features table (see Attachment 3).

Criteria Consideration G

Completed in 1978, Vail Pass has not yet reached the 50-year age requirement set forth by the National Park Service. However, under *Criteria Consideration G: Properties that Have Achieved Significance Within the Past Fifty Years*, the Vail Pass segment of I-70 exhibits "exceptional importance" at the statewide level as a resource with direct and significant associations with important events in the development of Colorado transportation networks and early solutions to the conflict between environmental concerns and highway construction that set standards for later Colorado projects.

Criterion A

Under *Criterion A*, the Vail Pass segment of I-70 possesses significance in the areas of Transportation, Community Planning and Development, and Conservation.

In the area of Transportation, Vail Pass provided a critical link in the I-70 mountain corridor, which led to an expanded transportation network in previously remote areas of the Colorado High Country in the latter half of

the twentieth century. Original Interstate plans had I-70 ending in Denver with no link across the western portion of the state. Years of debate and the efforts of politicians, boosters, and state highway engineers resulted in the 1957 decision to extend I-70 west from Denver across the challenging terrain presented by the Continental Divide. Subsequently, national controversy emerged over the highway's planned route through the Gore Range-Eagles Nest Wilderness. Ultimately, this route, known as "Red Buffalo," was rejected in favor of the Vail Pass route. The completion of the Vail Pass link in the controversial mountain corridor of I-70 resulted in the expansion of transportation corridors throughout previously remote areas of the Colorado High Country. Therefore, the highway segment is significant in the area of Transportation.

In the area of Community Planning and Development, the Vail Pass segment of I-70 and its anticipated effects were a key factor in Vail town planning. The town's 1973 master plan, the *Vail Plan*, called for various elements to ameliorate the noise and visual impacts along the Interstate corridor through Vail. Such elements included a landscaped main entry to the town "accented with stone walls and coarse stone pavements" and berms and boulders to absorb the sound and shield the visual impacts of the highway. As anticipated, Vail saw further increases in population and development after the completion of the Vail Pass segment. New ski resorts, such as the Beaver Creek Ski Resort, emerged in Vail as tourists flooded to the area in the late 1970s and 1980s. Development in Vail continued for several decades with the construction of new vacation homes, condominium complexes, hotels, strip malls, and various stores. The Vail Pass segment of I-70 was an influential factor in Vail town planning and its completion resulted in the town's continued growth and development. Therefore, the highway segment is significant in the area of Community Planning and Development.

Vail Pass is also significant in the area of Conservation as biologists, water quality specialists, designers and construction crews developed several innovative solutions to environmental issues presented by the highway's construction in a highly sensitive area. These solutions included complex temporary and permanent erosion control measures, the construction of a designated wildlife underpass, improvements to stream habitats and ponds, and sensitive channel relocations that improved the health of fisheries that had been disrupted by earlier projects. Therefore, Vail Pass is significant in the area of Conservation.

Criterion B

Research did not reveal direct associations between the Vail Pass segment of I-70 and any individual that singularly possesses significance for their association with Vail Pass. Although the highway segment bears the name of former State Highway Engineer Charles Vail, it was constructed several decades after his death and adopted his namesake from the preexisting portion of U.S. Highway 6 (US 6) across the mountain pass. The Interstate segment is only loosely associated with Charles Vail and does not represent his career or achievements across Colorado. Furthermore, the construction of I-70 and the Vail Pass segment was the result of the work of collaborative efforts between numerous individuals, organizations, and agencies rather than a single person. Therefore, this highway does not possess significance under *Criterion B*.

Criterion C

Under *Criterion C*, the Vail Pass segment of I-70 possesses significance in the areas of Landscape Architecture and Engineering as a transportation corridor containing a significant linkage of structures and objects united aesthetically and functionally by a planned development. The segment and the associated features represent a significant and distinguishable entity whose components may lack individual distinction.

In the area of Landscape Architecture, Vail Pass exhibits a number of exceptionally significant innovations in highway landscape design. While landscape architects had been employed on earlier road projects, such as urban parkways, and to assist with covering construction scars after highway construction, their influence was a key element in the earliest design concepts produced for the Vail Pass segment. Unique and innovative landscape elements were integrated into the highway design; these elements included sensitive earthwork and slope molding techniques, sculpted rock cuts to match natural outcroppings, revegetation with native flora, and selective placement of "natural" features such as boulders, stumps, and old logs along the highway slopes. Furthermore, engineered features of the corridor such as retaining walls and bridges exhibited qualities influenced by aesthetic principles of landscape architecture; unique retaining wall styles were used to blend into the landscape and create visual interest, and bridges were used over side valleys and hillsides when possible partly to minimize visual impacts to the corridor. Bridges, retaining walls, and some culverts were finished with iron oxide to create a reddish-pink hue to match the natural outcroppings of the Vail Valley. Additionally, several culverts featured a "barnwood" texture on their concrete headwalls and wingwalls. As an early example of a carefully designed highway corridor, Vail Pass is significant in the area of Landscape Architecture.

In the area of Engineering, the Vail Pass segment of I-70 possesses an exceptional level of significance as it represents early innovative design solutions that met Interstate safety and efficiency standards in a geologically constrained area while minimizing environmental and visual impacts to the landscape. The precast, segmented, concrete, post-tensioned, box girder bridges used on Vail Pass were the first of their kind in Colorado and among the earliest used in the country. Due to their assembly method of construction, the use of precast elements reduced construction time and minimized impacts to vegetation. Their placement and orientation enabled trees to grow between bridge decks and only the area immediately surrounding the piers was disturbed. In addition to crossing creeks and streams, bridges were also used on hillsides and side canyons along Vail Pass to minimize terrain disruption. The use of bridges instead of the typical treatment involving major fill and culverts for drainage minimized visual effects to the natural landscape and enabled wildlife to cross the highway beneath the structures. The result of these designs is a highway corridor that retains many of the slopes and valleys of the natural landscape and complements its surroundings rather than detracting from them. Vail Pass represents an early example of innovative engineering solutions in mountain highway design in response to environmental constraints and concerns; therefore, it is significant in the area of Engineering.

Criterion D

For a property to possess significance for information potential, the information yielded by the property must answer specific important research questions that cannot be otherwise answered. The technology of highway construction is well understood and documented. As such, this highway is unlikely to yield important information that cannot be discerned from archived plans and other records. Therefore, this highway does not possess significance under *Criterion D*.

Assessment of historic physical integrity related to significance

The Vail Pass segment of I-70 retains a high degree of physical integrity related to its ability to convey significance as an exceptionally designed and engineered interstate segment associated with expanded transportation corridors, community development, and conservation in the region. While some deterioration,

alterations, and additions to individual features are noted, the overall Vail Pass corridor retains all seven aspects of integrity.

Materials, design, and workmanship

As a highway segment in continuous use since 1978, Vail Pass has undergone routine maintenance, including resurfacing and restriping of the roadbed and travel surfaces of both I-70 and the recreational path. These replacements appear to have been completed in-kind. While the actual materials of these structures has changed, the impact to overall integrity of materials is minimal. Additionally, designed and engineered features of the Vail Pass segment have undergone few alterations since the period of significance. The most significant alterations occurred in the 1980s when several segmented, concrete, box girder bridges between MPs 180 and 182 (F-11-AW, F-11, AX, and F-11-AV) required joint replacements. A 2008 resurfacing project included bridge rail repair and replacement. However, based on a comparison of historic-age and current photographs, these rehabilitations did not result in major alterations to the overall aesthetic design characteristics of the bridges. The bridges retain integrity of design and workmanship necessary to convey their significance as contributing resources within the Vail Pass corridor. In addition to the bridge alterations, the north headwall and wingwalls of the concrete box culvert crossing the Columbine Drive underpass has been resurfaced or painted and a wooden addition has been constructed at the top of the headwall. These alterations obscure the original "barnwood" textured concrete design of the culvert impacting the integrity of materials, design, and workmanship of this single resource but do not impact the overall integrity of the Vail Pass corridor; the size and scale of this alteration is minimal given the length and number of resources within the corridor. Some retaining walls have undergone rehabilitation in recent years. No major alterations to other original features of the corridor were noted during field survey. In addition to minor alterations, deterioration was observed on several precast curved panel retaining walls within the highway median and on both eastbound and westbound lanes. Concrete tiebacks of the retaining wall system appear to have failed and are falling away from the curved panels and some have begun to crumble. While this deterioration impacts integrity of workmanship to individual retaining walls in select locations, the retaining walls throughout the corridor still exhibit their unique aesthetic qualities that set them apart from standard retaining wall systems. Overall, the Vail Pass corridor retains its integrity of materials, design, and workmanship. With intact physical features, the corridor continues to convey its significance as an interstate corridor designed with careful consideration of the natural environment and use of innovative designs and construction methods.

Location, setting, and feeling

The Vail Pass segment of I-70 retains its integrity of location as it still follows the same alignment as selected for the highway in the early 1970s. Additionally, other contributing features of the highway appear to remain in their original locations as constructed. In addition to location, the highway segment has had few impacts to its integrity of setting or feeling. Updates to the corridor after the period of significance for safety, maintenance, noise mitigation, and conservation have resulted in minor additions such as replaced guardrails; added jersey barriers, noise walls, a lighted chain station, drainage culverts, sediment retention ponds, several restroom buildings, and CDOT maintenance sheds. These additions are minimal in nature and do not detract from the overall setting or feeling of Vail Pass. The corridor's natural and landscaped features such as hills, sculpted rock cuts, natural rock outcroppings, creeks and streams, and the Black Lakes, remain largely undisturbed. These intact natural and designed features of Vail Pass continue to convey a sense of time and place and exhibit

the aesthetic qualities intended by its designers. Overall, the Vail Pass corridor retains its integrity of location, setting, and feeling.

Association

Vail Pass retains its integrity of association to historic developments related to Transportation, Community Planning and Development, and Conservation. The segment continues to serve the same function as when it was completed in 1978, and through its recognizable physical elements, it continues to convey its significance as a critical link in the I-70 transportation corridor. The highway segment also remains visually and functionally connected to early planning efforts and development patterns in Vail. The highway segment remains the primary access route to Vail for westbound travelers and its influence in the growth of the town remains evident as development continues to concentrate along the I-70 corridor. The Vail Pass segment also continues to exhibit significance in its association to conservation efforts as its physical structures (bridges, retaining walls, culverts) and landscape treatments (sculpted rock cuts, revegetation areas, slope molding, creek relocations) which were designed to minimize ecological impacts, slow erosion, and reduce adverse visual effects to the natural landscape, remain intact and functioning as intended.

US Highway 6 segment (5EA.2587.9)

According to the Colorado Historic Highway Inventory, US 6 in Colorado possesses significance under *Criterion A* in the areas of Transportation and Politics/Government, but did not possess significance under *Criteria B*, *C*, or *D*. The significance statement for this resource has been slightly adapted from the linear site form prepared for US 6, to add the association with the Public Works Association (PWA).

Criterion A

Under *Criterion A*, the segment of the highway in northeastern Colorado possesses significance under Transportation as an early farm-to-market road that provided primary access for farmers, particularly in Phillips, Logan, Washington, and Morgan Counties, during the 1910s and 1920s at the local level. The road served as a vital connection between Colorado and Nebraska, providing access for rural farmers to transport goods and produce the larger markets. The eastern segment of US 6 in Colorado is associated with the Good Roads Movement and its development and promotion as the OLD/DLD Highway, an important early transcontinental highway also in the area of Transportation at the state level. The western portion of US 6, from Clear Creek Canyon to Grand Junction and east of Denver near Wiggins, possesses significance under *Criterion A* in the area of Politics/Government at the state level. These segments have a direct association with work completed by the Works Progress Association (WPA, later renamed the Work Projects Association) and PWA from 1937 to 1941. The WPA and PWA were important Depression-era federal work-relief programs and important themes in state history.

Criterion B

Research did not reveal this highway to be directly associated with the events or work of a person important in history, nor does research indicate the highway represents the efforts of a specific individual to secure construction of this highway for the economic development of a community or area of the state. Therefore, this highway does not possess significance under *Criterion B*.

Criterion C

The literature review did not yield evidence of the use of innovative engineering in the design of US 6 or any construction features particular to this highway that would serve to distinguish it from other roads. While sections of the highway in northeast Colorado are considered to be examples of early farm-to-market road and the route is associated with a transcontinental highway, these associations do not suggest that it is an important road type in terms of engineering. Rather, it appears to fall within State Highway standard design. As such, it does not possess significance under *Criterion C*.

Criterion D

For a property to possess significance for information potential, the information yielded by the property must answer specific important research questions that cannot be otherwise answered. The technology of highway construction is well understood and documented. As such, this highway is unlikely to yield important information that cannot be discerned from archived plans and other records. Therefore, this highway does not possess significance under *Criterion D*.

Assessment of historic physical integrity related to significance

The segment of US 6 through Vail Pass has been highly modified and retains a low degree of integrity. Portions of the roadbed have been repurposed, realigned, obliterated, or superseded, which compromises integrity of materials, design, and workmanship. Furthermore, the close proximity of I-70 and other additions to the corridor, such as bus stops, bike lanes, and gates, detract from the setting and feeling of a historic U.S. Highway. Due to these impacts to integrity, the segment of US 6 through Vail Pass is recommended as non-supporting of the overall, National Register eligible linear resource. See the site form for the US 6, Vail Pass Segment for additional information.

B. Vail Pass Segment of I-70, Proposed Historic District or Cultural Landscape

In addition to recommending individual eligibility determinations in Table 3, the survey identified a potential National Register- and State Register-eligible historic district and/or cultural landscape: The I-70, Vail Pass Segment (5EA.1826.4 and 5ST.892.5). The sections that follow describe the potential historic district and/or cultural landscape along the Vail Pass segment of I-70.

(1) Boundary

The boundary reflects the location of structures, objects, and buildings associated with the historic significance of the Vail Pass corridor. The boundary is defined as the current I-70 ROW, including the segment defined as Vail Pass, beginning at MP 180 at the east side of Vail and ending at MP 195.2 at Copper Mountain, just west of Wheeler Junction. The boundary is expanded beyond the ROW to incorporate the Vail-Frisco Recreational Path and other recreational features such as Black Lake No. 1 and Black No. 2, which were associated with the construction or design of the highway corridor but are outside of the current ROW.

(2) Environment/setting

The Vail Pass segment of I-70 is located in Eagle County and Summit County along the southern Gore Range near the Eagles Nest Wilderness Area and within the White River National Forest. The highway passes through the Gore Creek and Tenmile Creek watersheds. EB and WB lanes of the Vail Pass segment of I-70 are situated on south or west facing slopes of adjacent mountain sides from East Vail (MP 180) to the Vail Pass summit at

MP 190. Southeast from MP 190 the two lanes are divided by up to 820 feet with a creek and bike path between them as the highway descends to Copper Mountain (MP 195.2). The highway setting includes natural rock outcroppings, boulders, and hills of varying elevations. The highway parallels the Black Gore Creek from the Black Lakes near the Vail Pass summit to the Bighorn Subdivision in east Vail, and West Tenmile Creek flows through the wide median between EB and WB lanes of the highway from south of MP 190 to east of MP 194. Vegetation within the area includes coniferous forest, grass meadows, riparian forests, and shrubs. A number of wildlife species are present within the area, including elk, black bear, American marten, porcupine, yellow-bellied marmot, snowshoe hare, and pine squirrel.

(3) Associated structures, buildings, and objects

The Vail Pass segment of I-70 contains a cohesive grouping of designed and engineered structures, buildings, and objects united aesthetically and functionally as a distinctive transportation corridor. While the features within the segment lack individual distinction, the assemblage of objects and structures achieves significance as whole under National Register *Criterion A* in the areas of Transportation, Community Planning and Development, and Conservation, and under *Criterion C* in the areas of Landscape Architecture and Engineering. The Vail Pass corridor comprises both contributing and noncontributing structures, buildings, and objects. Contributing features are those that were constructed within the period of significance, possess a close association with one or more contextual themes or areas of significance, and retain the integrity necessary to convey significance. Contributing features are contained within the Vail Pass resource boundary and include the road surfaces of both EB and WB lanes, medians, bridges, retaining walls, embankments, sculpted rock cuts, landscape features, runaway truck ramps, access ramps, culverts, the Vail-Frisco Recreational Path, Black Lake No. 1, Black Lake No. 2, and the Vail Pass Rest Area. Also within the boundary are features constructed outside the period of significance or minor features that are original to the highway but do not display any originality in design or engineering. These features are noncontributing and include the majority of the culverts (with the exception of culverts that were designed with "barnwood" texture on the headwalls due to their presence near pedestrian areas on the pass), modern signage, a concrete sound barrier, jersey barriers, a lighted chain station, sediment retention ponds, maintenance sheds, and restroom buildings outside of the Vail Pass Rest Area. These features have been noted on the I-70, Vail Pass Segment Management Data Form.

(4) Period of significance

The period of significance is 1973-1978 as these were the years of construction for the Vail Pass segment of I-70.

(5) Significance statement

In 2005 the Advisory Council on Historic Preservation (ACHP) approved an exemption that relieved federal agencies from taking into account effects of their undertakings on the Interstate Highway System, except for a limited number of nationally and/or exceptionally significant elements associated with the system. As part of the Interstate system, I-70 as a whole is exempt from review under Section 106. However, in 2006 the FHWA published a list of exceptions known as the "Final List of Nationally and Exceptionally Significant Features of the Federal Interstate Highway System" (Final List). The Final List included four features of I-70 in Colorado: the Genesee Park Interchange, Eisenhower-Johnson Memorial Tunnels, Vail Pass highway segment, and Glenwood Canyon highway segment. These features were selected because they are considered to potentially possess "exceptional significance" and/or significance at a national level. The entire length of I-70 in Colorado

did not rise to the level of "exceptional importance" to be included on the Final List; therefore, the entire resource is not eligible for inclusion in the National Register. However, Mead & Hunt has determined that the Vail Pass segment of I-70, which is defined as the portion from MP 180 to MP 195.2, possesses exceptional significance at the statewide level under *Criterion A* in the areas of Transportation, Community Planning and Development, and Conservation, and under *Criterion C* in the areas of Landscape Architecture and Engineering. It does not possess significance under *Criteria B* or *D.* The justification for these recommendations is provided below.

Criteria Consideration G

Completed in 1978, Vail Pass has not yet reached the 50-year age requirement set forth by the National Park Service. However, under *Criteria Consideration G: Properties that Have Achieved Significance Within the Past Fifty Years*, the Vail Pass segment of I-70 exhibits "exceptional importance" at the statewide level as a resource with direct and significant associations with important events in the development of Colorado transportation networks and early solutions to the conflict between environmental concerns and highway construction that set standards for later Colorado projects.

Criterion A

Under *Criterion A*, the Vail Pass segment of I-70 possesses significance in the areas of Transportation, Community Planning and Development, and Conservation.

In the area of Transportation, Vail Pass provided a critical link in the I-70 mountain corridor, which led to an expanded transportation network in previously remote areas of the Colorado high country in the latter half of the twentieth century. Original Interstate plans had I-70 ending in Denver with no link across the western portion of the state. Years of debate and the efforts of politicians, boosters, and state highway engineers resulted in the 1957 decision to extend I-70 west from Denver across the challenging terrain presented by the Continental Divide. Subsequently, national controversy emerged over the highway's planned route through the Gore Range-Eagles Nest Wilderness. Ultimately, this route, known as "Red Buffalo," was rejected in favor of the Vail Pass route. The completion of the Vail Pass link in the controversial mountain corridor of I-70 resulted in the expansion of transportation corridors throughout previously remote areas of the Colorado High Country. Therefore, the highway segment is significant in the area of Transportation.

In the area of Community Planning and Development, the Vail Pass segment of I-70 and its anticipated effects were a key factor in Vail town planning. The town's 1973 master plan, the *Vail Plan*, called for various elements to ameliorate the noise and visual impacts along the Interstate corridor through Vail. Such elements included a landscaped main entry to the town "accented with stone walls and coarse stone pavements" and berms and boulders to absorb the sound and shield the visual impacts of the highway. As anticipated, Vail saw further increases in population and development after the completion of the Vail Pass segment. New ski resorts, such as the Beaver Creek Ski Resort, emerged in Vail as tourists flooded to the area in the late 1970s and 1980s. Development in Vail continued for several decades with the construction of new vacation homes, condominium complexes, hotels, strip malls, and various stores. The Vail Pass segment of I-70 was an influential factor in Vail town planning and its completion resulted in the town's continued growth and development. Therefore, the highway segment is significant in the area of Community Planning and Development.

Vail Pass is also significant in the area of Conservation as biologists, water quality specialists, designers and construction crews developed several innovative solutions to environmental issues presented by the highway's construction in a highly sensitive area. These solutions included complex temporary and permanent erosion control measures, the construction of a designated wildlife underpass, improvements to stream habitats and ponds, and sensitive channel relocations that improved the health of fisheries that had been disrupted by earlier projects. Therefore, Vail Pass is significant in the area of Conservation.

Criterion B

Research did not reveal direct associations between the Vail Pass segment of I-70 and any individual that singularly possesses significance for their association with Vail Pass. Although the highway segment bears the name of former State Highway Engineer Charles Vail, it was constructed several decades after his death and adopted his namesake from the preexisting portion of US 6 across the mountain pass. The Interstate segment is only loosely associated with Charles Vail and does not represent his career or achievements across Colorado. Furthermore, the construction of I-70 and the Vail Pass segment was the result of the work of collaborative efforts between numerous individuals, organizations, and agencies rather than a single person. Therefore, this highway does not possess significance under *Criterion B*.

Criterion C

Under *Criterion C*, the Vail Pass segment of I-70 possesses significance in the areas of Landscape Architecture and Engineering as a transportation corridor containing a significant linkage of structures and objects united aesthetically and functionally by a planned development. The segment and the associated features represent a significant and distinguishable entity whose components may lack individual distinction.

In the area of Landscape Architecture, Vail Pass exhibits a number of exceptionally significant innovations in highway landscape design. While landscape architects had been employed on earlier road projects, such as urban parkways, and to assist with covering construction scars after highway construction, their influence was a key element in the earliest design concepts produced for the Vail Pass segment. Unique and innovative landscape elements were integrated into the highway design; these elements included sensitive earthwork and slope molding techniques, sculpted rock cuts to match natural outcroppings, revegetation with native flora, and selective placement of "natural" features such as boulders, stumps, and old logs along the highway slopes. Furthermore, engineered features of the corridor such as retaining walls and bridges exhibited qualities influenced by aesthetic principles of landscape architecture; unique retaining wall styles were used to blend into the landscape and create visual interest, and bridges were used over side valleys and hillsides when possible partly to minimize visual impacts to the corridor. Bridges, retaining walls, and some culverts were finished with iron oxide to create a reddish-pink hue to match the natural outcroppings of the Vail Valley. Additionally, several culverts featured a "barnwood" texture on their concrete headwalls and wingwalls. As an early example of a carefully designed highway corridor, Vail Pass is significant in the area of Landscape Architecture.

In the area of Engineering, the Vail Pass segment of I-70 possesses an exceptional level of significance as it represents early innovative design solutions that met Interstate safety and efficiency standards in a geologically constrained area while minimizing environmental and visual impacts to the landscape. The precast, segmented, concrete, post-tensioned, box girder bridges used on Vail Pass were the first of their kind Colorado

and among the earliest used in the country. Due to their assembly method of construction, the use of precast elements reduced construction time and minimized impacts to vegetation. Their placement and orientation enabled trees to grow between bridge decks and only the area immediately surrounding the piers was disturbed. In addition to crossing creeks and streams, bridges were also used on hillsides and side canyons along Vail Pass to minimize terrain disruption. The use of bridges instead of the typical treatment involving major fill and culverts for drainage minimized visual effects to the natural landscape and enabled wildlife to cross the highway beneath the structures. The result of these designs is a highway corridor that retains many of the slopes and valleys of the natural landscape and complements its surroundings rather than detracting from them. Vail Pass represents an early example of innovative engineering solutions in mountain highway design in response to environmental constraints and concerns; therefore, it is significant in the area of Engineering.

Criterion D

For a property to possess significance for information potential, the information yielded by the property must answer specific important research questions that cannot be otherwise answered. The technology of highway construction is well understood and documented. As such, this highway is unlikely to yield important information that cannot be discerned from archived plans and other records. Therefore, this highway does not possess significance under *Criterion D*.

(6) Assessment of historic physical integrity related to significance

The Vail Pass segment of I-70 retains a high degree of physical integrity related to its ability to convey significance as an exceptionally designed and engineered interstate segment associated with expanded transportation corridors, community development, and conservation in the region. While some deterioration, alterations, and additions to individual features are noted, the overall Vail Pass corridor retains all aspects of integrity.

Materials, design, and workmanship

As a highway segment in continuous use since 1978, Vail Pass has undergone routine maintenance, including resurfacing and restriping of the roadbed and travel surfaces of both I-70 and the recreational path. These replacements appear to have been completed in-kind. While the actual materials of these structures has changed, the impact to overall integrity of materials is minimal. Additionally, designed and engineered features of the Vail Pass segment have undergone few alterations since the period of significance. The most significant alterations occurred in the 1980s when several segmented, concrete, box girder bridges between MPs 180 and 182 (F-11-AW, F-11, AX, and F-11-AV) required joint replacements. A 2008 resurfacing project included bridge rail repair and replacement. However, based on a comparison of historic-age and current photographs, these rehabilitations did not result in major alterations to the overall aesthetic design characteristics of the bridges. The bridges retain integrity of design and workmanship necessary to convey their significance as contributing resources within the Vail Pass corridor. In addition to the bridge alterations, the north headwall and wingwalls of the concrete box culvert crossing the Columbine Drive underpass has been resurfaced or painted and a wooden addition has been constructed at the top of the headwall. These alterations obscure the original "barnwood" textured concrete design of the culvert impacting the integrity of materials, design, and workmanship of this single resource but do not impact the overall integrity of the Vail Pass corridor; the size and scale of this alteration is minimal given the length and number of resources within the corridor. Some

retaining walls have undergone rehabilitation in recent years. No major alterations to other original features of the corridor were noted during field survey. In addition to minor alterations, deterioration was observed on several precast curved panel retaining walls within the highway median and on both EB and WB lanes. Concrete tiebacks of the retaining wall system appear to have failed and are falling forward away from the curved panels and some have begun to crumble. While this deterioration impacts integrity of workmanship to individual retaining walls in select locations, the retaining walls throughout the corridor still exhibit their unique aesthetic qualities that set them apart from standard retaining wall systems. Overall, the Vail Pass corridor retains its integrity of materials, design, and workmanship. With intact physical features, the corridor continues to convey its significance as an interstate corridor designed with careful consideration of the natural environment and use of innovative designs and construction methods.

Location, setting, and feeling

The Vail Pass segment of I-70 retains its integrity of location as it still follows the same alignment as selected for the highway in the early 1970s. Additionally, other contributing features of the highway appear to remain in their original locations as constructed. In addition to location, the highway segment has had few impacts to its integrity of setting or feeling. Updates to the corridor after the period of significance for safety, maintenance, noise mitigation, and conservation have resulted in minor additions such as replaced guardrails; added jersey barriers, noise walls, a lighted chain station, drainage culverts, sediment retention ponds, several restroom buildings, and CDOT maintenance sheds. These additions are minimal in nature and do not detract from the overall setting or feeling of Vail Pass. The corridor's natural and landscaped features such as hills, sculpted rock cuts, natural rock outcroppings, creeks and streams, and the Black Lakes, remain largely undisturbed. These intact natural and designed features of Vail Pass continue to convey a sense of time and place and exhibit the aesthetic qualities intended by its designers. Overall, the Vail Pass corridor retains its integrity of location, setting, and feeling.

Association

Vail Pass retains its integrity of association to historic developments related to Transportation, Community Planning and Development, and Conservation. The segment continues to serve the same function as when it was completed in 1978, and through its recognizable physical elements, it continues to convey its significance as a critical link in the I-70 transportation corridor. The highway segment also remains visually and functionally connected to early planning efforts and development patterns in Vail. The highway segment remains the primary access route to Vail for WB travelers and its influence in the growth of the town remains evident as development continues to concentrate along the I-70 corridor. The Vail Pass segment also continues to exhibit significance in its association to conservation efforts as its physical structures (bridges, retaining walls, culverts) and landscape treatments (sculpted rock cuts, revegetation areas, slope molding, creek relocations) which were designed to minimize ecological impacts, slow erosion, and reduce adverse visual effects to the natural landscape, remain intact and functioning as intended.

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COLORADO CULTURAL RESOURCE SURVEY OAHP1400

Management Data Form

Rev. 11/10

A *Management Data Form* should be completed for each cultural resource recorded during an archaeological survey. Isolated finds and revisits are the exception and they do not require a *Management Data Form*. Please attach the appropriate component forms and use continuation pages if necessary. Fields can be expanded or compressed as necessary.

1. **Resource Number**: 5EA.1826.4 and 5ST.892.5
2. **Temporary Resource Number**: N/A

3. **Attachments (check as many as apply)**
- ☐ Prehistoric Archaeological Component
- ☐ Historic Archaeological Component
- ☒ Linear Component
- ☒ Sketch/Instrument Map (required)
- ☒ U.S.G.S. Map Photocopy (required)
- ☒ Photograph(s) (required)
- ☐ Other, specify:

4. **Official determination (OAHP use only)**
- ☐ Determined Eligible NR\SR _____
- ☐ Determined Not Eligible NR\SR _____
- ☐ Nominated _____
- ☐ Need Data NR\SR _____
- ☐ Contributing to NR Dist.\SR Dist. _____
- ☐ Not Contributing to NR Dist.\SR Dist. _____
- ☐ Supports overall linear eligibility NR\SR _____
- ☐ Does not support overall linear eligibility NR\SR _____

I. IDENTIFICATION

5. **Resource Name**: Interstate Highway (I-) 70, Vail Pass Segment

6. **Project Name/Number**: I-70 West Vail Pass Auxiliary Lanes

7. **Government Involvement**: ☐ Local ☒ State ☒ Federal
Agency: Colorado Department of Transportation, Federal Highway Administration

8. **Site Categories** **(check as many as apply)**:
Prehistoric: ☐ archaeological site ☐ paleontological site ☐ In existing National Register District
National Register District name:
Historic: ☐ archaeology site ☒ building(s) ☒ structure(s) ☒ object(s) ☐ In existing National Register District
National Register District name: N/A

9. **Owner(s) Name and Address**: Colorado Department of Transportation, 4201 E. Arkansas Ave., Denver, CO 80222

10. **Boundary Description and Justification**: The boundary reflects the location of structures, objects, and buildings associated with the historic significance of the Vail Pass corridor. The boundary is defined as the current I-70 right-of-way, including the segment defined as Vail Pass, beginning at milepost (MP) 180 at the east side of Vail and ending at MP 195.2 at Copper Mountain, just west of Wheeler Junction. The boundary is expanded beyond the right-of-way to incorporate the Vail Pass Recreational Trail and other recreational features such as Black Lake No. 1 and Black No. 2, which were associated with the construction or design of the highway corridor but are outside of the current right-of-way. See the attached maps for more information

11. **Site/Property Dimensions** Length: 24,462m Width: 570m Area: 10,945,521m^2 Acres (m^2/4047): 2,704

20 Area was calculated as: ☐ Length x Width (rectangle/square) ☒ Length x Width x 0.785 (Ellipse) ☐ GIS

II. LOCATION

12. **Legal Location**

PM	6th	Township	5S	Range	80W	Section	12	__	¼	__	¼
PM	6th	Township	5S	Range	80W	Section	2	SE	¼	SE	¼
PM	6th	Township	5S	Range	80W	Section	11	NE	¼	NE	¼

Management Data Form

Resource Number: 5EA.1826.4 and 5ST.892.5 **Temporary Resource Number**: N/A

PM	6th	Township	5S	Range	80W	Section	12	NW	¼	NW	¼
PM	6th	Township	5S	Range	80W	Section	12	__	¼	__	¼
PM	6th	Township	5S	Range	79W	Section	18	__	¼	__	¼
PM	6th	Township	5S	Range	80W	Section	12	SE	¼	SE	¼
PM	6th	Township	5S	Range	79W	Section	18	__	¼	__	¼
PM	6th	Township	5S	Range	80W	Section	12	NW	¼	SE	¼
PM	6th	Township	5S	Range	80W	Section	12	SE	¼	NW	¼
PM	6th	Township	5S	Range	79W	Section	18	__	¼	__	¼
PM	6th	Township	5S	Range	79W	Section	18	__	¼	__	¼
PM	6th	Township	5S	Range	79W	Section	7	__	¼	__	¼
PM	6th	Township	5S	Range	80W	Section	12	__	¼	__	¼
PM	6th	Township	6S	Range	79W	Section	25	__	¼	__	¼
PM	6th	Township	6S	Range	79W	Section	27	__	¼	__	¼
PM	6th	Township	6S	Range	79W	Section	5	__	¼	__	¼
PM	6th	Township	6S	Range	79W	Section	26	__	¼	__	¼
PM	6th	Township	6S	Range	79W	Section	16	__	¼	__	¼
PM	6th	Township	6S	Range	79W	Section	21	__	¼	__	¼
PM	6th	Township	6S	Range	78W	Section	30	__	¼	__	¼
PM	6th	Township	5S	Range	79W	Section	20	__	¼	__	¼
PM	6th	Township	5S	Range	79W	Section	18	__	¼	__	¼
PM	6th	Township	5S	Range	79W	Section	19	__	¼	__	¼
PM	6th	Township	5S	Range	79W	Section	33	__	¼	__	¼
PM	6th	Township	6S	Range	79W	Section	9	__	¼	__	¼
PM	6th	Township	6S	Range	79W	Section	22	__	¼	__	¼
PM	6th	Township	5S	Range	79W	Section	29	__	¼	__	¼
PM	6th	Township	5S	Range	79W	Section	28	__	¼	__	¼
PM	6th	Township	6S	Range	79W	Section	4	__	¼	__	¼
PM	6th	Township	6S	Range	79W	Section	25	__	¼	__	¼
PM	6th	Township	6S	Range	78W	Section	30	__	¼	__	¼
PM	6th	Township	6S	Range	78W	Section	30	__	¼	__	¼

If section is irregular, explain alignment method:

13. **USGS Quad**: Vail East, Red Cliff, Vail Pass 14. **County**: Eagle and Summit Counties

15. **UTM Coordinates**: Datum used ☐ NAD 27 ☒ NAD 83 ☐ WGS 84 Other:

A. Zone	13S;	387981	mE	4389006	mN
B. Zone	13S;	390331	mE	4386906	mN
C. Zone	13S;	391003	mE	4383885	mN
D. Zone	13S;	392804	mE	4382035	mN
E. Zone	13S;	394417	mE	4379344	mN
F. Zone	13S;	395487	mE	4376416	mN
G. Zone	13S;	396631	mE	4373695	mN
H. Zone	13S;	399847	mE	4373067	mN
I. Zone	13S;	401659	mE	4373630	mN

16. **UTM Source**: ☐ Corrected GPS/rectified survey (<5m error) ☐ Uncorrected GPS ☐ Map template

Other (explain): Generated from ArcMap.

17. **Site elevation** (feet): 10,662 feet

18. **Address**: I-70 between MP 180 and 195.2

19. **Location/Access**: The Vail Pass segment of I-70 is located between MP 180 at the east side of Vail and MP 195.2 at Copper Mountain, just west of Wheeler Junction. The highway segment can be accessed from eastbound or westbound lanes of I-70; the nearest road to access I-70 east of the Vail Pass segment is U.S. Highway (US) 24; the nearest road to access I-70 west of the Vail Pass segment is Colorado State Highway 91. Features associated with the Vail Pass segment are accessible from the highway right-of-way.

III. NATURAL ENVIRONMENT/SITE CONDITION

20. **General Description** (should include both on site as well as geographical setting with aspect, landforms, vegetation, soils, depositional environment, water, ground visibility):

The Vail Pass segment of I-70 is located in Eagle County and Summit County along the southern Gore Range near the Eagles Nest Wilderness Area and within the White River National Forest. The highway passes through the Gore Creek and Tenmile Creek watersheds. Eastbound and westbound lanes of the Vail Pass Interstate segment are situated on south or west facing slopes of adjacent mountain sides from East Vail (MP 180) to the Vail Pass summit at MP 190. Southeast from MP 190 the two lanes are divided by up to 820 feet with a creek and bike path between them as the highway descends to Copper Mountain (MP 195.2). The highway setting includes natural rock outcroppings, boulders, and hills of varying elevations. The highway parallels the Black Gore Creek from the Black Lakes near the Vail Pass summit to the Bighorn Subdivision in east Vail, and West Tenmile Creek flows through the wide median between eastbound and westbound lanes of the highway from south of MP 190 to east of MP 194. Vegetation within the area includes coniferous forest, grass meadows, riparian forests, and shrubs. A number of wildlife species are present within the area, including elk, black bear, American marten, porcupine, yellow-bellied marmot, snowshoe hare, and pine squirrel.

21. **Soil depth (cm) and description**: N/A

22. **Condition**

a. Architectural/Structural
- ☐ Excellent
- ☒ Good
- ☒ Fair
- ☒ Deteriorated
- ☐ Ruin

b. Archaeological/Paleontological
- ☐ Undisturbed
- ☐ Light disturbance
- ☐ Moderate disturbance
- ☐ Heavy disturbance
- ☐ Total disturbance

23. **Describe condition**: The highway segment has undergone routine maintenance since its completion in 1978 and remains in good operating condition. Some deterioration to retaining walls and culverts was noted during field observations in June 2018. Alterations to the roadway are consistent with routine maintenance for safety, maintenance, noise mitigation, and conservation, and include repaved and restriped travel surface; replaced guardrails; and added jersey barriers, noise walls, a lighted chain station, drainage culverts, sediment retention ponds, several restroom buildings, and CDOT maintenance sheds.

24. **Vandalism**: ☒ Yes ☐ No

Describe: Some bridges have graffiti.

IV. NATIONAL/STATE REGISTER ELIGIBILITY ASSESSMENT

25. **Context or Theme**: Postwar and Interstate Era, 1945-1973, Colorado State Roads and Highways, National Register of Historic Places Multiple Property Submission

26. **Applicable National Register Criteria**:

- ☒ A. Associated with events that have made a significant contribution to the broad pattern of our history
- ☐ B. Associated with the lives of persons significant in our past
- ☒ C. Embodies 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
- ☐ D. Has yielded, or may be likely to yield, information important in history or prehistory
- ☐ Does not meet any of the National Register criteria
- ☒ Qualifies under exceptions A through G. List exception(s): *Criteria Consideration G: Properties that have achieved significance within the last 50 years.*

27. **Applicable State Register Criteria**:

- ☒ A. Property is associated with events that have made a significant contribution to history
- ☐ B. Property is connected with persons significant in history
- ☒ C. Property has distinctive characteristics of a type, period, method of construction or artisan
- ☐ D. Property is of geographic importance
- ☐ E. Property contains the possibility of important discoveries related to prehistory or history
- ☐ Does not meet any of the State Register criteria

28. **Area(s) of significance**: Engineering, Landscape Architecture, Community Planning and Development, Transportation, and Conservation.

29. **Period(s) of significance**: The period of significance is 1973-1978 as these were the years of construction for the Vail Pass segment of I-70.

30. **Level of significance**: ☐ National ☒ State ☐ Local

31. **Statement of significance**: In 2005 the Advisory Council on Historic Preservation (ACHP) approved an exemption that relieved federal agencies from taking into account effects of their undertakings on the Interstate Highway System, except for a limited number of nationally and/or exceptionally significant elements associated with the system. As part of the Interstate Highway System, I-70 as a whole is exempt from review under Section 106. However, in 2006 the Federal Highway Administration published a list of exceptions to the Interstate exemption known as the "Final List of Nationally and Exceptionally Significant Features of the Federal Interstate Highway System" (Final List), available at https://www.environment.fhwa.dot.gov/env_topics/historic_pres/highways_list.aspx. The Final List included four features of I-70 in Colorado: the Genesee Park Interchange, Eisenhower-Johnson Memorial Tunnels, Vail Pass highway segment, and Glenwood Canyon highway segment. These features were selected because they are considered to potentially possess exceptional significance. The entire length of I-70 in Colorado did not rise to the level of exceptional significance to be included on the Final List; therefore, the entire resource is not eligible for inclusion in the National Register of Historic Places (National Register).

Mead & Hunt, Inc. (Mead & Hunt) recommends that the Vail Pass segment of I-70, which is defined as the portion from MP 180 to MP 195.2, possesses exceptional significance at the statewide level under *Criterion A* in the areas of

Transportation, Community Planning and Development, and Conservation, and under *Criterion C* in the areas of Landscape Architecture and Engineering because it represents an important aspect of highway planning, design, and construction in Colorado. It does not possess significance under *Criteria B* or *D*. The justification for these recommendations is provided below.

Criteria Consideration G
Completed in 1978, Vail Pass has not yet reached the 50-year age requirement set forth by the National Park Service. However, under *Criteria Consideration G: Properties that Have Achieved Significance Within the Past Fifty Years*, the Vail Pass segment of I-70 exhibits "exceptional importance" at the statewide level as a resource with direct and significant associations with important events in the development of Colorado transportation networks and early solutions to the conflict between environmental concerns and highway construction that set standards for later Colorado projects.

Criterion A
Under *Criterion A*, the Vail Pass segment of I-70 possesses significance in the areas of Transportation, Community Planning and Development, and Conservation.

In the area of Transportation, Vail Pass provided a critical link in the I-70 mountain corridor, which led to an expanded transportation network in previously remote areas of the Colorado high country in the latter half of the twentieth century. Original Interstate plans had I-70 ending in Denver with no link across the western portion of the state. Years of debate and the efforts of politicians, boosters, and state highway engineers resulted in the 1957 decision to extend I-70 west from Denver across the challenging terrain presented by the Continental Divide. Subsequently, national controversy emerged over the highway's planned route through the Gore Range-Eagles Nest Wilderness. Ultimately, this route, known as "Red Buffalo," was rejected in favor of the Vail Pass route. The completion of the Vail Pass link in the controversial mountain corridor of I-70 resulted in the expansion of transportation corridors throughout previously remote areas of the Colorado High Country. Therefore, the highway segment is significant in the area of Transportation.

In the area of Community Planning and Development, the Vail Pass segment of I-70 and its anticipated effects were a key factor in Vail town planning. The town's 1973 master plan, the *Vail Plan*, called for various elements to ameliorate the noise and visual impacts along the Interstate corridor through Vail. Such elements included a landscaped main entry to the town "accented with stone walls and coarse stone pavements" and berms and boulders to absorb the sound and shield the visual impacts of the highway. As anticipated, Vail saw further increases in population and development after the completion of the Vail Pass segment. New ski resorts, such as the Beaver Creek Ski Resort, emerged in Vail as tourists flooded to the area in the late 1970s and 1980s. Development in Vail continued for several decades with the construction of new vacation homes, condominium complexes, hotels, strip malls, and various stores. The Vail Pass segment of I-70 was an influential factor in Vail town planning and its completion resulted in the town's continued growth and development. Therefore, the highway segment is significant in the area of Community Planning and Development.

Vail Pass is also significant in the area of Conservation as biologists, water quality specialists, designers and construction crews developed several innovative solutions to environmental issues presented by the highway's construction in a highly sensitive area. These solutions included complex temporary and permanent erosion control measures, the construction of a designated wildlife underpass, improvements to stream habitats and ponds, and sensitive channel relocations that improved the health of fisheries that had been disrupted by earlier projects. Therefore, Vail Pass is significant in the area of Conservation.

Criterion B
Research did not reveal direct associations between the Vail Pass segment of I-70 and any individual that singularly possesses significance for their association with Vail Pass. Although the highway segment bears the name of former State Highway Engineer Charles Vail, it was constructed several decades after his death and adopted his namesake from the preexisting portion of US 6 across the mountain pass. The Interstate segment is only loosely associated with Charles Vail and does not represent his career or achievements across Colorado. Furthermore, the construction of I-70 and the Vail Pass segment was the result of the work of collaborative efforts between numerous individuals, organizations, and agencies rather than a single person. Therefore, this highway does not possess significance under *Criterion B*.

Criterion C
Under *Criterion C*, the Vail Pass segment of I-70 possesses significance in the areas of Landscape Architecture and Engineering as a transportation corridor containing a significant linkage of structures and objects united aesthetically and functionally by a planned development. The segment and the associated features represent a significant and distinguishable entity whose components may lack individual distinction.

In the area of Landscape Architecture, Vail Pass exhibits a number of exceptionally significant innovations in highway landscape design. While landscape architects had been employed on earlier road projects, such as urban parkways, and to assist with covering construction scars after highway construction, their influence was a key element in the earliest design concepts produced for the Vail Pass segment. Unique and innovative landscape elements were integrated into the highway design to enhance the experience of motorists on the Interstate segment; these elements included sensitive earthwork and slope molding techniques, sculpted rock cuts to match natural outcroppings, revegetation with native flora, and selective placement of "natural" features such as boulders, stumps, and old logs along the highway slopes. Furthermore, engineered features of the corridor such as retaining walls and bridges exhibited qualities influenced by aesthetic principles of landscape architecture; unique retaining wall styles were used to blend into the landscape and create visual interest, and bridges were used over side valleys and hillsides when possible partly to minimize their visual impacts. Bridges, retaining walls, and some culverts were finished with iron oxide to create a reddish-pink hue to match the natural outcroppings of the Vail Valley. Additionally, several culverts featured a "barnwood" texture on their concrete headwalls and wingwalls. As an early example of a carefully designed highway corridor, Vail Pass is significant in the area of Landscape Architecture.

In the area of Engineering, the Vail Pass segment of I-70 possesses an exceptional level of significance as it represents early innovative design solutions that met Interstate safety and efficiency standards in a geologically constrained area while minimizing environmental and visual impacts to the landscape. The precast, segmented, concrete, post-tensioned, box girder bridges used on Vail Pass were the first of their kind Colorado and among the earliest used in the country. Due to their assembly method of construction, the use of precast elements reduced construction time and minimized impacts to vegetation. Their placement and orientation enabled trees to grow between bridge decks and only the area immediately surrounding the piers was disturbed. In addition to crossing creeks and streams, bridges were also used to minimize terrain disruption. The use of bridges instead of the typical treatment involving major fill and culverts for drainage minimized visual effects to the natural landscape and enabled wildlife to cross the highway beneath the structures. The result of these designs is a highway corridor that retains many of the slopes and valleys of the natural landscape and complements its surroundings rather than detracting from them. Vail Pass represents an early example of innovative engineering solutions in mountain highway design in response to environmental constraints and concerns; therefore, it is significant in the area of Engineering.

Criterion D
For a property to possess significance for information potential, the information yielded by the property must answer specific important research questions that cannot be otherwise answered. The technology of highway construction is well understood and documented. As such, this highway is unlikely to yield important information that cannot be discerned from archived plans and other records. Therefore, this highway does not possess significance under *Criterion D*.

32. **Statement of historic integrity related to significance**:

The Vail Pass segment of I-70 retains a high degree of physical integrity related to its ability to convey significance as an exceptionally designed and engineered interstate segment associated with expanded transportation corridors, community development, and conservation in the region. While some deterioration, alterations, and additions to individual features are noted, the overall Vail Pass corridor retains all aspects of integrity.

Materials, design, and workmanship
As a highway segment in continuous use since 1978, Vail Pass has undergone routine maintenance, including resurfacing and restriping of the roadbed and travel surfaces of both I-70 and the recreational path. These replacements appear to have been completed in-kind. While the actual materials of these structures have changed, the impact to overall integrity of materials and design is minimal. Immediately after construction, extra post-tensioned cables were added to the bridges including extruding caps. Because the bridges were the first of their kind in Colorado, retrofitting and improvements had to be implemented. Extensive alterations occurred in the 1980s when several segmented, concrete, box girder bridges between MPs 180 and 182 (F-11-AW, F-11, AX, and F-11-AV) required joint replacements, and these joints have continued to be replaced through the years. Based on a comparison of historic-age and current photographs, these rehabilitations, which were completed in 1990, did not result in major alterations to the overall aesthetic design characteristics of the bridges, nor did they appear to significantly alter their impact on the landscape. The bridges retain integrity of design and workmanship necessary to convey their significance as contributing resources within the Vail Pass corridor. In addition to the bridge alterations, the north headwall and wingwalls of the concrete box culvert crossing the Columbine Drive underpass has been resurfaced or painted and a wooden addition has been constructed at the top of the headwall. These alterations obscure the original "barnwood" textured concrete design of the culvert impacting the integrity

of materials, design, and workmanship of this single resource but do not impact the overall integrity of the Vail Pass corridor; the size and scale of this alteration is minimal given the length and number of resources within the corridor. No major alterations to other original features of the corridor were noted during field survey. In addition to minor alterations, deterioration was observed on several precast curved panel retaining walls within the highway median and on both eastbound and westbound lanes. Concrete tiebacks of the retaining wall system appear to have failed and are falling forward away from the curved panels and some have begun to crumble. While this deterioration impacts integrity of workmanship to individual retaining walls in select locations, the retaining walls throughout the corridor still exhibit their unique aesthetic qualities that set them apart from standard retaining wall systems. Overall, the Vail Pass corridor retains its integrity of materials, design, and workmanship. With intact physical features, the corridor continues to convey its significance as an interstate corridor designed with careful consideration of the natural environment and use of innovative designs and construction methods.

Location, setting, and feeling
The Vail Pass segment of I-70 retains its integrity of location as it still follows the same alignment as selected for the highway in the early 1970s. Additionally, other contributing features of the highway appear to remain in their original locations as constructed. In addition to location, the highway segment has had few impacts to its integrity of setting or feeling. Updates to the corridor after the period of significance for safety, maintenance, noise mitigation, and conservation have resulted in minor additions such as replaced guardrails; added jersey barriers, noise walls, a lighted chain station and a second un-lit chain station, drainage culverts, sediment retention ponds, several restroom buildings, and CDOT maintenance sheds. These additions are minimal in nature and do not detract from the overall setting or feeling of Vail Pass. The corridor's natural and landscaped features such as hills, sculpted rock cuts, natural rock outcroppings, creeks and streams, and the Black Lakes, remain largely undisturbed. These intact natural and designed features of Vail Pass continue to convey a sense of time and place and exhibit the aesthetic qualities intended by its designers. Overall, the Vail Pass corridor retains its integrity of location, setting, and feeling.

Association
Vail Pass retains its integrity of association to historic developments related to Transportation, Community Planning and Development, and Conservation. The segment continues to serve the same function as when it was completed in 1978, and through its recognizable physical elements, it continues to convey its significance as a critical link in the I-70 transportation corridor. The highway segment also remains visually and functionally connected to early planning efforts and development patterns in Vail. The highway segment remains the primary access route to Vail for westbound travelers and its influence in the growth of the town remains evident as development continues to concentrate along the I-70 corridor. The Vail Pass segment also continues to exhibit significance in its association to conservation efforts as its physical structures (bridges, retaining walls, culverts) and landscape treatments (sculpted rock cuts, revegetation areas, slope molding, creek relocations) which were designed to minimize ecological impacts, slow erosion, and reduce adverse visual effects to the natural landscape, remain intact and functioning as intended.

33. **National Register Eligibility Field Assessment**:	☒ Eligible	☐ Not eligible	☐ Need data
Linear Segment Evaluation (if applicable):	☒ Supporting	☐ Non Supporting	
34. **Status in an Existing National Register Distric**t:	☐ Contributing	☐ Non-contributing	
35. **State Register Eligibility Field Assessmen**t:	☒ Eligible	☐ Not eligible	☐ Need data
36. **Status in an Existing State Register District**:	☐ Contributing	☐Non-contributing	
37. **National/State Register District Potential**: ☒ Yes ☐ No Describe:			

The Vail Pass segment of I-70 contains a cohesive grouping of designed and engineered structures, buildings, and objects united aesthetically and functionally as a distinctive transportation corridor. While the features within the segment lack individual distinction, the assemblage of objects and structures achieves significance as whole under *Criterion A* in the areas of Transportation, Community Planning and Development, and Conservation, and under *Criterion C* in the areas of Landscape Architecture and Engineering.

The Vail Pass corridor comprises both contributing and noncontributing structures, buildings, and objects. Contributing features are those that were constructed within the period of significance, possess a close association with one or more contextual themes or areas of significance, and retain the integrity necessary to convey significance. Contributing features are contained within the Vail Pass resource boundary and include the road bed of both eastbound and westbound lanes, medians, bridges, retaining walls, embankments, sculpted rock cuts, landscape features, runaway truck ramps, access ramps, culverts, the Vail Pass Recreational Trail, Black Lake No. 1, Black Lake No. 2, and the Vail Pass rest area. Also within the boundary are features constructed outside the period of significance or minor features that are original to the highway but do not display any originality in design or engineering. These features are noncontributing and include the

majority of the culverts (with the exception of culverts that were designed with "barnwood" texture on the headwalls due to their presence near pedestrian areas on the pass), modern signage, a concrete sound barrier, jersey barriers, a lighted chain station, sediment retention ponds, maintenance sheds, and restroom buildings outside of the Vail Pass rest area. These features have been noted on the attached I-70, Vail Pass Segment Summary of Features table.

38. **Cultural Landscape Potential**: ☒ Yes ☐ No Describe:

The Vail Pass segment of I-70 is a designed feature that blends engineered and constructed elements into the natural environment. The segment's many designers and planners collaborated to create a transportation corridor that both met the practical requirements of an Interstate Highway and complemented the natural beauty of the mountain pass. These efforts resulted in a corridor that shows evidence of careful planning and consideration of aesthetics and landscape design. The original landscape design features of Vail Pass, including curved panel retaining walls, sculpted rock cuts, and placed "natural" features, remain extant along the corridor.

39. **If Yes to either 37 or 38, is this site**: ☐ Contributing ☐ Non-contributing Explain: N/A

The entire site (I-70, Vail Pass Segment), including all features within the boundary described in Section 10 above, comprises the potential National/State Register Historic District and Cultural Landscape. The district would include both contributing and noncontributing features described in Section 37 and on the attached Vail Pass Summary of Features table.

V. MANAGEMENT AND ADMINISTRATIVE DATA

40.**Threats to Resource**: ☒ Water erosion ☐ Wind erosion ☐ Grazing ☐ Neglect ☐ Vandalism
☐Recreation ☒ Construction ☐ Other (explain):

41. **Existing protection** ☐ None ☐ Marked ☐ Fenced ☒ Patrolled ☐ Access controlled
Other (specify):

Comments: The highway segment is patrolled by local and state law enforcement and maintained by the Colorado Department of Transportation.

42. **Local landmark designation**: N/A 43. **Easement**: N/A

44. **Recorder's Management Recommendations**: No further work.

VI. DOCUMENTATION

45. **Previous actions accomplished at the site**: ☐ Tested ☐ Partial excavation ☐ Complete excavation

Date(s):

a. Excavations:

b. Stabilization: Date(s):

c. HABS/HAER documentation [date(s) and numbers]:

d. Other:

46. **Known collections/reports/interviews and other references (list)**:

Abey, Royston, Hanamoto and Beck. *The Vail Plan*. Prepared for the Town of Vail, Colorado, August 1973.

"Agencies Commended for Work on Vail Highway." *Louisville Times*, August 29, 1979. Colorado Historic Newspapers Collection.

Associated Cultural Resource Experts. *Highways to the Sky: A Context and History of Colorado's Highway System*. Prepared for the Colorado Department of Transportation, 2002. https://www.codot.gov/programs/environmental/archaeology-and-history/highways-to-the-sky/highwaystothesky.pdf

Barton, Stoddard, Milhollin And Higgins. *Vail Pass Environmental Study I-70, Vail To Wheeler Junction*. Prepared for the Colorado Division of Highways, 1972.

Colorado Department of Highways. *I-70 in a Mountain Environment: Vail Pass Colorado*. Prepared for the United States Department of Transportation, Federal Highway Administration Office of Development, 1978.

Colorado Department of Transportation. *100 Years of Colorado State Transportation History*. Denver, Colo.: Colorado Department of Transportation Public Relations, 2010.

Colorado Department of Transportation. "Eisenhower-Johnson Memorial Tunnels." *About CDOT*. Accessed August 5, 2018. https://www.codot.gov/about/CDOTHistory/50th-anniversary/interstate-70/eisenhower-johnson-memorial-tunnels.html.

Federal Highway Administration. "Final List of Nationally and Exceptionally Significant Features of the Federal Interstate Highway System." *Environmental Review Toolkit | FHWA*. Accessed August 5, 2018. https://www.environment.fhwa.dot.gov/env_topics/historic_pres/highways_list.aspx.

Prosence, Richard E. "Building I-70: The Story of the Development of Interstate Route 70 Between the Utah-Colorado State Line and the Continental Divide in Western Colorado," n.d.

Robinson, Charles, and Dale M. Cochran. *Intermediate Geologic Investigations, Big Horn Creek to Wheeler Junction: Vail Pass*. Prepared for the Colorado Department of Highways, June 1971.

Wiley, Marion C. *The High Road*. Prepared for the Colorado Division of Highways, 1976.

"Vail Pass Highway Design Wins Award." *Louisville Times*, November 2, 1978.

47. **Primary location of additional data**: Office of Archaeology and Historic Preservation, Colorado Department of Transportation

48. **State or Federal Permit number**: N/A

49. **Collection**: Artifact collection authorized: ☐ Yes ☐ No Were artifacts collected: ☐ Yes ☐ No

Artifact repository:

Collection method: ☐ Diagnostics ☐ Grab Sample ☐ Random Sample

Other (specify):

50. **Photograph Numbers**: 0158, 0160, 0161, 0165, 0166, 0178, 0179, 0183, 0184, 0187, 0189, 0191, 0192, 0194, 0196, 0197, 0210, 0216, 0218, 0219, 0227, 0229, 0230, 0237, 0240, 0241, 0246, 0249, 0255, 0256, 0257 , 0262, 0264, 0266, 0270, 0273, 0273, 0278, 0283, 0290, 0299, 0300, 0318, 0323, 0325 , 0326, 0334, 0338, 0346, 0348, 0357, 0368, 0370, 0373, 0376, 0379, 0382, 0397, 0400, 0414, 0427, 0430, 0431, 0438, 0440, 0442, 0455, 0456, 0462, 0464, 0469, 0470, 0523, 0533, 0554, 0555, 0557, 0558, 0561, 0564, 0565, 1453, 1457, 1464

Files or negatives stored at: \\corp.meadhunt.com\sharedfolders\entp\2761800\170241.01\TECH\photos\Features_VailPass

51. **Report title**: Mead & Hunt, Inc., *Historic Resources Inventory Report: I-70 West Vail Pass Auxiliary Lanes Environmental Assessment*, 2018.

52. **Recorder(s)**: Alex Borger, Timothy Smith, and Dianna Litvak Date: August 31, 2018

53. **Recorder affiliation**: Mead & Hunt, Inc.

Phone number/Email: 303-729-3777, Dianna.litvak@meadhunt.com

NOTE: Please attach a site map, a photocopy of the USGS 1:24000 map indicating resource location, and photographs.

Linear Component Form

This form should be completed for each linear resource or linear segment. Use this form in conjunction with the *Management Data Form.* Call OAHP staff (303-866-5216) prior to assigning a resource number.

I. Resource Identification

1. **Resource Number**: 5EA.1826.4 and 5ST.892.5 2. **Temporary Resource Number**: N/A

3. **Site Name**: Interstate Highway (I-) 70, Vail Pass Segment

4. **Record of**: ☐ Entire resource ☒ Segment

II. Resource Description

5. **Resource Type**: ☒ Road ☐ Railroad ☐ Trail ☐ Ditch/Canal

Other (specify):

6. **Component Description**: The boundary encompasses the portion of I-70 defined as Vail Pass, beginning at milepost (MP) 180 at the east side of Vail and ending at MP 195.2 at Copper Mountain, just west of Wheeler Junction. The boundary includes the road surfaces of both eastbound and westbound lanes, medians, the highway right-of-way, and all additional features associated with the construction of the Vail Pass segment including retaining walls, embankments, sculpted rock cuts, landscape features, runaway truck ramps, access ramps, drainage structures, the Vail-Frisco Recreational Path, and a rest area. See the attached table showing representative photographs of roadway sections and associated features.

7. **Original use**: Interstate Highway

8. **Current use**: Interstate Highway

9. **Modifications (describe and include dates)**: The highway segment has undergone routine maintenance since its completion in 1978 and remains in good operating condition. Some damage to retaining walls was noted during field observations in June 2018. Alterations to the roadway are consistent with routine maintenance and include repaved and repainted travel surface and replaced guardrails.

10. **Extent of Entire Resource**: The linear segment addressed in this form is part of the overall I-70, which extends from Cove Fort, Utah, to Baltimore, Maryland. In Colorado I-70 begins at the Utah border and enters the state approximately 11 miles west of Mack and continues west through the Western Slope towns of Grand Junction, Clifton, Parachute, Rifle, New Castle, and Glenwood Springs. It continues through Glenwood Canyon to the high country towns of Gypsum, Eagle, Avon, and Vail. The route continues across Vail Pass to Copper Mountain, Frisco, and Silverthorne, then through the Eisenhower Tunnels and on to Georgetown, Idaho Springs, and Denver. East of Denver, I-70 passes through the Eastern Plains towns of Strasburg, Byers, Deer Trail, and Limon until it reaches Burlington, 10 miles west of the Kansas border.

11. **Associated Artifacts**: N/A

12. **Associated Features or Resources**: Associated features and resources include sections of roadbed, bridges, retaining walls, culverts, various landscape features, a recreational path, and a rest area. See attached table showing representative photographs of roadway sections and associated features.

III. Research Information

13. **Architect/Engineer**: Colorado Department of Highways

Source(s) of Information: Colorado Department of Highways. *I-70 in a Mountain Environment: Vail Pass Colorado*. Prepared for the United States Department of Transportation, Federal Highway Administration Office of Development, 1978.

14. **Builder**: Kiewit Western Company, Colorado Constructors, Inc.

Source(s) of Information: Colorado Department of Transportation. "Eisenhower-Johnson Memorial Tunnels." Page. *About CDOT*. Accessed August 5, 2018. https://www.codot.gov/about/CDOTHistory/50th-anniversary/interstate-70/eisenhower-johnson-memorial-tunnels.html.

15. **Date of Construction / Date Range**: 1973-1978

Source(s) of Information: Colorado Department of Highways. *I-70 in a Mountain Environment: Vail Pass Colorado*. Prepared for the United States Department of Transportation, Federal Highway Administration Office of Development, 1978.

16. **Historical / Archival Data**: Constructed between 1973 and 1978, the Vail Pass segment of I-70 represents an early achievement in a process that is now known as "context-sensitive" highway design and engineering. The geologic constraints and environmental sensitivity of the high alpine pass between Wheeler Junction (Copper Mountain) and Vail required careful planning, design, engineering, and construction management. Planning for this segment of I-70 started in the late 1960s, just as several significant federal environmental regulations began to place new requirements on highway projects. By 1970 highway officials were required to coordinate with various government agencies and consider the concerns of numerous stakeholders. Due to its uniquely sensitive wild setting and complicated mountainous terrain, Vail Pass presented a special challenge for the Colorado Division of Highways (CDOH) and its planning partners. The highway segment completed in 1978 represents an early example of successful collaborative efforts between CDOH, various agencies, and environmental advocacy groups, and it exhibits a number of significant innovations in highway landscape architecture and engineering including the first intentionally sculpted cut and fill slopes landscaped with native flora, and the first use of precast and cast-in-place segmental bridges in Colorado.

Controversy surrounded the idea of an interstate route west of Denver through the Rocky Mountains as early as the 1940s. Preliminary Interstate Highway plans avoided the engineering challenges presented by the Continental Divide and therefore did not provide Colorado with a complete east-west link across the state. Colorado highway officials immediately protested the plans, but by 1956 when the official 40,000-mile Interstate Highway System was presented, the route of I-70 began in Washington D.C. and terminated in Denver, still denying Colorado funding for the interstate link to Utah. The following year, after over a decade of lobbying on the part of Colorado politicians, the Bureau of Public Roads (BPR, predecessor to the Federal Highway Administration) awarded an additional 547 miles to extend I-70 from Denver to I-15 near Cove Fort, Utah.

The CDOH considered two routes for the western portion of I-70; one route primarily followed US 40 and the other followed the general path of U.S. Highway (US) 6. In 1959 the CDOH contracted with the E. Lionel Pavlo Engineering Company to study each route. The "Pavlo Report," issued in April 1960, recommended that I-70 follow the path of US 6 for most of its route. West of Dillon, however, the CDOH planned an alignment that diverged from US 6 to form a new route, known as "Red Buffalo," which would pass through the environmentally sensitive Gore Range-Eagles Nest Primitive Area and require a tunnel under the Continental Divide at Gore Range. The plan generated public controversy, with some arguing for an alternative option that followed the existing path of US 6 over Vail Pass, which was constructed in 1939-1940 and named for the State Highway Engineer at that time, Charles Vail. Although the Red Buffalo route would have been 10 miles shorter, its tunnel requirement made it more expensive, and the highway's potential to impact a highly sensitive wilderness area drew national outcry. Amid the debating, the CDOH held firm on the Red Buffalo option and proceeded with the design process in the mid-1960s. The debate effectively ended in 1968, when the United States Secretary of Agriculture Orville Freeman denied the CDOH an easement through the Gore Range-Eagles Nest Primitive Area within the Arapaho and White River National Forests.

The concerns of opponents to the Red Buffalo route reflected a growing awareness of environmental issues and the rise of freeway protests around the nation in the late 1960s. The BPR responded to these movements early on by placing several new requirements on highway officials and departments, including consideration of possible impacts on wildlife and increased opportunities for public input during highway planning and design phases. By 1970 several new federal regulations significantly changed how state highway departments addressed environmental concerns and public input during highway planning and construction. These new regulations included the National Historic Preservation Act (NHPA, 1966), Section 4(f) of the Department of Transportation Act (1966), and the National Environmental Policy Act (NEPA, 1970). While the NHPA and Section 4(f) complicated highway planning by requiring additional interagency coordination and consideration of impacts to historic sites, parks, recreational areas, and wildlife refuges, NEPA incorporated a set of requirements that completely transformed the highway planning process.

After the Secretary of Agriculture effectively vetoed the Red Buffalo route, the CDOH began to closely study the Vail Pass route for I-70. It became obvious in initial surveys that the steep hillsides along Vail Pass would present significant engineering challenges. US 6, which was constructed across Vail Pass in the late 1930s, had been subject to landslides and had shifted nearly 50 feet toward Black Gore Creek by the late 1960s. The passage of NEPA in early 1970 added further complications and challenges to the planning and design of I-70 through Vail Pass. In addition to contending with

significant engineering challenges presented by the mountain corridor, engineers and planners now had to consider a wide range of concerns from the public and other government agencies. Along with safety, cost, and efficiency, the design of the highway needed to address aesthetics, recreation, economic impacts, water quality, and ecology.

In order to meet these challenges, the CDOH prompted several comprehensive studies of the corridor. Early studies included "Intermediate Geologic Investigations" by Charles S. Robinson and R. V. Lord, and "Vail Pass Environmental Study" by the firm Barton, Stoddard, Milhollin and Higgins. These reports and others completed in the early 1970s were used in the development of alignment proposals and design concepts. The CDOH also coordinated with the U.S. Forest Service (White River National Forest), Colorado Division of Wildlife, Colorado Department of Health, various environmental organizations, interest groups, and local residents to develop alignment and design plans that addressed the various concerns presented.

The design and construction of the Vail Pass segment of I-70 took into account the concerns of citizens and various organizations and met the engineering challenges presented by the mountain route itself. The result is a segment that represents significant engineering, planning, and management innovations. Among the CDOH's new practices were creative solutions in construction management. Special accounts were set up to finance unforeseen circumstances related to environmental constraints. Full-time specialists from various disciplines were hired to assist the CDOH with erosion control measures and environmental compliance, developing sensitive construction methods, and monitoring construction as it took place. These included a geologist, landscape architect, archaeologists, water quality specialists, and biologists. New effective techniques developed in early construction phases of the Vail Pass segment were incorporated into standard contract documents used in later phases.

As with many highways constructed in mountainous environments, the confined areas of Vail Pass required the relocation of streams and creeks. Portions of both Gore Creek and Tenmile Creek were relocated to make way for the Interstate. Both the Colorado Division of Wildlife and the U.S. Forest Service reviewed channel relocation proposals. The final plans included sensitive alterations and actually improved the flow and trout habitat of Tenmile Creek, which had been restricted by earlier transportation projects including US 6.

Additionally, CDOH engineers worked with landscape architects early in the design process to integrate aesthetic considerations into various features of the highway segment. The CDOH's collaborative efforts resulted in a number of innovations in the design and construction of Vail Pass, including sensitive earthwork and slope molding techniques, sculpted rock cuts to match natural outcroppings, revegetation with native flora, and selective placement of "natural" features such as boulders, stumps, and old logs along the highway slopes.

The value of aesthetic qualities, environmental considerations, and creative responses to the geologic constraints of the Vail Valley were also evident in the engineered roadway, bridges, retaining walls, and drainage features of Vail Pass. Design parameters were set early in the process and designs were reviewed by multiple government agencies to ensure they were sensitive to the environment and compatible with the mountain landscape. Furthermore, the narrow terrain and short construction season meant that engineers and contractors had to use special techniques and materials uncommon to Interstate Highway projects. Several types of unique retaining walls were utilized on Vail Pass. Consultants, including architects from Frank Lloyd Wright's Taliesin West, designed a system of pre-cast, curved, concrete wall panels connected with concrete tiebacks. The panels were stacked in a terraced pattern creating steps with open pockets, which were landscaped with native plants. Other retaining walls included timber cribbing walls; precast, modular, concrete panels; cast-in-place, curved, concrete panels; and several cast-in-place, concrete walls finished with a barnwood texture. Concrete retaining walls and culvert headwalls were stained with iron oxide to create a reddish-brown hue that blended into the surrounding landscape.

Two major bridge types were used on Vail Pass: segmental concrete box girders and welded steel box girders with a composite concrete deck. For the segmental concrete box girders, contractors were free to choose either cast-in-place or precast methods. Segments for the precast concrete box girders were cast in Denver and transported to the construction site, where they were lifted into place using a gantry or large cranes. This method reduced impacts to the environment during construction and shortened construction time since the segments were precast before being assembled on the site. The segmental, precast, concrete, post-tensioned, box girder bridges used along Vail Pass were the first of their kind used in Colorado and among the earliest used in the country. In addition to crossing creeks and streams, bridges were also used on hillsides and side canyons along Vail Pass to minimize terrain disruption. The use of bridges instead of the typical treatment involving a major fill and culvert for drainage minimized effects to the natural landscape and allowed wildlife to cross the highway beneath the structures. The bridges also utilized a pink hue to match the culverts and retaining walls. In addition to implementing innovative construction techniques and

engineering, the CDOH and its planning partners incorporated into the design the values of outdoor recreation associated with the Colorado high country region. A recreational path for pedestrians and bicyclists was integrated into the Interstate design, partly following the path of old US 6.

After the completion of Vail Pass in 1978, the CDOH and other agencies received awards for the environmentally sensitive engineering achievement. In 1978, just after the segment was completed, the CDOH received an award from the Rocky Mountain Center of the Environment (ROMCOE) for its interagency cooperation on environmental issues. The following year, the American Society of Landscape Architects (ASLA) honored the CDOH, the U.S. Department of Agriculture (USDA), the U.S. Forest Service, and the FHWA for their "cooperation and care" in building Vail Pass.

The completion of I-70 through Vail Pass had a significant effect on Vail and Eagle County. The rapid growth of the resort community of Vail in the late 1960s through the 1980s was closely linked to the completion of the Interstate through the area. Opportunities for outdoor recreation—specifically skiing, snowmobiling, hiking, hunting, fishing, and cycling—had been a significant draw for tourists travelling through Eagle County before the interstate was completed. However, Vail Associates, the town's corporate founders, predicted that the Vail Pass interstate route would increase tourism to the area and add value to their resort. As the segment neared completion, though, some residents who had supported the highway became concerned with the potential for the influx of traffic and associated development to detract from the natural beauty that had attracted visitors to the area in the first place. Indeed, the completion of I-70 through the high country was followed by increased development. In response to public concerns about the impact of development and construction on the environment, the CDOH, U.S. Forest Service (White River National Forest), Colorado Division of Wildlife, Colorado Department of Health, various environmental organizations, interest groups, and local residents collaborated on creative design solutions that would meet transportation needs while retaining the natural landscape.

Vail Pass is a result of successful collaborative efforts between CDOH, various agencies, and environmental advocacy groups, and it exhibits a number of significant innovations in highway landscape architecture and engineering. These practices and innovations set standards for later projects, including another significant portion of I-70 through Glenwood Canyon.

(Unless otherwise indicated, sources used in the preparation of this section included *Highways to the Sky: A Context and Historic of Colorado's Highway System*; Colorado State Roads and Highways, National Register of Historic Places Multiple Property Submission; "I-70 in a Mountain Environment" by the CDOH; *100 years of Colorado State Transportation History* by the CDOH; "Final List of Nationally and Exceptionally Significant Features of the Federal Interstate Highway System"; and *Building I-70: The Story of the Development of Interstate Route 70 Between the Utah-Colorado State Line and the Continental Divide in Western Colorado* by Richard Prosence).

17. **Cultural Affiliation and Justification**: Euro-American

IV. Management Recommendations

18. **Eligibility of Entire Resource**

☒ Eligible ☐ Not Eligible ☐ Need Data Is this an official determination? ☐ Yes ☒ No

Remarks/Justification: See Management Data Form.

19. **Evaluation of integrity of the segment of the entire linear resource being recorded** (Complete only if "Segment" under item 4 is checked and the entire resource is marked as Eligible under item 18)

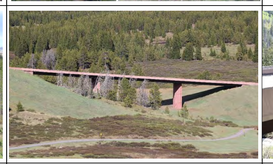
☒ Supporting ☐ Non-supporting ☐ Not applicable

Remarks / Justification: See Management Data Form.

20. **Recorder(s)**: Alex Borger, Timothy Smith, Dianna Litvak 21. **Date**: August 31, 2018

Colorado Historical Society - Office of Archaeology & Historic Preservation
1560 Broadway, Suite 400 Denver, CO 80202
303-866-3395

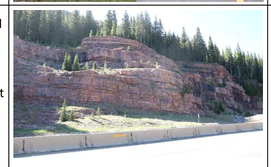
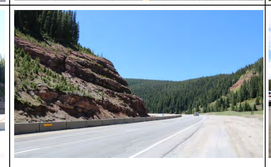
I-70, Vail Pass Segment (5EA.1826.4 and 5ST.892.5) Summary of Features

Feature Type	Subtype	Map Key	Appears Original	Quantity	Contributing/Non-Contributing	Comments	Representative Photos			
Bridge	Concrete Slab and Girder Continuous	CSGC	Y	2	Contributing	These CSGC bridges (F-11-AG and F-11-AH) carry eastbound and westbound lanes of I-70 over Bighorn road west of MP 180.				
Bridge	Concrete Box Girder Segmented	CBGS	Y	8	Contributing	CBGS bridges include: F-11-AW, F-11-AX, F-11-AU, F-11-AV between MP 180 and 182; and F-11-AM, F-11-AN, F-11-AK, F-11-AL between MP 184 and 185. Photos are representative.				
Bridge	Concrete Box Girder Continuous	CBGC	Y	1	Contributing	F-12-AM is the only CBGC bridge within the Vail Pass corridor. The bridge carries the eastbound lane of I-70 over Smith Gulch between MP 191 and 192.				
Bridge	Steel Box Girder Continuous	SBGC	Y	12	Contributing	SBGC bridges include: F-11-AS and F-11-AT between MP 182 and 183; F-11-AO and F-11-AP between MP 183 and 184; F-12-AS and F-12-AT between MP 185 and 186; F-12-AJ, F-12-AK, and F-12-AL between MP 190 and 192; and F-12-AN, F-12-AO, and F-12-AP between MP 192 and 194.				
Bridge	Concrete Box Girder	CBG	Y	2	Contributing	These CBG bridges (F-11-AQ and F-11-AR) carry eastbound and westbound lanes of I-70 over a wildlife underpass.				
Bridge	Pedestrian Bridge	Pedestrian Bridge	Y		Contributing	All pedestrian bridges were not identified during field survey. Those recorded appear to be Timber Laminated Stingers constructed during the period of significance .				
Retaining Wall	Timber cribbing wall	A	Y	4	Contributing	Timber cribbing walls are located in several locations throughout the corridor along highway embankments and slopes; this retention wall type dates to the period of significance.				
Retaining Wall	Pre-cast concrete curved panel with tie-backs	B	Y	13	Contributing	Pre-cast concrete curved panel with tie-back retention walls are located in several locations throughout the corridor along highway embankments, slopes, and within the median; this retention wall type dates to the period of significance.				
Retaining Wall	Cast-in-place curved concrete panel	Z	Y	3	Contributing	Cast-in-place curved concrete panel retention walls are located in several locations throughout the corridor; this retention wall type dates to the period of significance.				
Retaining Wall	Pre-cast modular concrete	C	Y	5	Contributing	Pre-cast modular panel retention walls are located in several locations throughout the corridor along slopes and embankments; this retention wall type dates to the period of significance.				

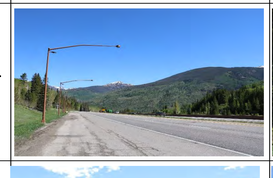
I-70, Vail Pass Segment (5EA.1826.4 and 5ST.892.5) Summary of Features

Feature Type	Subtype	Map Key	Appears Original	Quantity	Contributing/Non-Contributing	Comments	Representative Photos			
Retaining Wall	Stone gabion	D	Y	1	Noncontributing	Stone gabion walls are located along the highway embankment near a townhome complex in the Bighorn subdivision. This retention wall type does not date to the period of significance.				
Sound Barrier	N/A	W	N	1	Noncontributing	A concrete sound barrier wall is located along the along the eastbound lane of I-70 north of the Bighorn subdivision; the sound barrier wall type does not date to the period of significance.				
Culvert	Metal pipe culverts with concrete headwall/wing walls	AA		6	Noncontributing	This culvert type represents a standard design with no distinctive features or elements; culverts of this type appear to vary in age and level of integrity. None represent a character-defining feature in the overall design of the Vail Pass corridor.				
Culvert	Metal pipe culvert (no headwall/wing walls, just a pipe)	BB		4	Noncontributing	This culvert type represents a standard design with no distinctive features or elements; culverts of this type appear vary in age and level of integrity. None represent a character-defining feature in the overall design of the Vail Pass corridor.				
Culvert	Metal pipe culvert with metal headwall/wing walls	CC		25	Noncontributing	This culvert type represents a standard design with no distinctive features or elements; culverts of this type appear vary in age and level of integrity. None represent a character-defining feature in the overall design of the Vail Pass corridor.				
Culvert	Plastic pipe culvert with metal headwall/wing wall	DD		1	Noncontributing	This culvert type represents a standard design with no distinctive features or elements; culverts of this type appear vary in age and level of integrity. None represent a character-defining feature in the overall design of the Vail Pass corridor.				
Culvert	Plastic pipe culvert with concrete headwall/wing wall	EE		1	Noncontributing	This culvert type represents a standard design with no distinctive features or elements; culverts of this type appear vary in age and level of integrity. None represent a character-defining feature in the overall design of the Vail Pass corridor.				
Culvert	Concrete culvert and headwall/wing wall	FF		1	Noncontributing	This culvert type represents a standard design with no distinctive features or elements; culverts of this type appear vary in age and level of integrity. None represent a character-defining feature in the overall design of the Vail Pass corridor.				
Culvert	Corrugated metal pipe culvert with stone masonry headwall/wing walls	GG		3	Noncontributing	These culverts are associated with the constrcution of US 6. They were constructed outside the period of significance and do not represent character-defining features in the overall design of the Vail Pass corridor.				
Culvert	Metal pipe culverts with "barnwood"-textured and stained concrete headwall/wing walls	HH	Y	1	Contributing	This culvert was constructed during the period of significance and exhibits distinctive design elements such as "barnwood"-textured and stained concrete headwalls and wingwalls. This culvert is located within view of the recreational path in the vicinity of the rest area, which is why it may have warranted a higher level aethetic treatment than culverts in hidden or high-speed areas of the corridor.				

I-70, Vail Pass Segment (5EA.1826.4 and 5ST.892.5) Summary of Features

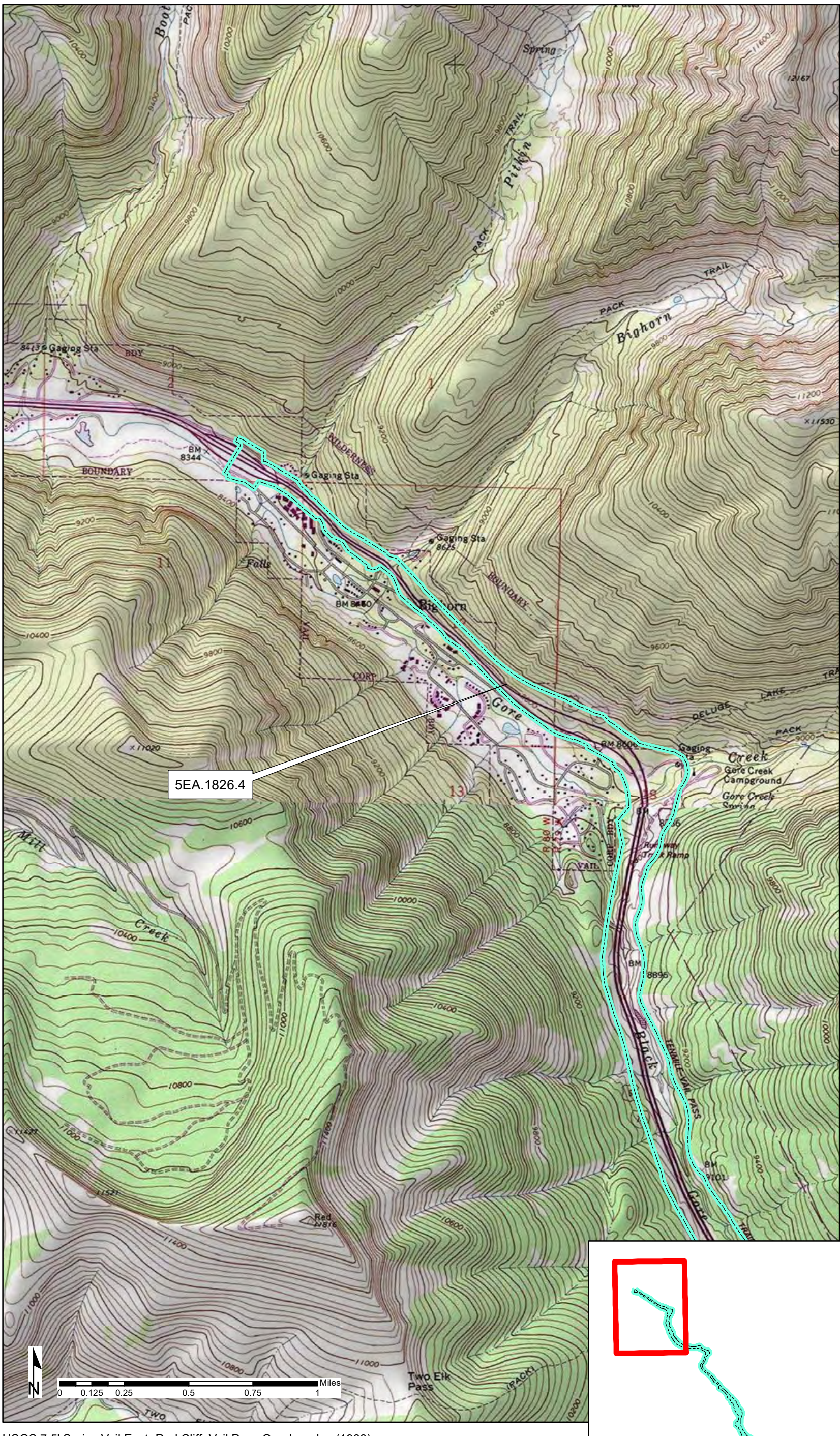
Feature Type	Subtype	Map Key	Appears Original	Quantity	Contributing/Non-Contributing	Comments	Representative Photos
Culvert	Concrete box culvert used as an underpass (Vehicular and Recreational)	UP	Y	2	Contributing	These concrete box culverts carry eastbound and/or westbound lanes of I-70 and cross underpasses for Columbine Drive in East Vail and the recreational path south of the rest area. Constructed during the period of significance, these culverts were designed with distinctive elements such as "barnwood" textured and stained concrete wingwalls. The northeast wingwalls of the structure crossing Columbine Dr. have been painted and a temporary wooden structure is present above the channel opening.	   
Berm	N/A	M	Y		Noncontributing	The berm photographed is marked with a mile marker. Each berm along the corridor was not identified.	
Retention Pond	N/A	R	N	33	Noncontributing	Sediment retention ponds are located along both eastbound and westbound lanes throughout the corridor; based on research and field survey these retention ponds do not appear to date to the period of significance.	   
Roadbed Segment	I-70 Roadbed	I-70	Y	1	Contributing	The I-70 roadbed materials appear to have been replaced in kind due to routine maintenance; the alignment and width of the roadbed remain unchanged from the period of significance.	   
Recreational Path	Recreational Path	Vail-Frisco Rec Path and Tenmile Vail Frisco Rec Path	Y	1	Contributing	The Vail-Frisco and Tenmile Recreational Paths were constructed with the highway segment during the period of significance; some portions of the recreational path include segments of old US 6 (5EA.2587.9).	   
Landscape Feature	Sculpted Rock Cut	Sculpted Rock Cut	Y	4	Contributing	Rock cuts were sculpted to resemble natural outcroppings; four large rock cuts were identified along the Vail Pass corridor and dated to the period of significance using historic aerial imagery. Smaller rock cuts that were not discernable from natural outcroppings during field survey may exist along the corridor within the resource boundary.	   
Landscape Feature	Placed Stumps	Not mapped	Y		Contributing	Boulders, stumps, and logs were placed along the corridor with native revegetation to resemble a natural landscape. Photos represent features that appear to be part of highway landscaping due to earth build up around boulders and placement of features in clusters. Research and field survey has not revealed the actual location of placed features.	
Landscape Feature	Placed Boulders	Not mapped	Y		Contributing	Boulders, stumps, and logs were placed along the corridor with native revegetation to resemble a natural landscape. Photos represent features that appear to be part of highway landscaping due to earth build up around boulders and placement of features in clusters. Research and field survey has not revealed the actual location of placed features.	 
Landscape Feature	Creek Channel Alterations	Not mapped	Y		Contributing	Several creek channels were relocated during highway construction and should be treated as contributing features. Each relocation area was not identified or photographed. Additional research is needed to confirm location and extent of each channel relocation. The relocated channel pictured is near MP 183; relocation was confirmed using historic aerial imagery.	

I-70, Vail Pass Segment (5EA.1826.4 and 5ST.892.5) Summary of Features

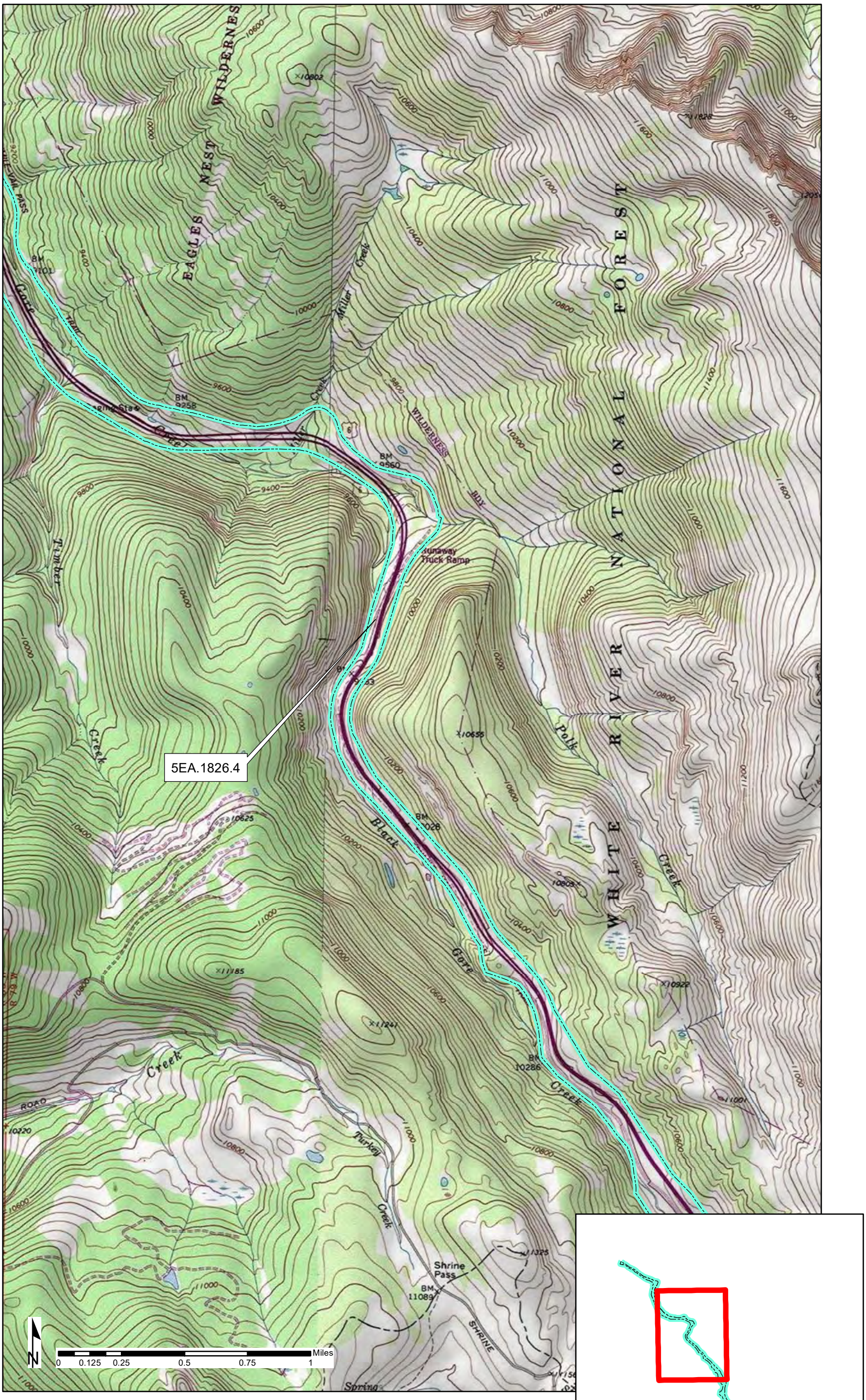
Feature Type	Subtype	Map Key	Appears Original	Quantity	Contributing/Non-Contributing	Comments	Representative Photos			
Jersey Barrier	N/A	Not mapped	N		Noncontributing	Jersey barriers are present throughout the corridor. All appear to have been placed outside the period of significance. All jersey barriers are not quantified or mapped.				
Pullout Lanes	N/A	Not mapped	Y	2	Contributing	Truck pullout lanes are located north of MP 190 on both eastbound and westbound lanes of I-70. The westbound pullout lane also serves as an access drive to CDOT maintenance sheds. Restroom structures along the lanes are not historic age.				
Runaway Truck Ramp	N/A	Runaway Truck Ramp	Y	2	Contributing	Runaway truck ramps are located south of MP 182 and north of MP 186 on the westbound lanes of I-70. These were constructed within the period of significance.				
Lighted Chain Station	N/A	Not mapped	N	1	Noncontributing	A lighted chain station is located on the eastbound lane north of MP 183. This appears to have been added outside the period of significance.				
Non-interstate Signage	N/A	Not mapped	N	2	Noncontributing	Signs are located within the resource boundary but are not associated with the construction of Vail Pass. These signs are not mapped.				
Structure	Restrooms	S	N	4	Noncontributing	Four restroom facilities are located along two truck pullout lanes on both eastbound and westbound lanes of I-70. These buildings were constructed outside the period of significance.				
Structure	CDOT Buildings	S	N	2	Noncontributing	CDOT maintenance sheds are located along the truck pullout lane on the westbound lane of I-70 north of MP 190. These buildings were constructed outside the period of significance.				
Embankment	N/A	Not mapped	Y		Contributing	Embankments are present throughout the corridor. This photo represents a larger example of the feature. This and other embankments are not quantified or mapped.				
Rest Area	N/A	Rest Area	Y	1	Contributing	The Vail Pass Rest Area is located south of MP 190 along the eastbound lane. These buildings were constructed within the period of significance and exhibit few alterations.				
Channel with Bridge	N/A	Channel with Bridge	N	1	Noncontributing	This concrete channel structure is located on the north end of Black Lake No 2. The structure appears to have been constructed outside the period of significance.				

I-70, Vail Pass Segment (5EA.1826.4 and 5ST.892.5) Summary of Features

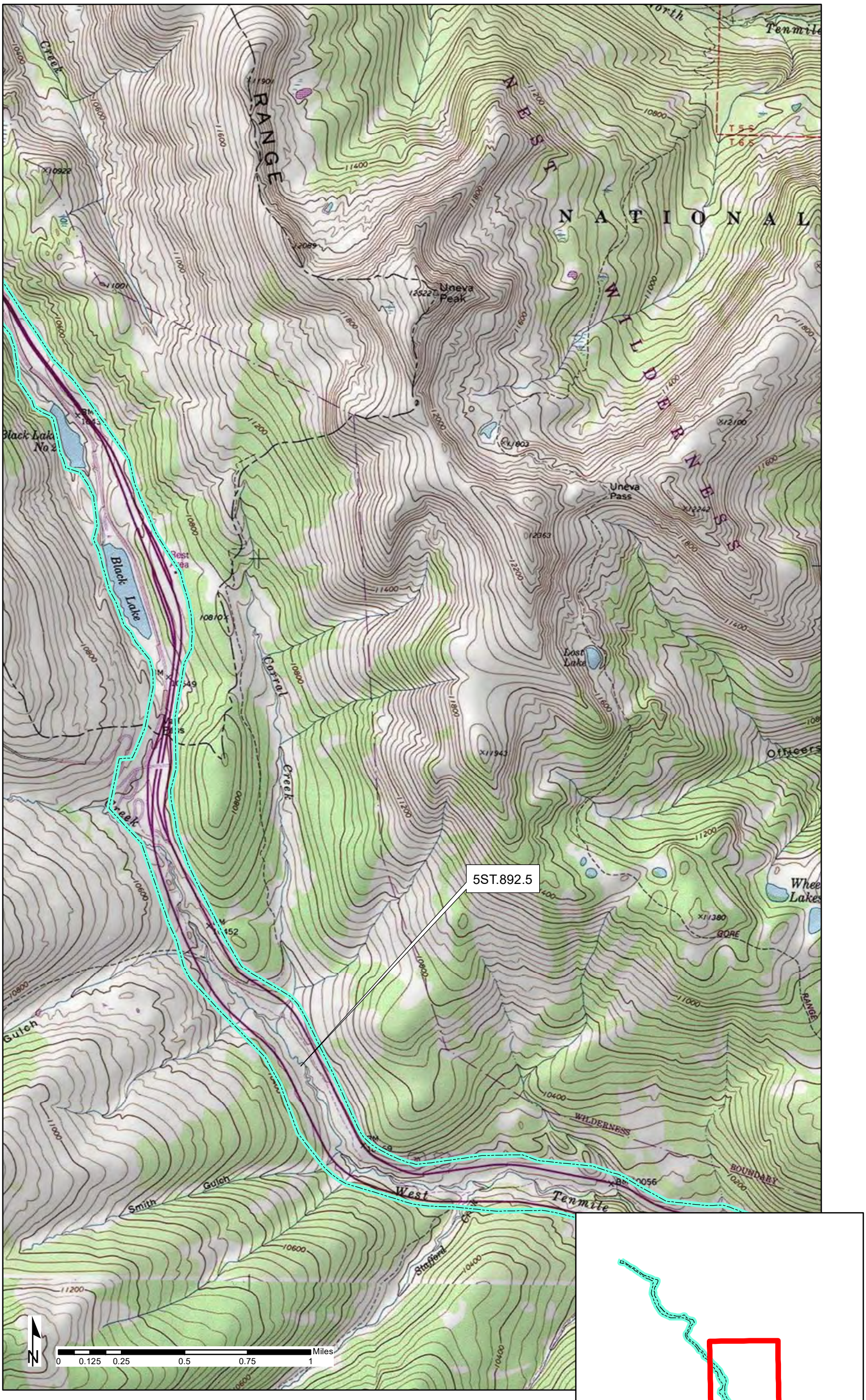
Feature Type	Subtype	Map Key	Appears Original	Quantity	Contributing/Non-Contributing	Comments	Representative Photos
Black Lake No. 1	N/A	Black Lake No. 1	Y	1	Contributing	The Black Lakes are located on the eastbound side of I-70 north of MP 190 near the top of Vail Pass. The lakes were present prior to the construction of the interstate segment but were incorporated into the larger environmental design of the corridor. A small fishing pier is located at the northeast end of the lake and appears to have been constructed after the period of significance.	  
Black Lake No. 2	N/A	Black Lake No. 2	Y	1	Contributing	The Black Lakes are located on the eastbound side of I-70 north of MP 190 near the top of Vail Pass. The lakes were present prior to the construction of the interstate segment but were incorporated into the larger environmental design of the corridor.	  



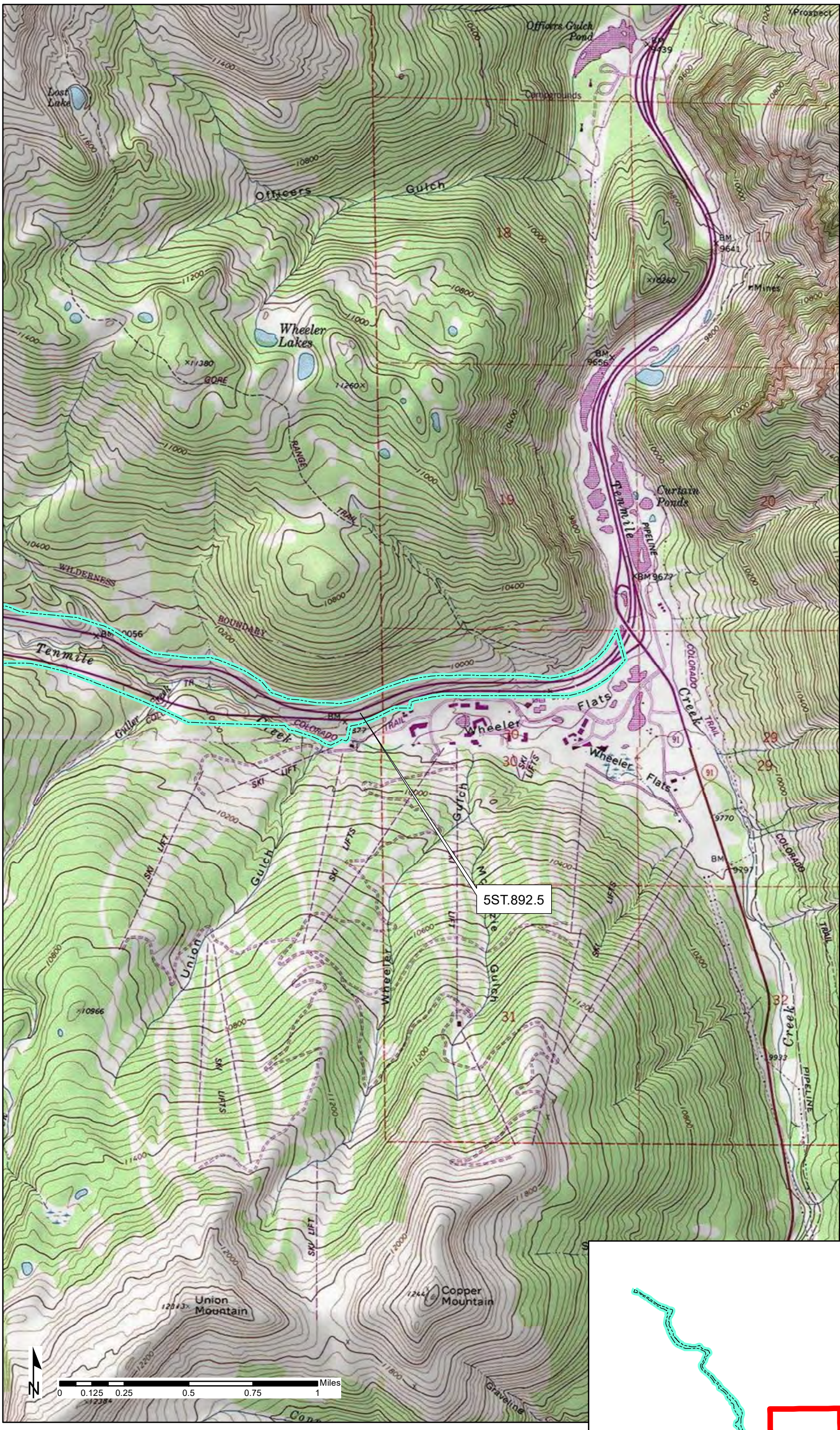
USGS 7.5' Series Vail East, Red Cliff, Vail Pass Quadrangles (1988)



USGS 7.5' Series Vail East, Red Cliff, Vail Pass Quadrangles (1988)



USGS 7.5' Series Vail East, Red Cliff, Vail Pass Quadrangles (1988)



USGS 7.5' Series Vail East, Red Cliff, Vail Pass Quadrangles (1988)

Management Data Form

A *Management Data Form* should be completed for each cultural resource recorded during an archaeological survey. Isolated finds and revisits are the exception and they do not require a *Management Data Form*. Please attach the appropriate component forms and use continuation pages if necessary. Fields can be expanded or compressed as necessary.

1. **Resource Number**: 5EA.2587.9

2. **Temporary Resource Number**: N/A

3. **Attachments (check as many as apply)**
☐ Prehistoric Archaeological Component
☐ Historic Archaeological Component
☒ Linear Component
☒ Sketch/Instrument Map (required)
☒ U.S.G.S. Map Photocopy (required)
☒ Photograph(s) (required)
☐ Other, specify:

4. **Official determination (OAHP use only)**
☐ Determined Eligible NR\SR _____
☐ Determined Not Eligible NR\SR _____
☐ Nominated _____
☐ Need Data NR\SR _____
☐ Contributing to NR Dist.\SR Dist. _____
☐ Not Contributing to NR Dist.\SR Dist. _____
☐ Supports overall linear eligibility NR\SR _____
☐ Does not support overall linear eligibility NR\SR _____

I. IDENTIFICATION

5. **Resource Name**: Former U.S. Highway (US) 6, Vail Pass Segment

6. **Project Name/Number**: I-70 West Vail Pass Auxiliary Lanes

7. **Government Involvement**: ☐ Local ☒ State ☒ Federal
Agency: Colorado Department of Transportation and Federal Highway Administration

8. **Site Categories** **(check as many as apply)**:
Prehistoric: ☐ archaeological site ☐ paleontological site ☐ In existing National Register District
National Register District name:
Historic: ☐ archaeology site ☐ building(s) ☒ structure(s) ☐ object(s) ☐ In existing National Register District
National Register District name:

9. **Owner(s) Name and Address**: Colorado Department of Transportation, 4201 E. Arkansas Ave., Denver, CO 80222

10. **Boundary Description and Justification**: The boundary includes the portion of the alignment of former US 6 that is generally extant through Vail Pass. The resource extends from the Vail Pass summit near Interstate Highway (I-) 70 milepost (MP) 190 to just west of MP 180 in Vail and includes all extant associated features. The width of the resource varies throughout the segment but is generally defined as extending 10 feet from the edge of existing pavement to include extant embankments or culverts. The resource overlaps in several locations with the Vail Pass segment of I-70 (5EA.1826.4 and 5ST.892.5). See the attached maps for more information.

11. **Site/Property Dimensions** Length: 24,140m Width: 17.07m Area: 323,474.79m^2 Acres (m^2/4047): 79.93

Area was calculated as: ☐ Length x Width (rectangle/square) ☒ Length x Width x 0.785 (Ellipse) ☐ GIS

II. LOCATION

12. **Legal Location**

PM	6th	Township	5S	Range	80W	Section	2	SE	¼	SE	¼
PM	6th	Township	5S	Range	80W	Section	2	SW	¼	SE	¼
PM	6th	Township	5S	Range	80W	Section	11	NE	¼	NE	¼

Management Data Form

Resource Number: 5EA.2587.9 **Temporary Resource Number**: N/A

PM	6th	Township	5S	Range	80W	Section	12	NE	¼	NW	¼
PM	6th	Township	5S	Range	80W	Section	12	NW	¼	NW	¼
PM	6th	Township	5S	Range	79W	Section	18	__	¼	__	¼
PM	6th	Township	5S	Range	79W	Section	18	__	¼	__	¼
PM	6th	Township	5S	Range	80W	Section	12	SE	¼	SE	¼
PM	6th	Township	5S	Range	79W	Section	18	__	¼	__	¼
PM	6th	Township	5S	Range	80W	Section	12	NW	¼	NE	¼
PM	6th	Township	5S	Range	80W	Section	12	SE	¼	NW	¼
PM	6th	Township	5S	Range	80W	Section	12	SW	¼	NW	¼
PM	6th	Township	5S	Range	80W	Section	12	SW	¼	SE	¼
PM	6th	Township	5S	Range	79W	Section	18	__	¼	__	¼
PM	6th	Township	5S	Range	79W	Section	18	__	¼	__	¼
PM	6th	Township	5S	Range	79W	Section	18	__	¼	__	¼
PM	6th	Township	5S	Range	79W	Section	7	__	¼	__	¼
PM	6th	Township	5S	Range	79W	Section	5	__	¼	__	¼
PM	6th	Township	5S	Range	79W	Section	16	__	¼	__	¼
PM	6th	Township	5S	Range	79W	Section	20	__	¼	__	¼
PM	6th	Township	5S	Range	79W	Section	18	__	¼	__	¼
PM	6th	Township	5S	Range	79W	Section	19	__	¼	__	¼
PM	6th	Township	5S	Range	79W	Section	33	__	¼	__	¼
PM	6th	Township	5S	Range	79W	Section	21	__	¼	__	¼
PM	6th	Township	5S	Range	79W	Section	9	__	¼	__	¼
PM	6th	Township	5S	Range	79W	Section	28	__	¼	__	¼
PM	6th	Township	5S	Range	79W	Section	4	__	¼	__	¼

If section is irregular, explain alignment method:

13. **USGS Quad**: Vail East, Red Cliff, Vail Pass 14. **County**: Eagle County

15. **UTM Coordinates**: Datum used ☐ NAD 27 ☒ NAD 83 ☐ WGS 84 Other:

A. Zone	13S;	387785	mE	4389056	mN
B. Zone	13S;	390065	mE	4387283	mN
C. Zone	13S;	390573	mE	4387086	mN
D. Zone	13S;	390427	mE	4386680	mN
E. Zone	13S;	391240	mE	4383917	mN
F. Zone	13S;	393300	mE	4383072	mN
G. Zone	13S;	393980	mE	4379965	mN
H. Zone	13S;	395091	mE	4378136	mN
I. Zone	13S;	395447	mE	4376285	mN

16. **UTM Source**: ☐ Corrected GPS/rectified survey (<5m error) ☐ Uncorrected GPS ☐ Map template

Other (explain): Generated from ArcMap.

17. **Site elevation** (feet): 10,662 feet

18. **Address**: Along I-70 between the Bighorn Road intersection near MP 180 in East Vail and the Shrine Pass road near MP 190.

19. **Location/Access**: The US 6 Vail Pass segment extends from the Vail Pass summit to just west of I-70 MP 180 in Vail. From the northwest the segment can be accessed from the I-70 and Bighorn Road intersection near MP 180 and from the south, the segment can be accessed from the Vail Pass rest area located adjacent to the eastbound lane near MP 190. Features associated with the Vail Pass segment are accessible from the highway right-of-way.

III. NATURAL ENVIRONMENT/SITE CONDITION

20. **General Description** (should include both on site as well as geographical setting with aspect, landforms, vegetation, soils, depositional environment, water, ground visibility):

The US 6 Vail Pass segment is located in Eagle County along the southern Gore Range near the Eagles Nest Wilderness Area and within the White River National Forest. The highway segment passes through the Gore Creek watershed. Portions of the former highway alignment parallel I-70 on both east and west sides and other portions have been superseded or incorporated into the Vail-Frisco Recreational Path, I-70, Bighorn Road, or runaway truck ramps. The setting includes natural rock outcroppings, boulders, and hills of varying elevations. Vegetation within the area includes coniferous forest, grass meadows, riparian forests, and shrubs. A number of wildlife species are present within the area, including elk, black bear, American marten, porcupine, yellow-bellied marmot, snowshoe hare, and pine squirrel.

21. **Soil depth (cm) and description**: N/A

22. **Condition**

a. Architectural/Structural
- ☐ Excellent
- ☐ Good
- ☒ Fair
- ☐ Deteriorated
- ☐ Ruin

b. Archaeological/Paleontological
- ☐ Undisturbed
- ☐ Light disturbance
- ☐ Moderate disturbance
- ☐ Heavy disturbance
- ☐ Total disturbance

23. **Describe condition**: The alignment of former US 6 through Vail Pass has been significantly modified and no longer retains a continuous segment of roadbed. Most portions of the alignment have been either repurposed, obliterated, or superseded and no longer contain original materials. The portions that have been repurposed appear to be well maintained for their current uses (recreational path, local access road, truck ramp).

24. **Vandalism**: ☐ Yes ☒ No
Describe:

IV. NATIONAL/STATE REGISTER ELIGIBILITY ASSESSMENT

25. **Context or Theme**: Colorado State Roads and Highways, National Register Multiple Property Submission

26. **Applicable National Register Criteria**:
- ☒ A. Associated with events that have made a significant contribution to the broad pattern of our history
- ☐ B. Associated with the lives of persons significant in our past
- ☐ C. Embodies 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

☐ D. Has yielded, or may be likely to yield, information important in history or prehistory
☐ Does not meet any of the National Register criteria
☐ Qualifies under exceptions A through G. List exception(s):

27. **Applicable State Register Criteria**:
☒ A. Property is associated with events that have made a significant contribution to history
☐ B. Property is connected with persons significant in history
☐ C. Property has distinctive characteristics of a type, period, method of construction or artisan
☐ D. Property is of geographic importance
☐ E. Property contains the possibility of important discoveries related to prehistory or history
☐ Does not meet any of the State Register criteria

28. **Area(s) of significance**: Transportation and Politics/Government

29. **Period(s) of significance**: 1940-1973. From the completion of the Vail Pass segment of US 6 to the beginning of construction of I-70 through Vail Pass, which resulted in major alterations to US 6. I-70 replaced US 6 as the primary route through Vail Pass.

30. **Level of significance**: ☐ National ☒ State ☒ Local

31. **Statement of significance**: As part of the Colorado Historic Highways Inventory, Mead & Hunt, Inc. and Dill Historians determined that US 6 in Colorado possesses significance under *Criterion A* in the areas of Transportation and Politics/Government, but did not possess significance under *Criteria B*, *C*, or *D*. The significance statement for this resource has been slightly adapted from the linear site form prepared for US 6, to add the association with the Public Works Association (PWA).

Criterion A
Under *Criterion A*, the segment of the highway in northeastern Colorado possesses significance under Transportation as an early farm-to-market road that provided primary access for farmers, particularly in Phillips, Logan, Washington, and Morgan Counties, during the 1910s and 1920s at the local level. The road served as a vital connection between Colorado and Nebraska, providing access for rural farmers to transport goods and produce the larger markets. The eastern segment of US 6 in Colorado is associated with the Good Roads Movement and its development and promotion as the OLD/DLD Highway, an important early transcontinental highway also in the area of Transportation at the state level. The western portion of US 6, from Clear Creek Canyon to Grand Junction and east of Denver near Wiggins, possesses significance under *Criterion A* in the area of Politics/Government at the state level. These segments have a direct association with work completed by the WPA and PWA from 1937 to 1941. The WPA and PWA were important Depression-era federal work-relief programs and important themes in state history.

Criterion B
Research did not reveal this highway to be directly associated with the events or work of a person important in history, nor does research indicate the highway represents the efforts of a specific individual to secure construction of this highway for the economic development of a community or area of the state. Therefore, this highway does not possess significance under *Criterion B*.

Criterion C
The literature review did not yield evidence of the use of innovative engineering in the design of US 6 or any construction features particular to this highway that would serve to distinguish it from other roads. While sections of the highway in northeast Colorado are considered to be examples of early farm-to-market road and the route is associated with a transcontinental highway, these associations do not suggest that it is an important road type in terms of engineering. Rather, it appears to fall within State Highway standard design. As such, it does not possess significance under *Criterion C*.

Criterion D
For a property to possess significance for information potential, the information yielded by the property must answer specific important research questions that cannot be otherwise answered. The technology of highway construction is well understood and documented. As such, this highway is unlikely to yield important information that cannot be discerned from archived plans and other records. Therefore, this highway does not possess significance under *Criterion D*.

32. **Statement of historic integrity related to significance**:

The segment of US 6 through Vail Pass has been highly modified and retains a low degree of integrity. Portions of the roadbed have been repurposed, realigned, obliterated, or superseded, which compromises integrity of materials, design, and workmanship. Furthermore, the close proximity of I-70 and other additions to the corridor, such as bus stops, bike lanes, and gates, detract from the setting and feeling of a historic U.S. Highway. Due to these impacts to integrity, the segment of US 6 through Vail Pass is recommended as non-supporting of the overall linear resource. See the Linear Component Form for the US 6, Vail Pass Segment, for additional integrity information.

33. **National Register Eligibility Field Assessment**: ☒ Eligible ☐ Not eligible ☐ Need data
Linear Segment Evaluation (if applicable): ☐ Supporting ☒ Non Supporting
34. **Status in an Existing National Register Distric**t: ☐ Contributing ☐ Non-contributing
35. **State Register Eligibility Field Assessmen**t: ☐ Eligible ☒ Not eligible ☐ Need data
36. **Status in an Existing State Register District**: ☐ Contributing ☐Non-contributing
37. **National/State Register District Potential**: ☐ Yes ☒ No Describe: The majority of the Vail Pass segment of US 6 is no longer intact; therefore, it does not contain enough potentially contributing resources to comprise a historic district.

38. **Cultural Landscape Potential**: ☐ Yes ☒ No Describe: The US 6 segment through Vail Pass does not contain a cohesive assemblage of intact historic cultural features necessary to comprise a cultural landscape.

39. **If Yes to either 37 or 38, is this site**: ☐ Contributing ☐ Non-contributing Explain: N/A

V. MANAGEMENT AND ADMINISTRATIVE DATA

40.**Threats to Resource**: ☐ Water erosion ☐ Wind erosion ☐ Grazing ☐ Neglect ☐ Vandalism ☐Recreation ☒ Construction ☐ Other (explain):

41. **Existing protection** ☐ None ☐ Marked ☐ Fenced ☒ Patrolled ☐ Access controlled
Other (specify):

Comments: The segment is maintained by the Colorado Department of Transportation and patrolled by local law enforcement.

42. **Local landmark designation**: N/A 43. **Easement**: N/A
44. **Recorder's Management Recommendations**: No further work.

VI. DOCUMENTATION

45. **Previous actions accomplished at the site**: ☐ Tested ☐ Partial excavation ☐ Complete excavation

Date(s):

a. Excavations:

b. Stabilization: Date(s):

c. HABS/HAER documentation [date(s) and numbers]:

d. Other:

Management Data Form

Resource Number: 5EA.2587.9 **Temporary Resource Number**: N/A

46. **Known collections/reports/interviews and other references (list)**:

Associated Cultural Resource Experts. *Highways to the Sky: A Context and History of Colorado's Highway System*. Prepared for the Colorado Department of Transportation, April 24, 2002.

National Register of Historic Places, Multiple Property Documentation Form. "Colorado State Roads and Highways." Statewide, Colorado.

Wiley, Marion C. *The High Road*. prepared for the Colorado Division of Highways, 1976.

47. **Primary location of additional data**: Colorado Office of Archaeology and Historic Preservation, Colorado Department of Transportation

48. **State or Federal Permit number**: N/A

49.**Collection**: Artifact collection authorized: ☐ Yes ☒ No Were artifacts collected: ☐ Yes ☒ No

Artifact repository:

Collection method: ☐ Diagnostics ☐ Grab Sample ☐ Random Sample

Other (specify):

50. **Photograph Numbers**: 0535, 0525, 0523, 0495, 0462, 0435

Files or negatives stored at: Mead & Hunt, Inc. \\corp.meadhunt.com\sharedfolders\entp\2761800\170241.01\TECH\photos\Features_US6

51. **Report title**: Historic Resources Inventory Report: I-70 West Vail Pass Auxiliary Lanes Environmental Assessment, Mead & Hunt, Inc., 2018.

52. **Recorder(s)**: Alex Borger, Timothy Smith, and Dianna Litvak Date: August 31, 2018

53. **Recorder affiliation**: Mead & Hunt, Inc.

Phone number/Email: 303-729-3777, Dianna.litvak@meadhunt.com

NOTE: Please attach a site map, a photocopy of the USGS 1:24000 map indicating resource location, and photographs.

History Colorado - Office of Archaeology & Historic Preservation
1200 Broadway, Denver, CO 80203
303-866-3395

Linear Component Form

This form should be completed for each linear resource or linear segment. Use this form in conjunction with the *Management Data Form.* Call OAHP staff (303-866-5216) prior to assigning a resource number.

I. Resource Identification

1. **Resource Number**: 5EA.2587.9 2. **Temporary Resource Number**: N/A

3. **Site Name**: Former U.S. Highway (US) 6, Vail Pass Segment

4. **Record of**: ☐ Entire resource ☒ Segment

II. Resource Description

5. **Resource Type**: ☒ Road ☐ Railroad ☐ Trail ☐ Ditch/Canal

Other (specify):

6. **Component Description**: Within the project area, the alignment of former US 6 carries a variety of roadbed features including portions of Interstate Highway (I-) 70, a local access road, recreational paths, and a runaway truck ramp. Some portions of original alignment have been completely obliterated and no longer serve to carry traffic of any type. The Vail Pass segment of former US 6 extends approximately 11 miles next to I-70 between milepost (MP) 180 and 190. For the purposes of evaluating the resource, the Vail Pass segment of former US 6 is addressed in six sections. See the attached table showing representative photographs of roadway sections and associated features.

Section 1: This section of the former US 6 alignment generally runs in a northwest-southeast direction. The section is approximately 1.83 miles long and extends through a suburban area between I-70 (northwest terminus), near MP 180, and Main Gore Drive North (southeast terminus) in East Vail, Eagle County, Colorado. The width of the asphalt roadway throughout the segment is approximately 36 feet between edges of pavement. The section serves as an access road for local streets in East Vail and also provides a connection between I-70 and a trailhead located to the east of East Vail. The majority of the recorded segment consists of a two-lane roadway with paved shoulders. Other selected features found along the corridor include paved bus stop pullouts; bus stop shelters and benches; curb and gutter; roadside drainage ditches; and several concrete culverts that cross drainage from I-70. Local roads and driveways intersect the roadway throughout.

Section 2: This section of the former US 6 alignment is approximately 0.45 miles long and extends southeast from Main Gore Drive North in East Vail, Eagle County, Colorado (northwest terminus) and curves sharply to the northeast to pass under bridges F-11-AU and F-11AV which carry eastbound and westbound lanes of I-70. The section then continues through a wooded area and curves back to the southeast to intersect with the entrance to the Gore Creek Campground (721) (south terminus). The recorded segment serves as an access road from East Vail to a Vail-Frisco Recreational Path trailhead. The majority of the section consists of paved a two-lane asphalt roadway with very narrow to no shoulders and is approximately 20 feet in width. Features along the corridor include metal and wood guard rails, concrete jersey barriers, a skewed multi-channel concrete box culvert, and a roadside parking area for the recreational trailhead.

Section 3: This section of the former US 6 alignment is approximately 0.30 miles and generally runs in a northeast-southwest direction. The segment begins at the Gore Creek Campground entrance (721) (northeast terminus) and extends through a wooded area to a point just east of the runaway truck ramp at MP 182 (southwest terminus). The majority of the recorded segment serves as a portion of the Vail-Frisco Recreational Path. Most of the asphalt roadway consists of two lanes for pedestrian and bicycle traffic. The northeastern portion of the segment serves as the endpoint for vehicular traffic and the trailhead for the Vail-Frisco Recreational Path; east and west sides of the roadway feature roadside parking areas and metal gate extends across the roadway. This segment is a realigned portion of the roadway connecting to original alignments of US 6 for the Vail-Frisco Recreational Path.

Section 4: This section of the former US 6 alignment runs in a northwest-southeast direction generally parallel to the westbound lane of I-70. The segment is approximately 3.45 miles long and extends from an area just east of the runaway truck ramp at I-70 milepost 182 to a rounded paved at the end of a runaway truck ramp area between MP 185 and MP 186 at the end of a runaway truck ramp. The asphalt roadway varies in width from 18 to 21 feet with very narrow or no shoulders and features corrugated metal pipe culverts with stone masonry headwalls/wing walls. The road currently serves as part of the Vail-Frisco Recreational Path for pedestrian and bicycle traffic.

Resource Number: 5EA.2587.9 **Temporary Resource Number**: N/A

Section 5: This section of the former US 6 alignment generally runs in a northwest-southeast direction and is approximately 3.70 miles long beginning at a rounded paved area between MPs 185 and 186 and extending to the south end of Black Lake No. 2 at a point where the roadbed widens from approximately 10 to 20 feet. The alignment carries a runway truck ramp, a section of I-70, and a portion of the Vail-Frisco Recreational Path. Roadbed material and width varies throughout. Two corrugated metal pipe culverts with stone masonry headwalls/wingwalls and one plastic pipe culvert with metal headwalls/wingwalls were noted under the former highway alignment (now recreational path) east of Black Lake No. 2.

Section 6: This section of the former US 6 alignment is approximately 1.23 miles in length and generally runs in an east-west direction extending from a point east of Black Lake No. 2, along Black Lake No. 1 to the Shrine Pass interchange east of MP 190. The asphalt roadway sits on an embankment along Black Lake No. 1 and is approximately 22 feet wide with very narrow shoulders. The segment is incorporated into the Vail-Frisco Recreational Path but is open to vehicular traffic from Shrine Pass to a point between the two Black Lakes where a metal gate extends across the roadway. Parking areas are present adjacent to the roadway at the southern ends of each lake.

7. **Original use**: U.S. Highway

8. **Current use**:
Section 1: Local access road.
Section 2: Local access road.
Section 3: Recreational path trailhead; runaway truck ramp.
Section 4: Recreational path.
Section 5: Runaway truck ramp; Interstate Highway (I-70); Recreational path.
Section 6: Access road to lakes and recreational path.

9. **Modifications (describe and include dates)**:

Section 1: The roadway has been widened and repaved over time and carries Bighorn Road in East Vail. In addition, bus stop structures and benches with pullouts were constructed the roadway segment on Bighorn Road in the 1980s or 1990s. A recently constructed multi-channel concrete box culvert and a multi-channel metal pipe culvert with concrete headwalls and wingwalls were noted along the corridor during field survey.

Section 2: A portion of the roadway was realigned during construction of I-70 through Vail Pass between 1973 and 1978. The original alignment was just west of the current location of bridges F-11-AV and F-11-AU. The roadway has been repaved; guardrails and jersey barriers have been added along the corridor.

Section 3: Sections of the roadway were obliterated or repurposed as trailhead parking areas, recreational path, and a runaway truck ramp during the construction of I-70 through Vail Pass between 1973 and 1978.

Section 4: The roadway appears to have been repaved and repainted as part of routine maintenance. The section was repurposed and incorporated in the Vail-Frisco Recreational Path during the construction of I-70 through Vail Pass between 1973 and 1978; however, it retains its original width and alignment.

Section 5: Sections of the roadway were obliterated or repurposed during the construction of I-70 through Vail Pass between 1973 and 1978. Portions of the alignment now carry a runway truck ramp, sections of I-70, and a 10-foot-wide portion of the Vail-Frisco Recreational Path.

Section 6: The roadway has been repaved; however, it maintains its original alignment and width. A metal gate extends across the roadway, creating a visual barrier.

10. **Extent of Entire Resource**: The linear segment addressed in this form is part of the overall US 6, which stretched from near the Atlantic coast in Massachusetts to the Pacific coast in California. In Colorado US 6 begins at the Nebraska border and enters the state at the town of Holyoke, travelling west through the eastern plains towns of Haxtun, Sterling, Merino, and Wiggins. It continues through Commerce City, Denver, and Golden and then west through Clear Creek Canyon and over Loveland Pass to the mountain towns of Dillon, Silverthorne, Avon, and Edwards. The route continues through Eagle, Gypsum, New Castle, Rifle, Parachute, and Grand Junction until it reaches Mack, just east of the Utah border.

11. **Associated Artifacts**: N/A

12. **Associated Features or Resources**: Associated features and resources include sections of roadbed, culverts, embankments, and drainage ditches. For the purposes of evaluation, the segment was divided into six sections. See the attached table showing representative photographs of roadway sections and associated features.

III. Research Information

13. **Architect/Engineer**: Colorado Department of Highways

Source(s) of Information: Associated Cultural Resource Experts. *Highways to the Sky: A Context and History of Colorado's Highway System.* Prepared for the Colorado Department of Transportation, April 24, 2002, 70.

14. **Builder**: Ed H. Honnen (Eastern terminus of segment to Gore Creek)
Larson Construction Company (Gore Creek to western terminus of segment)

Source(s) of Information: Wiley, Marion C. *The High Road*. Prepared for the Colorado Division of Highways, 1976, 27.

15. **Date of Construction / Date Range**: 1939-1940

Source(s) of Information: Associated Cultural Resource Experts. *Highways to the Sky: A Context and History of Colorado's Highway System.* Prepared for the Colorado Department of Transportation, April 24, 2002, 70.

16. **Historical / Archival Data**: The historical data for this form was adapted from the overall US 6 linear site form developed by Mead & Hunt, Inc., and Dill Historians. In addition, a historical summary of this highway is included in *Highways to the Sky*. This information was used to complete the statement of significance. No changes are recommended for the historical summary in *Highways to the Sky*. Below is a reiteration of key points in the history of US 6 found in *Highways to the Sky*, with a brief augmentation addressing the probable origins of the road:

US 6 in Colorado begins at the Nebraska border and enters the state at the town of Holyoke, travelling west through the eastern plains towns of Haxtun, Sterling, Merino, and Wiggins. It continues through Commerce City and Denver and Golden and then west through Clear Creek Canyon and over Loveland Pass to the mountain towns of Dillon, Silverthorne, Avon, and Edwards. The route continues through Eagle, Gypsum, New Castle, Rifle, Parachute, and Grand Junction until it reaches Mack, just east of the Utah border. The segment of the highway in northeastern Colorado (Phillips, Logan, Washington, and Morgan Counties) served as an early local farm-to-market road by providing the primary connection between Colorado and neighboring Nebraska and rail connections to the larger markets to transport goods.

The federal designation of a United States Highway System began in 1926 with standardizing numbers of State Highways across the country. US 6, starting in Provincetown, Massachusetts, was one of the first to be designated. In Colorado, US 6 incorporated the segment of US 38 that extended from Holyoke, near the Nebraska border, and ended in Greeley. By 1932 US 6 was used on the state maps and in 1937 the entire route across the country was designated as a transcontinental highway with different names including the Omaha-Lincoln-Denver (OLD) Highway in eastern Colorado, the Roosevelt Highway during the 1930s and 1940s, and in 1952 it was officially dedicated as the Grand Army of the Republic. The OLD Highway was first started by civic clubs in 1910 and became the Detroit-Lincoln-Denver (DLD) Highway by 1920. The OLD/DLD Highway was formed as a result of the Good Roads Movement to improve local roads. The OLD/DLD Highway became a State Highway (SH) 9 and was improved by the Colorado Highway Department (CHD). Improvements in 1926 included grading, resurfacing, and straightening (Associated Cultural Resource Experts, 2002: 11-37). In Colorado, by 1938 work under the Works Progress Administration (WPA) to extend US 6 southwest of Wiggins through Hudson into Denver had commenced. (Today, much of US 6 is cosigned with segments of I-25 and US 85 and I-76 near Commerce City in Denver.) From Denver the route was extended westward to Utah through Mt. Vernon Canyon, over Loveland Pass toward Leadville, running concurrent with US 24 to Grand Junction and US 50 west to Spanish Fork, Utah.

Resource Number: 5EA.2587.9 **Temporary Resource Number**: N/A

In 1940 US 6 was rerouted using SH 78 over the unnamed pass near Black Lake in Eagle and Summit Counties, instead of US 24 through Climax, Leadville, and Minturn. This mountain pass segment was constructed in several sections in 1939 and 1940, each funded by the Public Works Administration (PWA). The 4.7-mile portion of US 6 from Wheeler Junction to the top of the new pass was constructed by contractor H.I. Gardner; contractor Ed H. Honnen led construction of a 9.5-mile segment from the top of the pass (project eastern terminus) to Gore Creek, and Larson Construction Company completed the 9.8 miles from Gore Creek to Dowd (west of the project area terminus). The new route reduced the travel distance between Denver and Eagle by 33 miles. With the support of several counites in the region, the segment was named "Vail Pass" for the State Highway Engineer Charles Vail (Wiley, Marion C, *The High Road,* prepared for the Colorado Division of Highways, 1976, 27; "Gravel Contract Awarded for Gore Creek Road." *Eagle Valley Enterprise*, September 20, 1940, Colorado Historic Newspapers Collection).

WPA funds were used to build the segment of the highway from Minturn west to Rifle and Grand Junction, combining portions of US 24 and a toll road from Rifle to Grand Junction for the building of the road and tunnels through the mountainous terrain using abandoned railroad grades. World War II briefly halted work and the final paving of the segment of the highway over Loveland Pass was not completed until 1946.

Progress to complete US 6 through the Grand Valley in Palisade and Grand Junction was also slowed as portions of a railroad grade were incorporated into the roadbed. A new segment of US 6 through Clear Creek Canyon began in 1937, but decades of political fighting and the duration of World War II delayed the finishing of construction until 1952.

US 6 has been rerouted in metropolitan Denver. Originally the route of the highway in the metropolitan area used Colfax-Colorado-Vasquez (currently US40-SH2-US 85) to head east and northeast out of the city. In 1947 US 6 was rerouted using Colfax-Larimer-Broadway-Brighton-46th-Vasquez, and again in 1954 in Golden and Denver using Sixth Avenue east to Federal Boulevard, then northeast using Eighth Avenue, Broadway, and Brighton Boulevards to Vasquez Boulevard (Salek). The construction of I-70 has obliterated areas of US 6 in areas west of Vail, but the earlier alignment can be seen in towns such as Rifle, Parachute, and New Castle.

(Unless otherwise indicated, sources used in the preparation of this section included State Highway maps; the *Highways of Colorado* by Matthew Salek; *Highways to the Sky: A Context and History of Colorado's Highway System;* Colorado State Roads and Highways, National Register of Historic Places Multiple Property Submission; plans in the Online Transportation Information System (OTIS); and site forms for previously surveyed resources in Compass when available.)

17. **Cultural Affiliation and Justification**: Euro-American

IV. Management Recommendations

18. **Eligibility of Entire Resource**

☒ Eligible ☐ Not Eligible ☐ Need Data Is this an official determination? ☒ Yes ☐ No

See Management Data Form.

19. **Evaluation of integrity of the segment of the entire linear resource being recorded** (Complete only if "Segment" under item 4 is checked and the entire resource is marked as Eligible under item 18)

☐ Supporting ☒ Non-supporting ☐ Not applicable

Remarks / Justification: As part of the Colorado Historic Highways Inventory, Mead & Hunt, Inc. and Dill Historians determined that US 6 in Colorado possesses significance under *Criterion A* in the areas of Transportation and Politics/Government, but did not possess significance under *Criteria B*, *C*, or *D*. The significance statement for this resource has been slightly adapted from the linear site form prepared for this project, to add the association with the Public Works Association (PWA).

Criterion A

Under *Criterion A*, the segment of the highway in northeastern Colorado possesses significance under Transportation as an early farm-to-market road that provided primary access for farmers, particularly in Phillips, Logan, Washington, and Morgan Counties, during the 1910s and 1920s at the local level. The road served as a vital connection between Colorado and Nebraska, providing access for rural farmers to transport goods and produce the larger markets. The eastern segment of US 6 in Colorado is associated with the Good Roads Movement and its development and promotion as the OLD/DLD Highway, an important early transcontinental highway also in the area of

Transportation at the state level. The western portion of US 6, from Clear Creek Canyon to Grand Junction and east of Denver near Wiggins, possesses significance under *Criterion A* in the area of Politics/Government at the state level. These segments have a direct association with work completed by the WPA and PWA from 1937 to 1941. The WPA and PWA were important Depression-era federal work-relief programs and important themes in state history.

Criterion B
Research did not reveal this highway to be directly associated with the events or work of a person important in history, nor does research indicate the highway represents the efforts of a specific individual to secure construction of this highway for the economic development of a community or area of the state. Therefore, this highway does not possess significance under *Criterion B*.

Criterion C
The literature review did not yield evidence of the use of innovative engineering in the design of US 6 or any construction features particular to this highway that would serve to distinguish it from other roads. While sections of the highway in northeast Colorado are considered to be examples of early farm-to-market road and the route is associated with a transcontinental highway, these associations do not suggest that it is an important road type in terms of engineering. Rather, it appears to fall within State Highway standard design. As such, it does not possess significance under *Criterion C*.

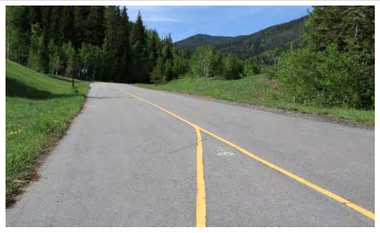
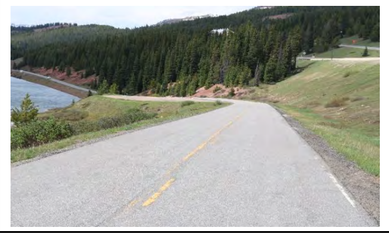
Criterion D
For a property to possess significance for information potential, the information yielded by the property must answer specific important research questions that cannot be otherwise answered. The technology of highway construction is well understood and documented. As such, this highway is unlikely to yield important information that cannot be discerned from archived plans and other records. Therefore, this highway does not possess significance under *Criterion D*.

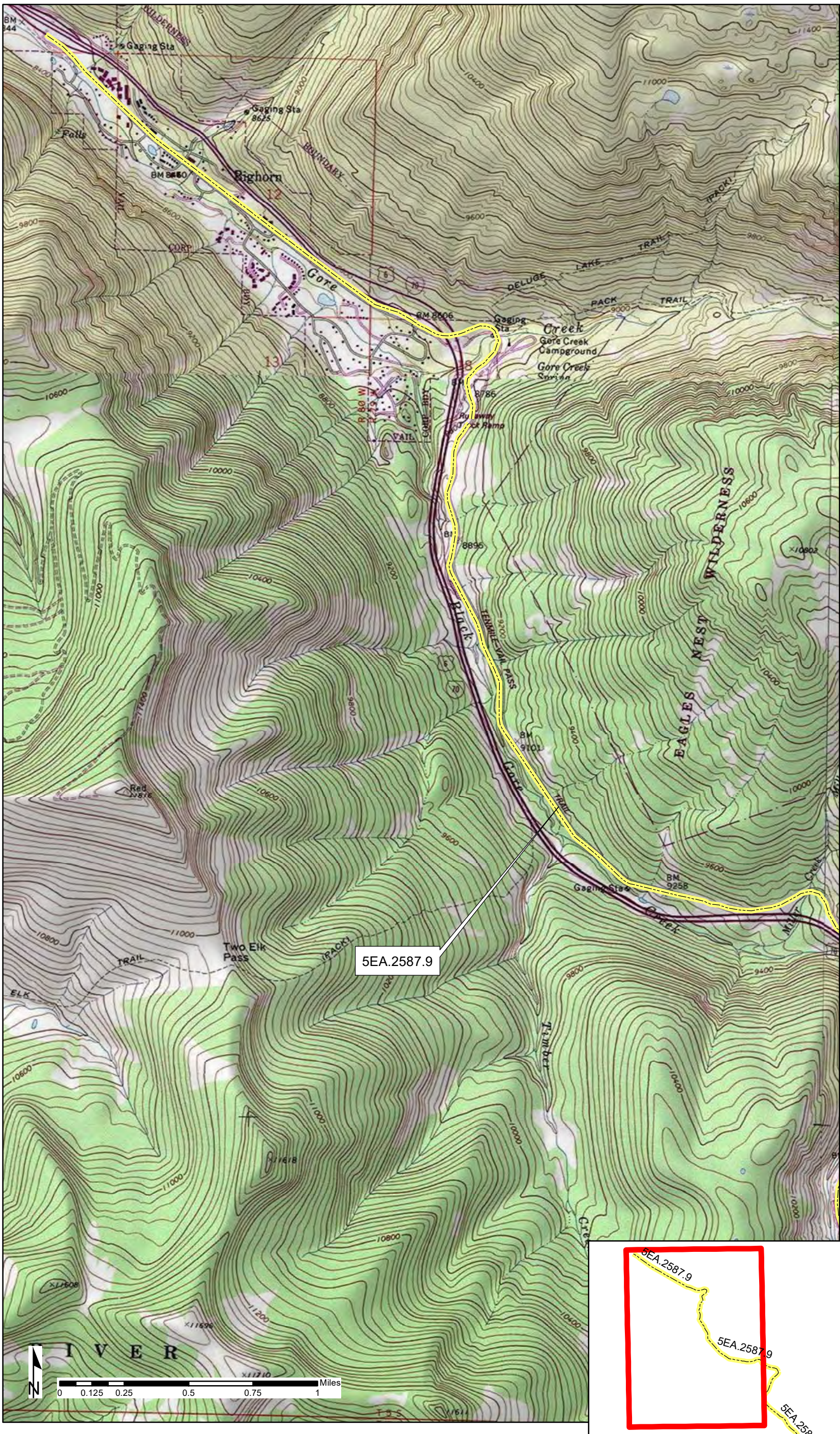
The segment of US 6 through Vail Pass has been highly modified and retains a low degree of integrity. Portions of the roadbed have been repurposed, realigned, obliterated, or superseded, which compromises integrity of materials, design, and workmanship. Furthermore, the close proximity of I-70 and other additions to the corridor, such as bus stops, bike lanes, and gates, detract from the setting and feeling of a historic U.S. Highway. Due to these impacts to integrity, the segment of US 6 through Vail Pass is recommended as non-supporting of the overall linear resource. See the Linear Component Form for the US 6, Vail Pass Segment, for additional integrity information.

20.**Recorder(s)**: Alex Borger, Timothy Smith, Dianna Litvak 21. **Date**: August 27, 2018

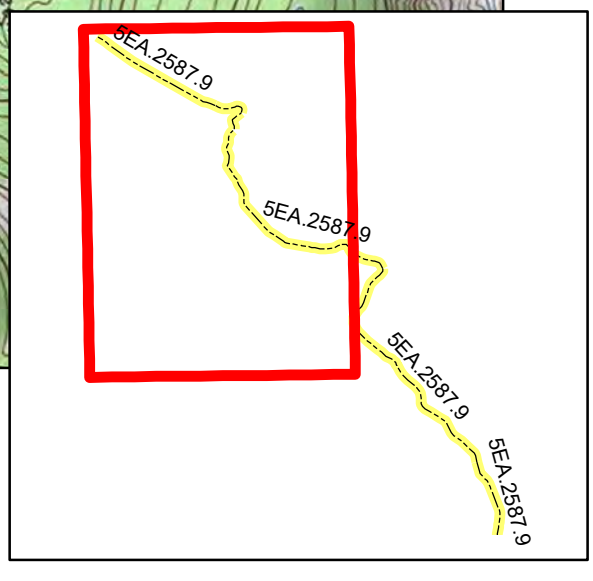
Colorado Historical Society - Office of Archaeology & Historic Preservation
1560 Broadway, Suite 400 Denver, CO 80202
303-866-3395

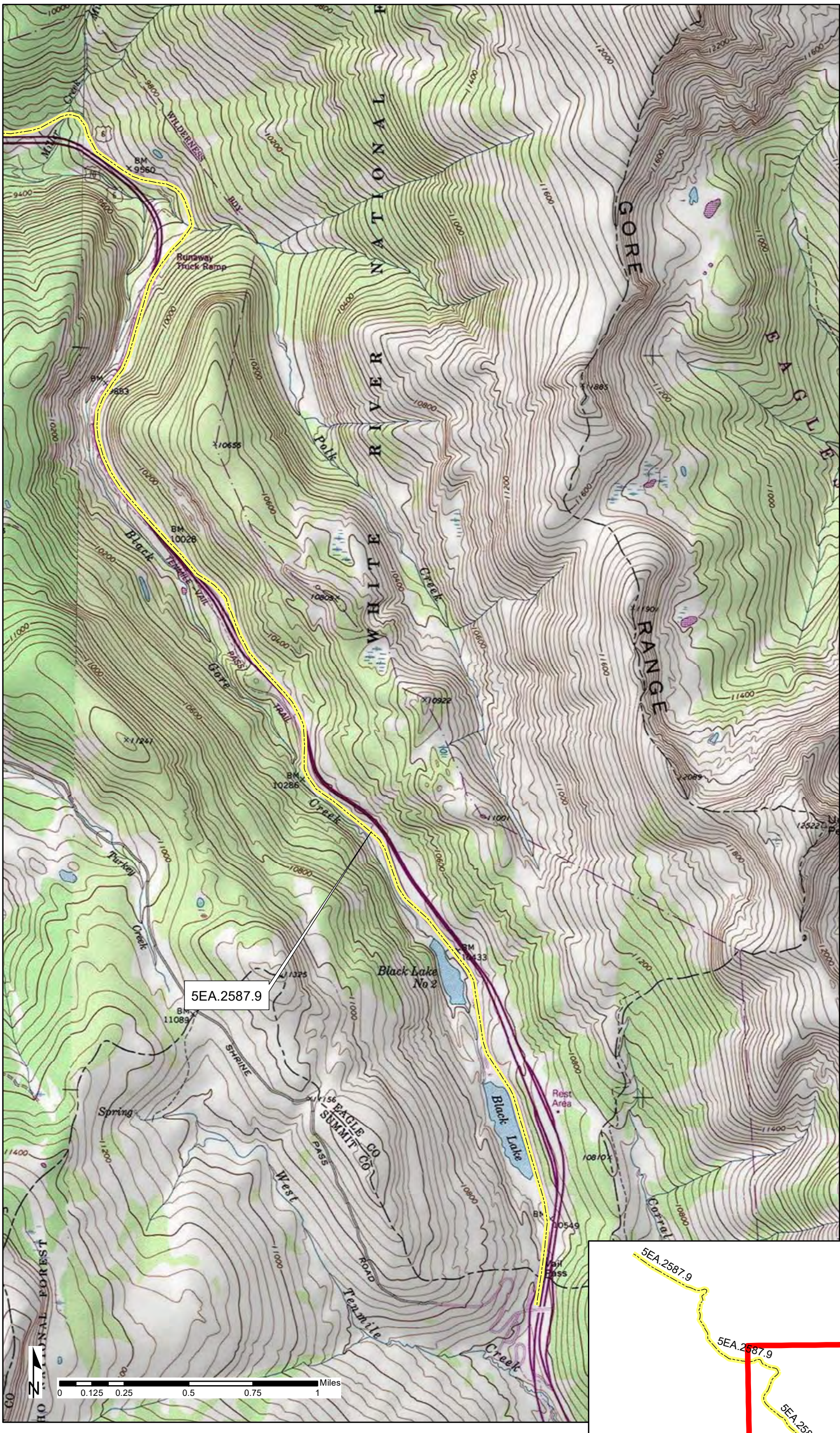
Former US 6, Vail Pass Segment (5EA.2587.9) Summary of Features

Section	Overview Photo	Associated Features		
Section 1				
	Paved roadway and shoulders	Concrete culvert with stone headwall	Paved bus stop pullout, bus stop shelter and bench	Concrete culvert
Section 2				
	Paved roadway with narrow to no shoulders	Skewed concrete box culvert		
Section 3				
	Vail-Frisco Recreational Path	Roadside parking areas along Vail-Frisco Recreational Path		
Section 4				
	Vail-Frisco Recreational Path along former roadbed	Corrugated metal pipe culvert with stone masonry headwall		
Section 5				
	Vail-Frisco Recreational Path along former roadbed	Corrugated metal pipe culvert with stone masonry headwall	Corrugated metal pipe culvert with stone masonry headwall	Runaway truck ramp
Section 6				
	Former roadbed for US 6 with Black Lakes at left.	Metal gate across former roadbed now incorporated into Vail-Frisco Recreational Path		



USGS 7.5' Series Vail East, Red Cliff, Vail Pass Quadrangles (1988)





USGS 7.5' Series Vail East, Red Cliff, Vail Pass Quadrangles (1988)

Resource Number: 5EA.3605
Temporary Resource Number: N/A

OAHP1403
Rev. 9/98

COLORADO CULTURAL RESOURCE SURVEY

Architectural Inventory Form

Official eligibility determination
(OAHP use only)
Date _____Initials _____
_____ Determined Eligible- NR
_____ Determined Not Eligible- NR
_____ Determined Eligible- SR
_____ Determined Not Eligible- SR
_____ Need Data
_____ Contributes to eligible NR District
_____ Noncontributing to eligible NR District

I. IDENTIFICATION

1. Resource number: 5EA.3605
2. Temporary resource number: N/A
3. County: Eagle
4. City: Vail
5. Historic building name: Kiahtipes Cabin
6. Current building name: Bus Stop at Pitkin Creek
7. Building address: 3897 Bighorn Road
8. Owner name and address:
   Town of Vail
   75 S. Frontage Road W.
   Vail, CO 81657-5043

II. GEOGRAPHIC INFORMATION

9. P.M. Sixth Township 5S Range 80W
   _____ ¼ of _____ ¼ of NE ¼ of NE ¼ of section 11
10. UTM reference
    Zone 13 ; 388024 mE 4388844 mN
11. USGS quad name: Vail East
    Year: 1988 Map scale: 7.5' X 15'____ Attach photo copy of appropriate map section.
12. Lot(s): N/A Block: N/A
    Addition: Pitkin Creek Park Year of Addition: N/A
13. Boundary Description and Justification: The boundary is an irregular polygon consistent with the legal lot for the property and encompasses the building and its setting.

III. Architectural Description

14. Building plan (footprint, shape): Rectangular plan
15. Dimensions in feet: Length 34’ x Width 28’
16. Number of stories: 1
17. Primary external wall material(s): Log
18. Roof configuration: Side-gable roof
19. Primary external roof material: Wood roof – shingle roof

20. Special features: None
21. General architectural description: This rectangular, one-story building rests on a concrete platform set atop a stone masonry base. It has a log structural system with lapped corner notching. The building has a side-gable roof with wood shake shingles and gable ends clad in vertical wood siding. Fenestration consists of a two wood-frame, fixed windows; because the former home has been converted to a bus stop shelter, wood-frame window openings remain but most glass has been removed. The front (southwest) facade features an entryway and two window frames underneath a shed-roof front porch that extends across the facade and features wood posts, balustrade, and wood steps with railing. The side (southeast) elevation also has an entrance accessed by a wood ramp with railing. The rear (northeast) elevation has a single window opening covered with wood and a non-original stone and concrete ledge that extends across the lower portion of the elevation. The northwest elevation features a stucco-encased chimney flanked by the two fixed-frame windows.
22. Architectural style/building type: Pioneer Log
23. Landscaping or special setting features: The building is located adjacent to a paved parking lot on its southeast side and grass lawn with scattered deciduous and evergreen trees on the all other sides. A paved sidewalk leads to the building entrances from Bighorn Road.
24. Associated buildings, features, or objects: None

IV. ARCHITECTURAL HISTORY

25. Date of Construction: Estimate: 1900 Actual: _____
    Source of information: Field assessment
26. Architect: Unknown
    Source of information: N/A
27. Builder/Contractor: Unknown
    Source of information: N/A
28. Original owner: Gust Kiahtipes
    Source of information: Edward Stone, *A Glimpse of Vail's Past*, 6 September 2006, https://www.vaildaily.com/news/a-glimpse-of-vails-past/
29. Construction history (include description and dates of major additions, alterations, or demolitions):
    This building was constructed as a home for the Kiahtipes family c.1900 and was originally located on their 500-acre ranch in the upper Gore Creek Valley near Vail. Historic aerial photographs and topographic maps indicate the home was likely moved to its current location in East Vail c.1940 and by c.2004 had been converted for use as the Pitkin Creek bus stop. As part of its conversion to a bus stop, the building was set on a stone and concrete base, windows and doors were removed, stucco was added to the chimney, and a new porch and access ramp were added to the front (southwest) and southeast elevations. Field survey confirmed these major changes to the building.
30. Original location X Moved ___ Date of move(s): Unknown

V. HISTORICAL ASSOCIATIONS

31. Original use(s): Domestic – Single dwelling

32. Intermediate use(s): N/A
33. Current use(s): Transportation
34. Site type(s): Bus stop
35. Historical background: This building was constructed c.1900 on the Kiahtipes family sheep ranch in the upper Gore Creek Valley near what is now Vail Village. The valley was originally inhabited by Utes who hunted and resided there during warmer months. The area was visited by fur trappers, traders, and prospectors during the early to mid-1800s, but the valley remained relatively remote. By 1881 the Denver & Rio Grande Railroad reached Leadville, located approximately 40 miles south of the Gore Creek Valley, and continued on through Red Cliff before terminating at Glenwood Springs. This rail line opened the region up to further settlement. By the late 1880s several ranches had been established in the Gore Creek Valley, raising livestock and vegetables for those living in area mining towns and within the valley. By the early 1900s other ranches operating in the valley included the family ranch of Gust Kiahtipes, established c.1900, and the Charles Baldauf Ranch, established in 1906. In the 1930s the Katsos and Gust Kiahtipes families, both of Greek descent, jointly purchased the Baldauf Ranch and used the property for raising sheep. This and other ranches were located on land that was eventually developed into Vail Village, which opened in 1962. Several remnant buildings from these ranches persisted in Vail Village through the period of intense development that occurred in the Gore Creek Valley and Vail between 1963 and the mid-1970s. The Kiahtipes homes was eventually relocated to its current site in East Vail along Bighorn Road and rehabilitated for use as a bus stop.
36. Sources of information:

Eagle County Assessor Data.

Eagle Valley Enterprise, 1962-1964.

Map of the Denver & Rio Grande Railway, showing its connections and extensions also the relative position of Denver and Pueblo to all the principal towns and mining regions of Colorado and New Mexico. Chicago: S.W. Eccles, 1881. Available at Library of Congress, https://www.loc.gov/resource/g4311p.rr003990/?r=0.63,1.159,0.383,0.185,0.

Nationwide Environmental Title Research, LLC. *historicaeriels.com*, 1999. https://www.historicaerials.com/viewer.

Philpott, William. *Vacationland: Tourism and Environment in the Colorado High Country*. Seattle, Wash.: University of Washington Press, 2014.

Seibert, Peter W. *Vail: Triumph of a Dream*. Boulder, Colo.: Mountain Sports Press, 2003.

Simonton, June. *Vail: Story of a Colorado Mountain Valley*. Dallas, Tex.: Taylor Publishing Company, 1987.

Stoner, Edward. "A Glimpse of Vail's Past." *Vail Daily*, 6 September 2006, https://www.vaildaily.com/news/a-glimpse-of-vails-past/.

VI. SIGNIFICANCE

37. Local landmark designation: Yes ____ No __X__ Date of designation: _____
Designating authority: N/A
38. Applicable National Register Criteria:

_X_ A. Associated with events that have made a significant contribution to the broad pattern of our history;

___ B. Associated with the lives of persons significant in our past;

_X_ C. Embodies the distinctive characteristics of a type, period, or method of construction, or represents the work of a master, or that possess high artistic values, or represents a significant and distinguishable entity whose components may lack individual distinction; or

___ D. Has yielded, or may be likely to yield, information important in history or prehistory.

___ Qualifies under Criteria Considerations A through G (see Manual)

___ Does not meet any of the above National Register criteria

39. Area(s) of significance: Settlement
40. Period of significance: c.1900-1962
41. Level of significance: National ___ State ___ Local X_____
42. Statement of significance: The building at 3897 Bighorn Road was constructed c.1900 as a private home on the Kiahtipes Ranch and subsequently relocated to its current location c.1940 and rehabilitated for use as a bus stop by 2004. Research and field review indicate that the building has a direct association to the Kiahtipes family, an early ranching family in the Gore Creek Valley that raised sheep and was integral to the settlement and agricultural heritage of the valley prior to it becoming an international ski resort in 1962. Despite having been moved, this building possesses significance under *Criterion A: Settlement*. Research did not indicate this building has a direct and important link to a significant person; therefore, the building is not eligible under *Criterion B*. Under *Criterion C*, the building embodies the distinctive characteristics of a type, period, or method construction as an example of the Pioneer Log type, featuring a log structural system and lapped corner notching; otherwise, the building has minimal architectural details. The building is not likely to contain information important to history or prehistory beyond what is already documented and does not possess significance under *Criterion D*.
43. Assessment of historic physical integrity related to significance: The building was constructed c.1900 as a residence on an early ranch in the Gore Creek Valley. Since that time the building has been relocated to an urban environment and physically altered by placing it on a stone and concrete pad, removing windows, adding a non-historic porch and ramp, and alteration of the chimney. The building has lost integrity in terms of location, setting, design, workmanship, materials, feeling, and association with its agricultural past. Although this building retains historic significance for its association with settlement, it no longer is directly associated with the agricultural heritage in the Gore Creek Valley because it was moved from its original location. Changes to the exterior have diminished the ability of the property to convey significance as an example of Pioneer Log construction under *Criterion C*. Therefore, this building is recommended as not eligible for listing in the National Register.

VII. NATIONAL REGISTER ELIGIBILITY ASSESSMENT

44. National Register eligibility field assessment:
    Eligible ___ Not Eligible _X___ Need Data ___
45. Is there National Register district potential? Yes ___ No X
    Discuss: The building at 3897 Bighorn Road was constructed c.1900 during a time of settlement and agriculture in the Gore Creek Valley. The building is located in some proximity to many residences and condominiums constructed in East Vail during a period of intensive growth and expansion between 1962 and the mid-1970s. However, these buildings do not represent a cohesive collection of resources due to a combination of factors,

including a lack of visual continuity among resources, infill development, extensive exterior alterations, and overall lack of cohesion in terms of scale and architectural styles and forms. For these reasons, this grouping of resources collectively lacks significance and there is no potential for a National Register historic district.

If there is National Register district potential, is this building: N/A Contributing ___ Noncontributing ___

46. If the building is in existing National Register district, is it: N/A Contributing ___ Noncontributing ___

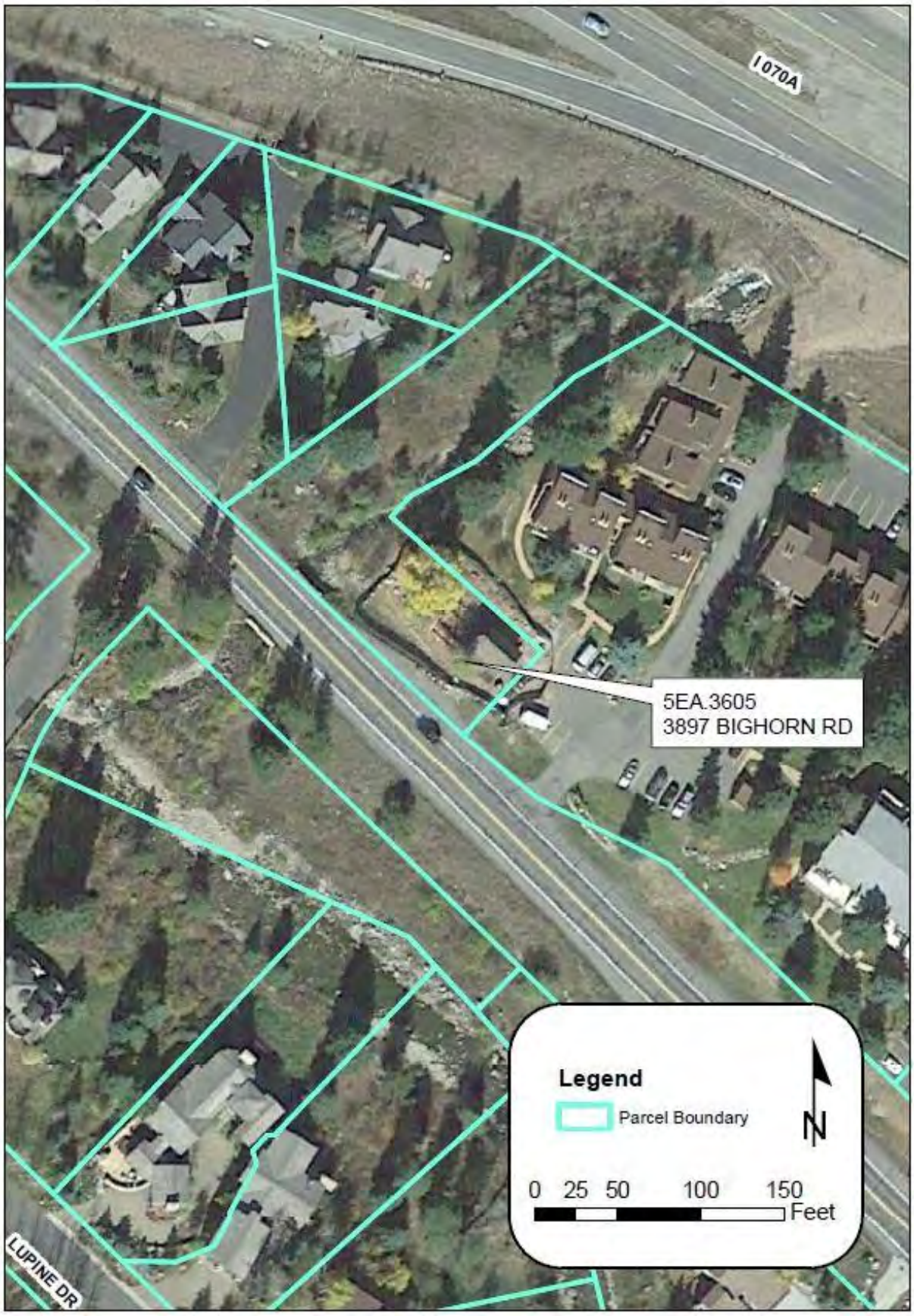
VIII. RECORDING INFORMATION

47. Photograph numbers: 3,8-9,11
    Negatives filed at: Mead & Hunt, Inc.
48. Report title: Historic Resources Inventory Report: I-70 West Vail Pass Auxiliary Lanes Environmental Assessment, Mead & Hunt, Inc., 2018.
49. Date(s): June 2018
50. Recorder(s): Timothy Smith and Alex Borger, Cultural Resource Specialists
51. Organization: Mead & Hunt, Inc.
52. Address: 1743 Wazee Street, Suite 400, Denver, CO 80202
53. Phone number(s): (303) 729-3777

NOTE: Please include a sketch map, a photocopy of the USGS quad map indicating resource location, and photographs.

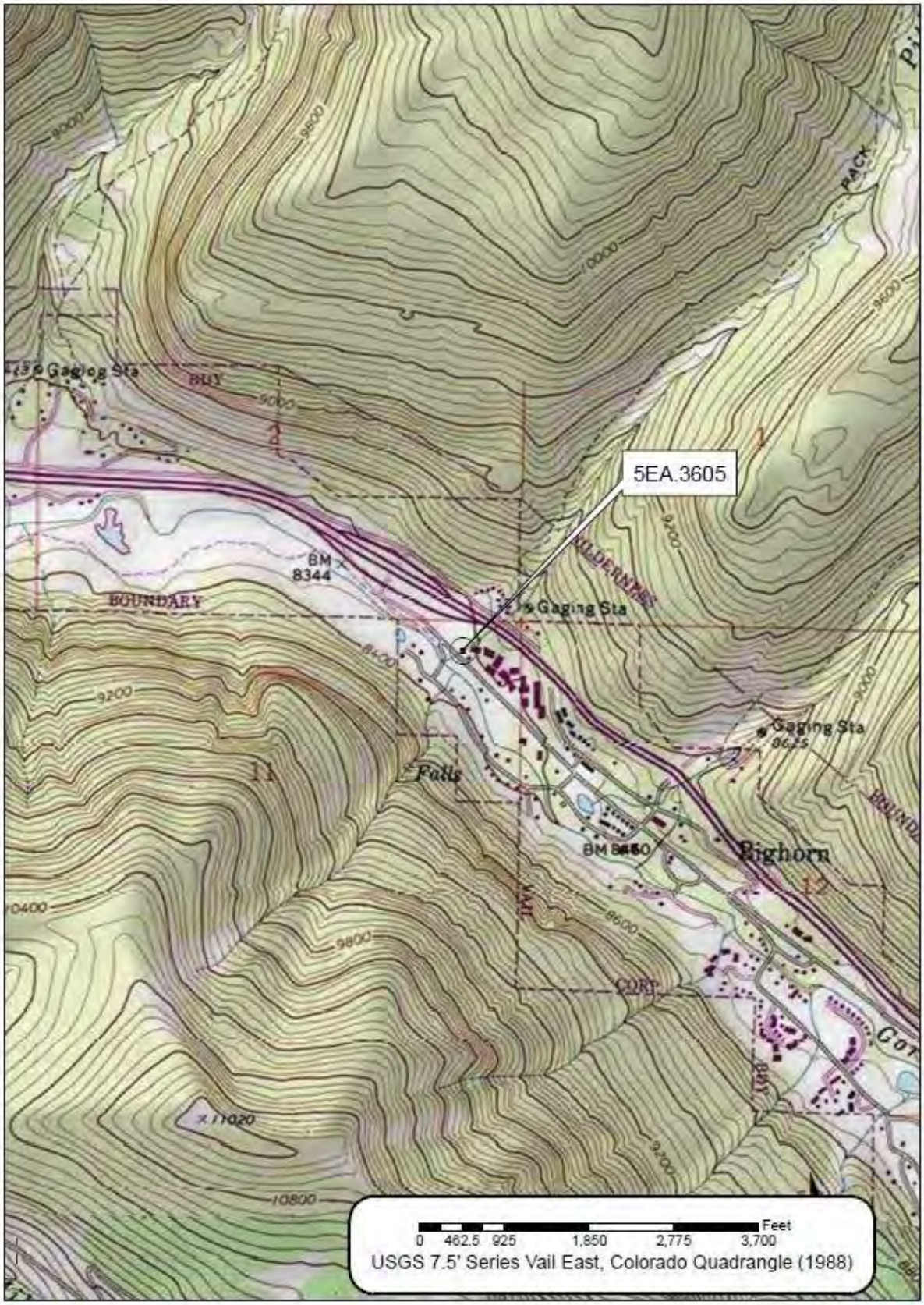
Resource Number: 5EA.3605
Temporary Resource Number: N/A

Sketch Map



Resource Number: 5EA.3605
Temporary Resource Number: N/A

USGS Quad Map



Resource Number: 5EA.3605
Temporary Resource Number: N/A

Address:	3897 Bighorn Road		
Photographer:	T. Smith	**Photograph Date:**	June 2018

The front (southwest) and side (southeast) elevations, view facing north.

The rear (northeast) and side (southeast) elevations, view facing southwest.

Resource Number: 5EA.3605
Temporary Resource Number: N/A

Address:	3897 Bighorn Road		
Photographer:	T. Smith	**Photograph Date:**	June 2018

The rear (northeast) and side (northwest) elevations, view facing south.

The front (southwest) and side (northwest) elevations, view facing northeast.

Resource Number: 5EA.3606
Temporary Resource Number: N/A

OAHP1403
Rev. 9/98

COLORADO CULTURAL RESOURCE SURVEY

Architectural Inventory Form

Official eligibility determination
(OAHP use only)
Date _____Initials _____
_____ Determined Eligible- NR
_____ Determined Not Eligible- NR
_____ Determined Eligible- SR
_____ Determined Not Eligible- SR
_____ Need Data
_____ Contributes to eligible NR District
_____ Noncontributing to eligible NR District

I. IDENTIFICATION

1. Resource number: 5EA.3606
2. Temporary resource number: N/A
3. County: Eagle
4. City: Vail
5. Historic building name: Columbine Road Condominiums
6. Current building name: Columbine Road Condominiums
7. Building address: 4295 Columbine Drive
8. Owner name and address:

II. GEOGRAPHIC INFORMATION

9. P.M. Sixth Township 5S Range 80W
   _____ ¼ of _____ ¼ of SE ¼ of NW ¼ of section 12

10. UTM reference
    Zone 13 ; 388738 mE 4388302 mN

11. USGS quad name: Vail East
    Year: 1988 Map scale: 7.5' X 15'____ Attach photo copy of appropriate map section.

12. Lot(s):____ Block:_____
    Addition: _____Year of Addition: _____

13. Boundary Description and Justification: _____

III. Architectural Description

14. Building plan (footprint, shape):
15. Dimensions in feet: Length_____x Width _____
16. Number of stories:
17. Primary external wall material(s):
18. Roof configuration:
19. Primary external roof material:
20. Special features:

21. General architectural description: This building has an irregular rectangular plan and rests on a concrete foundation. The three-story building includes 15 units and has a wood-frame structural system and exterior walls clad in stucco (original siding materials replaced). Fenestration consists of one-beside-one, metal-frame, sliding sash windows. The building has a truncated hip roof clad in asphalt shingles. The front (southwest) facade features balconies with wood support posts and vertical wood-clad railings and two stucco-clad projections that shelter stairwells, which have front-gable roofs, exposed beams, and openings for airflow. In between the stairwells are small balcony/walkways with metal railings. The northwest, northeast, and southwest elevations are clad in stucco on the first and second stories and vertical wood siding on the third story with regularly spaced fenestration with shutters. A small wood-frame storage shed is located on the property with a shed roof and vertical wood siding.
22. Architectural style/building type: No style.
23. Landscaping or special setting features:
24. Associated buildings, features, or objects:

IV. ARCHITECTURAL HISTORY

25. Date of Construction: Estimate: _____ Actual: 1972
    Source of information: Eagle County Assessor Records
26. Architect:
    Source of information:
27. Builder/Contractor:
    Source of information:
28. Original owner:
    Source of information:
29. Construction history (include description and dates of major additions, alterations, or demolitions):
    This building was constructed as part of the Columbine Road Condos Subdivision in 1972. The building originally had minimal Swiss chalet stylistic influences with its front-gable projections with steeply pitched roofs, openings with window boxes, and vertical wood cladding. However, Eagle County Assessor data and field survey indicate that between c.2008 and 2018 the stairwell enclosure roofs and openings were altered, most exterior wood siding replaced with stucco, and balcony railings with balusters replaced with solid railings. The building does not appear to have additions or demolitions.
30. Original location X Moved ____ Date of move(s):

V. HISTORICAL ASSOCIATIONS

31. Original use(s):
32. Intermediate use(s):
33. Current use(s):
34. Site type(s):
35. Historical background: This building was constructed in 1972 as part of the Columbine Road Condos Subdivision in East Vail, located approximately 4 miles east of the town of Vail and accessed from Interstate Highway (I-) 70

frontage roads. Vail Village opened in 1962. The founders of Vail Village envisioned the area as a luxury ski resort reminiscent of the alpine villages found throughout the Swiss Alps, Austrian Tyrol, and other mountainous regions of Central Europe. The design of buildings within the village was small in scale and reflected rustic and Swiss chalet stylistic influences such as low-pitched gable roofs with overhanging eaves; wood structural system, exterior cladding, decorative brackets, and bargeboards; and balconies. Although development in East Vail commenced with the platting of the Bighorn Subdivision in December 1962, period newspaper articles suggest these plats were largely speculative at the time rather than part of an integrated development plan with Vail Village. East Vail is located approximately four miles east of Vail Village and the earliest residences constructed in the Bighorn Subdivision were not built until several years later. In 1963 the Colorado Legislature passed the Condominium Ownership Act, which statutorily recognized condominium ownership and facilitated the development of condominium complexes throughout the Gore Creek Valley, including East Vail. Historic aerials indicate that by 1969 construction of condominiums in East Vail along Spruce Way and Bighorn Road was underway.

The high demand for housing combined with the lasting impact of the Condominium Ownership Act led to continual construction in the new "suburb" of East Vail during the late 1960s and early 1970s. As land values rose, investors continued to purchase lots and build condominiums to maximize profits. In response to the ever-increasing demand for housing, development, and concern over the environmental impacts of uncontrolled growth, in 1970, the Town of Vail passed its first zoning ordinance, established subdivision standards, and began annexing land throughout the valley in its attempt to control development. The condominium at 4295 Columbine Drive was constructed in 1972 during this time of dramatic growth and increasing concern by locals about the impact of development and tourism on the environment and quality of life through the Gore Creek Valley.

36. Sources of information:

Eagle County Assessor Data.

Mead & Hunt, Inc. *Historic Resources Inventory Report: I-70 West Vail Pass Auxiliary Lanes Environmental Assessment*. 2018.

VI. SIGNIFICANCE

37. Local landmark designation: Yes ____ No __X__ Date of designation: _____
Designating authority: N/A

38. Applicable National Register Criteria:

____ A. Associated with events that have made a significant contribution to the broad pattern of our history;

____ B. Associated with the lives of persons significant in our past;

____ C. Embodies the distinctive characteristics of a type, period, or method of construction, or represents the work of a master, or that possess high artistic values, or represents a significant and distinguishable entity whose components may lack individual distinction; or

___ D. Has yielded, or may be likely to yield, information important in history or prehistory.

___ Qualifies under Criteria Considerations A through G (see Manual)

__X__ Does not meet any of the above National Register criteria

39. Area(s) of significance:

40. Period of significance:

41. Level of significance: National ____ State ____ Local _____

42. Statement of significance: This building complex at 4295 Columbine Drive was constructed in 1972. Due to the recent date of construction, it was evaluated for the National Register of Historic Places (National Register) applying *Criteria Consideration G: Properties that Have Achieved Significance Within the Past Fifty Years*. Accordingly, this building complex must possess exceptional important to be eligible for the National Register. It has served as owner- and renter-occupied condominiums since its original construction. However, research and field review has not revealed exceptional importance through direction association with significant activities, events, persons, or architecture associated with condominium development in the Gore Creek Valley and East Vail. As such, this building complex does not possess significance under *Criteria A* or *B*. It is altered as summarized in Item 29 and exhibits standard building materials and practices, lacks artistic value, is not the work of a master, and does not represent an outstanding example of the property type. Therefore, these condominiums do not possess exceptional importance for their architectural design and are not significant under *Criterion C*. The building complex is not likely to contain information important to history or prehistory beyond what is already documented and does not possess significance under *Criterion D*. Due to the lack of significance, these condominiums are not eligible for inclusion in the National Register.

43. Assessment of historic physical integrity related to significance: Not applicable; this property does not possess historical or architectural significance.

VII. NATIONAL REGISTER ELIGIBILITY ASSESSMENT

44. National Register eligibility field assessment:
Eligible ____ Not Eligible _X___ Need Data ____

45. Is there National Register district potential? Yes ___ No X
Discuss: The building at 4295 Columbine Drive is one of many condominiums constructed throughout the Gore Creek Valley during a period of growth between 1962 and the mid-1970s and is located in some proximity to other condominiums and residences from the same era. However, these buildings do not represent a cohesive collection of resources due to a combination of factors, including a lack of visual continuity among resources, infill development, extensive exterior alterations to the majority of the earlier (1960s and 1970s) buildings, and an overall lack of cohesion in terms of scale and architectural styles and forms. For these reasons, this grouping of resources collectively lacks significance and there is no potential for a National Register historic district.
If there is National Register district potential, is this building: N/A Contributing ___ Noncontributing _____

46. If the building is in existing National Register district, is it: N/A Contributing ___ Noncontributing ___

Resource Number: 5EA.3606
Temporary Resource Number: N/A

VIII. RECORDING INFORMATION

47. Photograph numbers:
    Negatives filed at:

48. Report title:

49. Date(s): August 2018

50. Recorder(s): Timothy Smith and Alex Borger, Cultural Resource Specialists

51. Organization: Mead & Hunt, Inc.

52. Address: 1743 Wazee Street, Suite 400, Denver, CO 80202

53. Phone number(s): (303) 729-3777

NOTE: Please include a sketch map, a photocopy of the USGS quad map indicating resource location, and photographs.

History Colorado - Office of Archaeology & Historic Preservation
1200 Broadway, Denver, CO 80203 (303) 866-3395

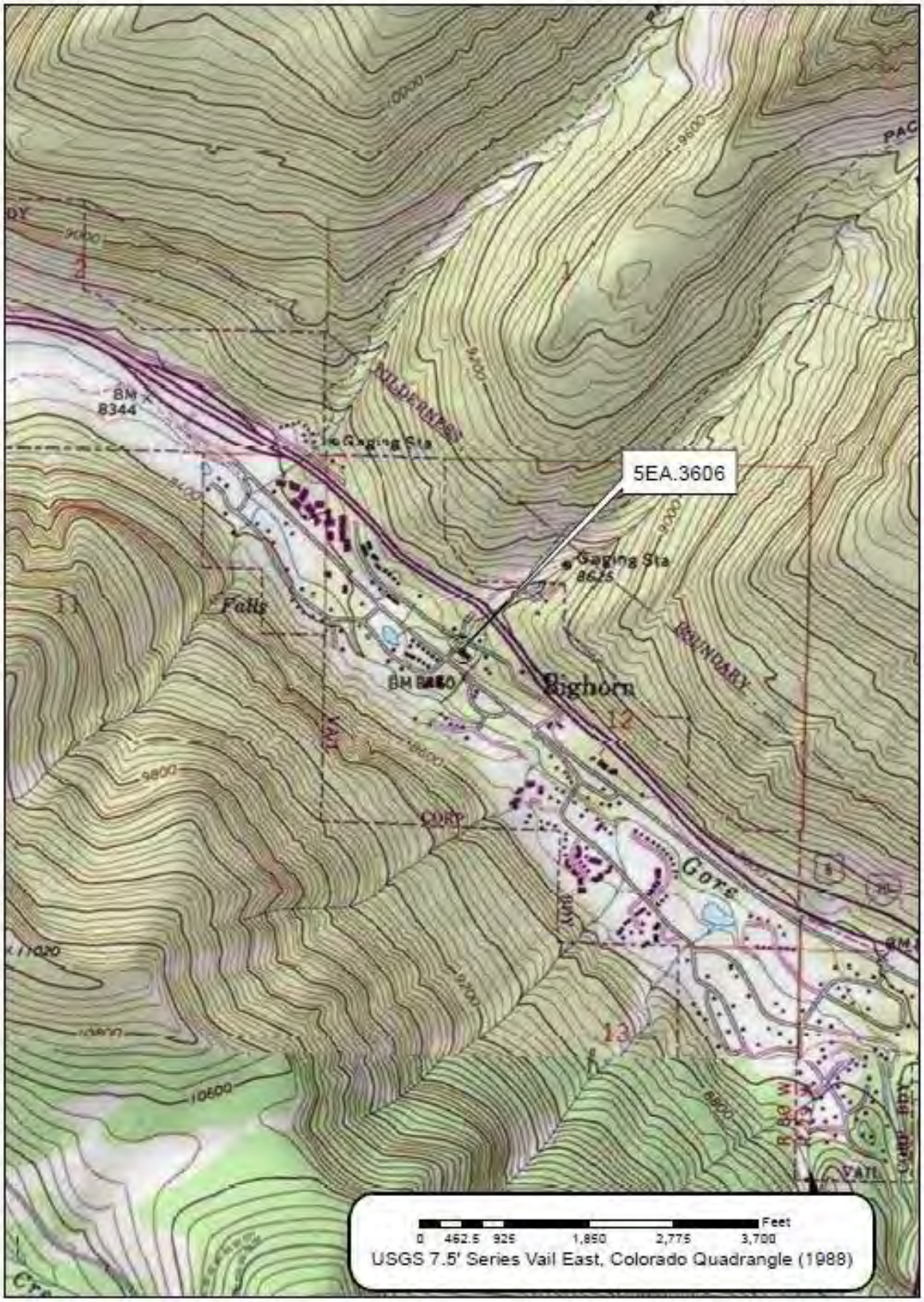
Please note: This form is an Architectural Inventory Form (Lite). Several fields on this form were not completed due to extensive alterations to the exterior of this property.

Resource Number: 5EA.3606
Temporary Resource Number: N/A

Sketch Map

Resource Number: 5EA.3606
Temporary Resource Number: N/A

USGS Quad Map



Resource Number: 5EA.3606
Temporary Resource Number: N/A

Address:	4295 Columbine Drive		
Photographer:	T. Smith	**Photograph Date:**	June 2018

Overview of southwest (front) elevation and setting, view facing northeast.

Northwest elevation, view facing southeast.

Resource Number: 5EA.3607
Temporary Resource Number: N/A

OAHP1403
Rev. 9/98

COLORADO CULTURAL RESOURCE SURVEY

Architectural Inventory Form

Official eligibility determination
(OAHP use only)
Date _____Initials _____
_____ Determined Eligible- NR
_____ Determined Not Eligible- NR
_____ Determined Eligible- SR
_____ Determined Not Eligible- SR
_____ Need Data
_____ Contributes to eligible NR District
_____ Noncontributing to eligible NR District

I. IDENTIFICATION

1. Resource number: 5EA.3607
2. Temporary resource number: N/A
3. County: Eagle
4. City: Vail
5. Historic building name: House
6. Current building name: Bradley Residence
7. Building address: 4396 Columbine Drive
8. Owner name and address:
   Michael Bradley
   P.O. Box 877
   Minturn, CO 81645-0877

II. GEOGRAPHIC INFORMATION

9. P.M. Sixth Township 5S Range 80W
   _____ ¼ of _____ ¼ of SE ¼ of NW ¼ of section 12
10. UTM reference
    Zone 13 ; 388789 mE 4388483 mN
11. USGS quad name: Vail East
    Year: 1988 Map scale: 7.5' X 15'____ Attach photo copy of appropriate map section.
12. Lot(s): 11 Block: 4
    Addition: Bighorn 3rd Addition Year of Addition: 1963
13. Boundary Description and Justification: The boundary is triangular and consistent with the legal lot for the property and encompasses the house and its setting.

III. Architectural Description

14. Building plan (footprint, shape): Rectangular plan
15. Dimensions in feet: Length 30' x Width 20'
16. Number of stories: 1.5
17. Primary external wall material(s): Wood – Horizontal siding
18. Roof configuration: Front-gable roof
19. Primary external roof material: Metal roof

20. Special features: None
21. General architectural description: This one-and-one-half-story A-frame house has a concrete foundation and a rectangular footprint. The building has a wood-frame structural system and exterior walls clad in horizontal wood siding. Its A-frame roof is clad in corrugated metal and eaves have decorative scalloped bargeboards and are slightly flared toward the bottom. Fenestration consists of a replacement, vinyl-frame, picture window on the front (northwest) elevation and fixed-frame, vinyl windows in the exposed basement level on the southwest elevation. The asymmetrical front (northwest) facade features a multi-panel front door, vinyl picture window, and wood porch with open wood railing on the first story. The half-story features a replacement, sliding-glass, patio door and wood balcony that is supported by square wood support posts. The northeast elevation is not visible due to foliage. The southwest elevation has several windows, including deeply recessed, vinyl-frame, basement-level windows. The rear (southeast) elevation is not visible from the right-of-way but an elevated wood deck with wood stairs and railing added in 1984 is located near the southeast corner of the house and wraps around to the rear elevation.
22. Architectural style/building type: Post World War II – A-Frame
    Landscaping or special setting features: The house is set back from the road and its setting includes landscaping with boulders and a mix of deciduous and evergreen trees. A large gravel parking area is located immediately west of the house.
23. Associated buildings, features, or objects: None

IV. ARCHITECTURAL HISTORY

25. Date of Construction: Estimate: _____ Actual: 1965
    Source of information: Eagle County Assessor Records
26. Architect: Unknown
    Source of information: N/A
27. Builder/Contractor: Unknown
    Source of information: N/A
28. Original owner: Unknown
    Source of information: N/A
29. Construction history (include description and dates of major additions, alterations, or demolitions):
    This building was constructed in 1965 on a parcel platted as part of the Third Addition to the Bighorn Subdivision. Based on Eagle County Assessor data and field survey, alterations include replacement, vinyl-frame windows, a rear deck addition in 1984, and the replacement of wood shingles with a metal roof in 2005. The building does not appear to have major additions or demolitions.
30. Original location X Moved ___ Date of move(s):

V. HISTORICAL ASSOCIATIONS

31. Original use(s): Domestic – single dwelling
32. Intermediate use(s): N/A
33. Current use(s): Domestic – single dwelling

Resource Number: 5EA.3607
Temporary Resource Number: N/A

34. Site type(s): House

35. Historical background: This building was constructed on a parcel platted as part of the Third Addition to the Bighorn Subdivision. The Bighorn Subdivision is in East Vail, located approximately 4 miles east of the town of Vail, separated by the Vail Golf Club along the south side of Interstate Highway (I-) 70. Vail Village and the Vail Ski Area opened in 1962. The founders envisioned the area as a luxury ski resort reminiscent of the alpine villages found throughout the Swiss Alps, Austrian Tyrol, and other mountainous regions of Central Europe. The design of buildings within the village was small in scale and reflected rustic and Swiss chalet stylistic influences such as low-pitched gable roofs with overhanging eaves; wood structural system, exterior cladding, decorative brackets, and bargeboards; and balconies. Although development in East Vail commenced with the platting of the Bighorn Subdivision in December 1962, period newspaper articles suggest these plats were largely speculative at the time rather than part of an integrated development plan with Vail Village. East Vail is located approximately four miles east of Vail Village and the earliest residences constructed in the Bighorn Subdivision were not built until several years later. Historic aerials indicate that early development in the Bighorn Subdivision occurred along Spruce Way, Bighorn Road, and Columbine Way; this was one of the earliest homes built as part of the Bighorn development and reflected muted architectural elements of the Swiss chalet style found in nearby Vail Village.

The economic prosperity and growth that followed World War II left many Americans with more disposable income and leisure time than ever before. As such, vacation homes came to be markers of achieving the American dream. A-frame vacation homes were popular during this period, reflecting an accessible modernist design that was compatible with the environment. Early A-frame design was centered in Northern California, where a regional style of modernism, known as Bay Area Style or Second Bay Tradition, developed and was defined by open plans; use of natural materials, especially wood, large windows; and integration with the environment. A-frames reflected elements of the Second Bay Tradition and became popular for vacation homes in Northern California ski resorts near Lake Tahoe. Architectural journals, design magazines, and newspapers publicized A-frames, and their popularity spread to other parts of the country, including Colorado's high country. During the mid-to-late 1960s construction of private residences and condominiums in the Gore Creek Valley continually increased, and as land values rose investors purchased lots and built new homes; while some of the styles reflected elements of the original alpine motif of Vail Village, others were built as A-frames with muted alpine elements. The house at 4396 Columbine Drive was constructed in 1965 during a time of immense growth and increased tourism in Vail. Building permit research at the Town of Vail and other archival research did not indicate the name of the architect or contractor.

36. Sources of information:

Arch Professionals and Mead & Hunt, Inc. *Historic Context of A-frame Architecture in Boulder County*. Prepared for Boulder County Land Use Departments, April 2018.

Bighorn Subdivision Third Addition, Eagle County Recorder, Reception #97239, April 1, 1963.

Eagle County Assessor Data.

Eagle Valley Enterprise, 1962-1964.

Nationwide Environmental Title Research, LLC. *historicaeriels.com*, 1999. https://www.historicaerials.com/viewer.

Philpott, William. *Vacationland: Tourism and Environment in the Colorado High Country*. Seattle, Wash.: University of Washington Press, 2014.

Seibert, Peter W. *Vail: Triumph of a Dream*. Boulder, Colo.: Mountain Sports Press, 2003.

Simonton, June. *Vail: Story of a Colorado Mountain Valley*. Dallas, Tex.: Taylor Publishing Company, 1987.

VI. SIGNIFICANCE

37. Local landmark designation: Yes ____ No __X__ Date of designation: _____
Designating authority: N/A

38. Applicable National Register Criteria:

____ A. Associated with events that have made a significant contribution to the broad pattern of our history;

____ B. Associated with the lives of persons significant in our past;

__X__ C. Embodies the distinctive characteristics of a type, period, or method of construction, or represents the work of a master, or that possess high artistic values, or represents a significant and distinguishable entity whose components may lack individual distinction; or

____ D. Has yielded, or may be likely to yield, information important in history or prehistory.

____ Qualifies under Criteria Considerations A through G (see Manual)

____ Does not meet any of the above National Register criteria

39. Area(s) of significance: Architecture

40. Period of significance: 1965

41. Level of significance: National ____ State _X___ Local _X____

42. Statement of significance: The Bradley Residence at 4396 Columbine Drive was constructed in 1965 and has been a private residence since its construction. Research and field review did not reveal a direct or important association with post-World War II social trends that render this example distinctive amongst other A-frames constructed during the same period in Vail and throughout Colorado's high country. As such, this residence does not possess significance under *Criterion A*. Under *Criterion B*, research and field review did not indicate this residence to have a direct association with significant persons associated with residential development in the Gore Creek Valley and East Vail, and this A-frame does not appear to possess significance under *Criterion B*.

The Bradley Residence reflects several character-defining features of A-frame architecture under *Criterion C*, including an A-shaped roof/wall truss system; deep, overhanging eaves and gable ends; large glazing configuration across the facade; wood exterior cladding materials; an expansive porch across the front facade (the rear deck dates to 1984); and scalloped bargeboard and decorative wood railings on the front porch and balcony that reflect Swiss stylistic elements. The house represents a unique method of construction and, despite some alterations summarized in Item 29, serves as an intact example of the A-frame building type.

Therefore, the Bradley Residence is recommended eligible for listing in the National Register of Historic Places under *Criterion C* in the area of *Architecture*.

The building is not likely to contain information important to history or prehistory beyond what is already documented and does not possess significance under *Criterion D*.

43. Assessment of historic physical integrity related to significance: The single picture window on the front facade and basement level windows are vinyl-frame replacements and the half-story, sliding-glass, patio door is non-original. However, the windows and sliding-glass door appear to be in the original openings and do not detract from the overall A-frame design of the house. In addition, the house had a rear wood deck added in 1984 and its wood roof replaced with metal in 2005. These changes do not diminish or detract from the home's A-frame design. Despite these alterations, the house retains integrity in terms of its location, setting, design, materials, and workmanship and conveys its significance as an example of A-frame architecture under *Criterion C*.

VII. National Register Eligibility Assessment

44. National Register eligibility field assessment:
Eligible _X___ Not Eligible ____ Need Data ____

45. Is there National Register district potential? Yes ___ No X
Discuss: The Bradley Residences at 4396 Columbine Drive is one of many residential properties constructed in East Vail during a period of growth throughout the 1960s. The house is located in close proximity to other homes on the north side of I-70 that do not represent a cohesive collection of resources due to a combination of factors, including a lack of visual continuity among resources, infill development, extensive exterior alterations to the majority of the earlier (1960s and 1970s) buildings, and an overall lack of cohesion in terms of scale and architectural styles and forms. For these reasons, this grouping of resources collectively lacks significance and there is no potential for a National Register historic district.
If there is National Register district potential, is this building: N/A Contributing ___ Noncontributing _____

46. If the building is in existing National Register district, is it: N/A Contributing ___ Noncontributing ___

VIII. Recording Information

47. Photograph numbers: 580-582
Negatives filed at: Mead & Hunt, Inc.

48. Report title: Historic Resources Inventory Report: I-70 West Vail Pass Auxiliary Lanes Environmental Assessment, Mead & Hunt, 2018.

49. Date(s): August 2018

50. Recorder(s): Timothy Smith and Alex Borger, Cultural Resource Specialists

51. Organization: Mead & Hunt, Inc.

52. Address: 1743 Wazee Street, Suite 400, Denver, CO 80202

53. Phone number(s): (303) 729-3777

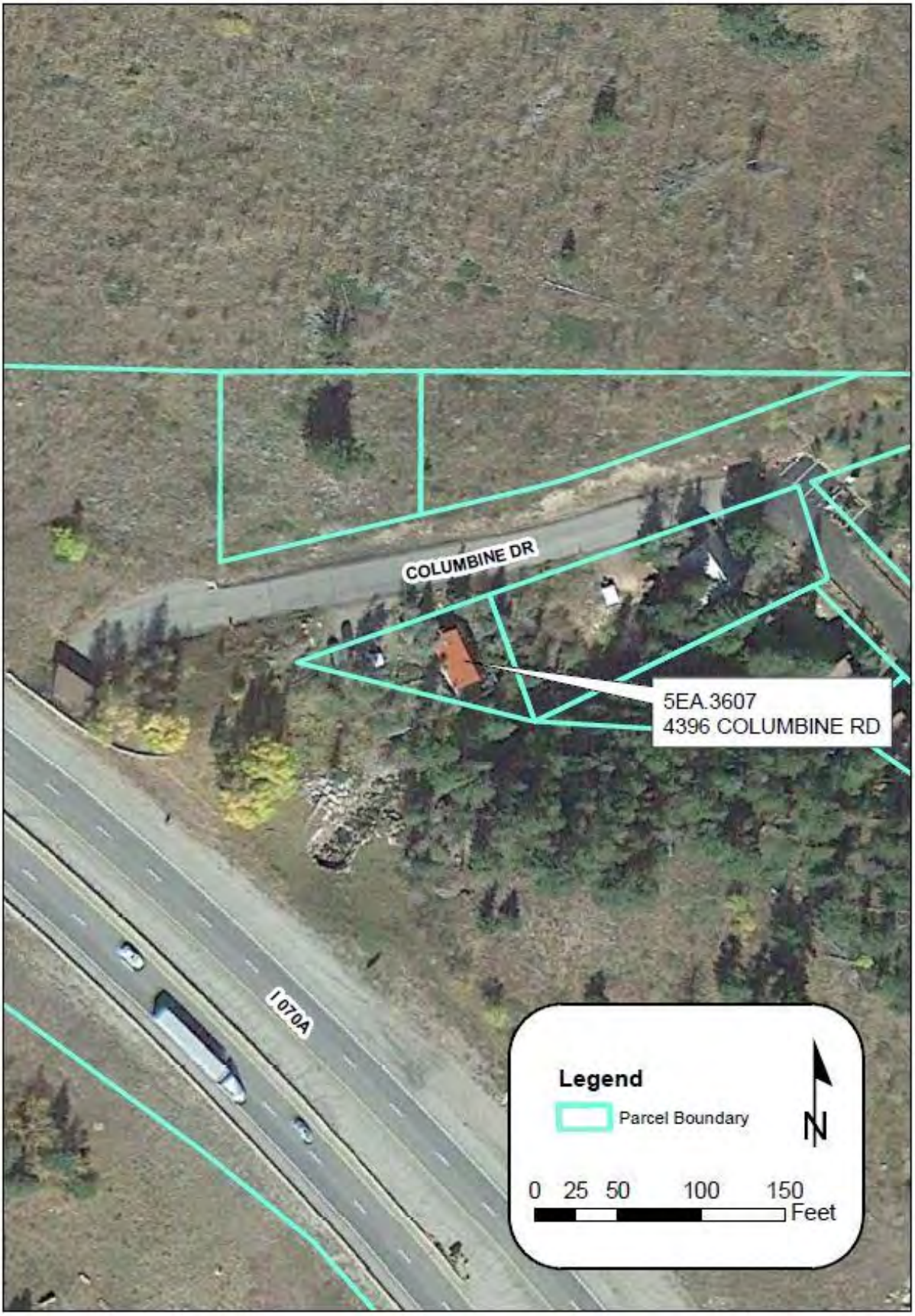
Resource Number: 5EA.3607
Temporary Resource Number: N/A

NOTE: Please include a sketch map, a photocopy of the USGS quad map indicating resource location, and photographs.

History Colorado - Office of Archaeology & Historic Preservation
1200 Broadway, Denver, CO 80203 (303) 866-3395

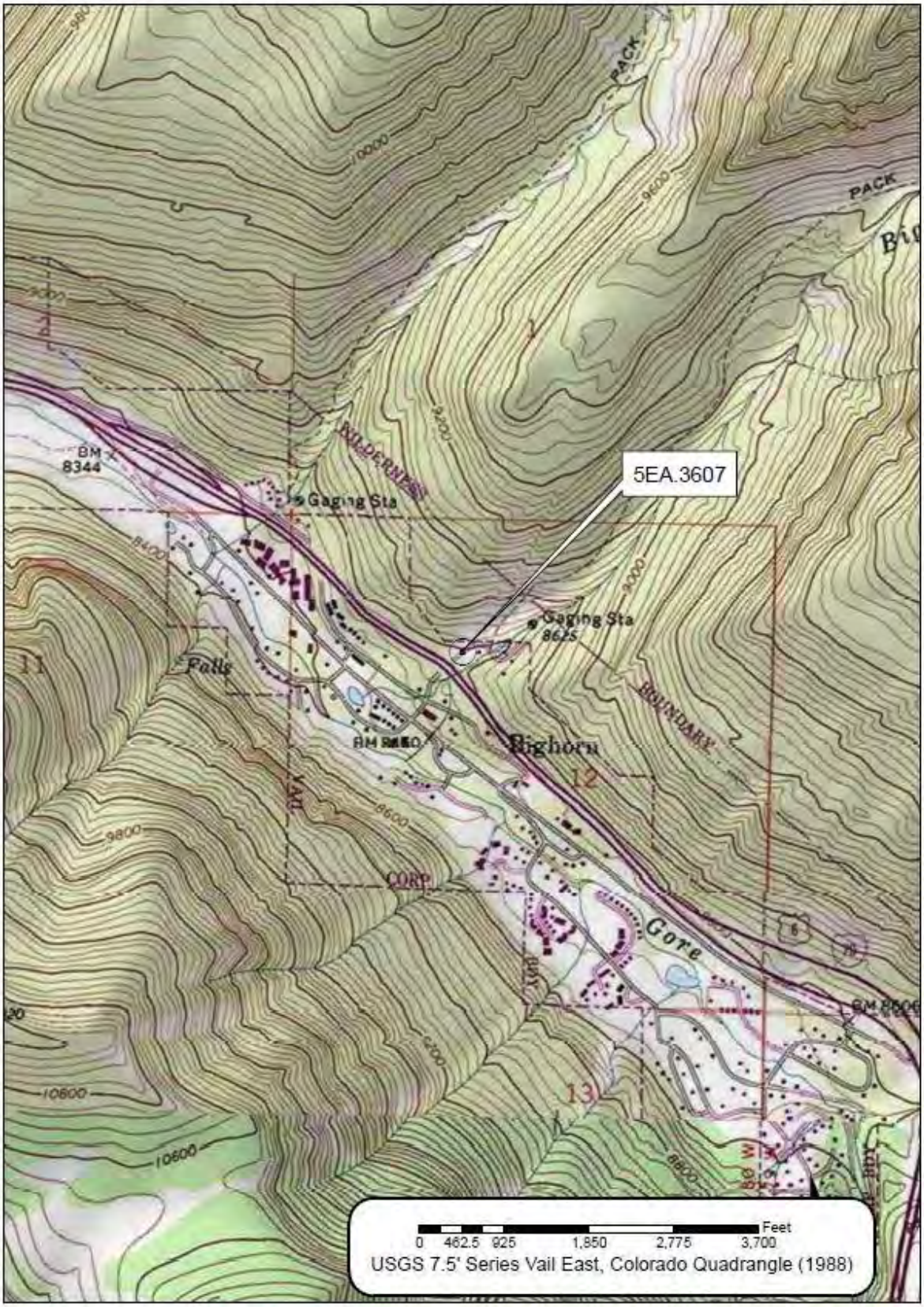
Resource Number: 5EA.3607
Temporary Resource Number: N/A

Sketch Map



Resource Number: 5EA.3607
Temporary Resource Number: N/A

USGS Quad Map



Resource Number: 5EA.3607
Temporary Resource Number: N/A

Address:	4396 Columbine Drive		
Photographer:	A. Borger	**Photograph Date:**	June 2018

The front (northwest) elevation, view facing southeast.

The front (northwest) elevation and setting, view facing south.

Resource Number: 5EA.3607
Temporary Resource Number: N/A

Address:	4396 Columbine Drive		
Photographer:	A. Borger	**Photograph Date:**	June 2018

Southwest elevation and wood deck at rear, which extends around to southeast elevation, view facing east.

Resource Number: 5EA.3608
Temporary Resource Number: N/A

OAHP1403
Rev. 9/98

COLORADO CULTURAL RESOURCE SURVEY

Architectural Inventory Form

Official eligibility determination
(OAHP use only)
Date _____Initials _____
_____ Determined Eligible- NR
_____ Determined Not Eligible- NR
_____ Determined Eligible- SR
_____ Determined Not Eligible- SR
_____ Need Data
_____ Contributes to eligible NR District
_____ Noncontributing to eligible NR District

I. IDENTIFICATION

1. Resource number: 5EA.3608
2. Temporary resource number: N/A
3. County: Eagle
4. City: Vail
5. Historic building name: House
6. Current building name: Brodziak Residence
7. Building address: 4406 Columbine Drive
8. Owner name and address:
   Jane M. Brodziak Revocable Trust
   4406 Columbine Drive
   Vail, CO 81657-4712

II. GEOGRAPHIC INFORMATION

9. P.M. Sixth Township 5S Range 80W
   _____ ¼ of _____ ¼ of SE ¼ of NW ¼ of section 12
10. UTM reference
    Zone 13 ; 388835 mE 4388501 mN
11. USGS quad name: Vail East
    Year: 1988 Map scale: 7.5' X 15'____ Attach photo copy of appropriate map section.
12. Lot(s): 12 and 13 Block: 4
    Addition: Bighorn 3rd Addition Year of Addition: 1963
13. Boundary Description and Justification: The boundary is an irregular polygon consistent with the legal lot for the property and encompasses the house and its setting.

III. Architectural Description

14. Building plan (footprint, shape): Rectangular plan
15. Dimensions in feet: Length 34’ x Width 26’
16. Number of stories: 1.5
17. Primary external wall material(s): Log
18. Roof configuration: Front-gable roof
19. Primary external roof material: Metal

20. Special features: None
21. General architectural description: This one-and-one-half-story house has a raised concrete foundation and rectangular plan. The house is of log construction with square logs and notched ends. Fenestration consists of replacement, one-over-one, vinyl windows; lower sashes are awning windows. The steeply pitched, front-gable roof is clad in metal and has exposed rafters capped with a fascia board, exposed beams, and decorative scalloped detailing along the gabled eaves. The asymmetrical front (northwest) facade features an off-set replacement front door and an elevated wood front porch with wood balustrade and steps. The side (northeast) elevation has a single replacement, one-over-one window. The southeast (rear) elevation of the house features a recently constructed elevated wood deck. The side (southwest) elevation features two replacement, one-over-one windows. The house has minimal stylistic details, such as the scalloped wood details along the eaves, which reflect muted references to the Swiss Chalet style.
22. Architectural style/building type: No style/side passage/entry hall
23. Landscaping or special setting features: The house is surrounded by deciduous and evergreen trees with very little setback from the road.
24. Associated buildings, features, or objects: N/A

IV. ARCHITECTURAL HISTORY

25. Date of Construction: Estimate: _____ Actual: 1973
    Source of information: Eagle County Assessor Records
26. Architect: Unknown
    Source of information: N/A
27. Builder/Contractor: Unknown
    Source of information: N/A
28. Original owner: Unknown
    Source of information: N/A
29. Construction history (include description and dates of major additions, alterations, or demolitions):
    This building was constructed on land platted as part of the Third Addition to the Bighorn Subdivision. Based on Eagle County Assessor data and field survey, the front door has been replaced and fenestration consists of replacement vinyl windows. The building does not appear to have major additions or demolitions.
30. Original location X Moved ___ Date of move(s):

V. HISTORICAL ASSOCIATIONS

31. Original use(s): Domestic – Single dwelling
32. Intermediate use(s): N/A
33. Current use(s): Domestic – Single dwelling
34. Site type(s): Residence
35. Historical background: This building was constructed on land platted as part of the Third Addition to the Bighorn Subdivision in East Vail, located approximately 4 miles east of the town of Vail, separated by the Vail Golf Club along the south side of Interstate Highway (I-) 70. The founders of Vail Village, which opened in 1962,

envisioned the area as a luxury ski resort reminiscent of the alpine villages found throughout the Swiss Alps, Austrian Tyrol, and other mountainous regions of Central Europe. The design of buildings within the village was small in scale and reflected rustic and Swiss chalet stylistic influences such as low-pitched gable roofs with overhanging eaves; wood structural system, exterior cladding, decorative brackets, and bargeboards; and balconies. Although development in East Vail commenced with the platting of the Bighorn Subdivision in December 1962, period newspaper articles suggest these plats were largely speculative at the time rather than part of an integrated development plan with Vail Village. East Vail is located approximately four miles east of Vail Village and the earliest residences constructed in the Bighorn Subdivision were not built until several years later. Historic aerials indicate that by 1969 construction in the Bighorn Subdivision was well underway, with the earliest development occurring along Spruce Way, Bighorn Road, and Columbine Way. Some, but not all, of the housing stock in East Vail reflected muted elements of the Swiss chalet style found in nearby Vail Village.

During the late 1960s and early 1970s the increasing demand for housing near the Vail ski resort, by both residents and those in the market for vacation homes, led to continual construction in the new "suburb" of East Vail. As land values rose, investors continued to purchase lots and build new vacation homes. In response to the ever-increasing demand for housing, development, and concern over the environmental impacts of uncontrolled growth, in 1970 the Town of Vail passed its first zoning ordinance, established subdivision standards, and began annexing land throughout the valley in its attempt to control development. However, the speed of development continued, and in 1973 the Town of Vail drafted a master plan, the *Vail Plan*, to rewrite the zoning ordinance, modify vehicular and pedestrian transportation systems, acquire and develop areas for community recreation, and create an overall landscaping plan to reforest the town and unite its many different architectural styles. As indicated in the *Vail Plan*, the town had reached a point of crisis due to congestion and had lost contact with nature. The *Vail Plan* did not include East Vail, but the house at 4406 Columbine Drive was constructed in 1973 during this time of increasing concern about the potential impact of uncontrolled growth and increasing development and tourism on the quality of life in Vail and throughout the Gore Creek Valley.

36. Sources of information:

Bighorn Subdivision Third Addition, Eagle County Recorder, Reception #97510, June 3, 1963.

Eagle County Assessor Data

Eagle Valley Enterprise, 1962-1964.

Nationwide Environmental Title Research, LLC. *historicaeriels.com*, 1999. https://www.historicaerials.com/viewer.

Philpott, William. *Vacationland: Tourism and Environment in the Colorado High Country*. Seattle, Wash.: University of Washington Press, 2014.

Seibert, Peter W. *Vail: Triumph of a Dream*. Boulder, Colo.: Mountain Sports Press, 2003.

VI. SIGNIFICANCE

37. Local landmark designation: Yes ____ No __X__ Date of designation: _____

Designating authority: N/A

38. Applicable National Register Criteria:

___ A. Associated with events that have made a significant contribution to the broad pattern of our history;

___ B. Associated with the lives of persons significant in our past;

___ C. Embodies the distinctive characteristics of a type, period, or method of construction, or represents the work of a master, or that possess high artistic values, or represents a significant and distinguishable entity whose components may lack individual distinction; or

___ D. Has yielded, or may be likely to yield, information important in history or prehistory.

___ Qualifies under Criteria Considerations A through G (see Manual)

__X__ Does not meet any of the above National Register criteria

39. Area(s) of significance: N/A
40. Period of significance: N/A
41. Level of significance: National ____ State ____ Local _____
42. Statement of significance: This building at 4406 Columbine Drive was constructed in 1973 and has been a private residence since that time. Due to its recent date of construction, the building was evaluated for the National Register of Historic Places (National Register) applying *Criteria Consideration G: Properties that Have Achieved Significance Within the Past Fifty Years*. Accordingly, this building must possess exceptional importance to be eligible for the National Register. However, research and field review did not reveal exceptional importance through direct association with significant activities, events, persons, or architecture associated with condominium development in the Gore Creek Valley and East Vail. As such, this building does not possess significance under *Criteria A* or *B*. Although the building is of log construction, the building does not represent an early example of log construction nor does it reflect important notching techniques associated with log construction. The building has only minimal stylistic details, lacks artistic value, and is not the work of a master. Therefore, this house does not possess exceptional importance for its architectural design and is not significant under *Criterion C*. The building is not likely to contain information important to history or prehistory beyond what is already documented and does not possess significance under *Criterion D*. Due to the lack of significance, this building is not eligible for inclusion in the National Register.
43. Assessment of historic physical integrity related to significance: Due to lack of significance, historic physical integrity was not assessed.

VII. NATIONAL REGISTER ELIGIBILITY ASSESSMENT

44. National Register eligibility field assessment:
Eligible ____ Not Eligible _X___ Need Data ___
45. Is there National Register district potential? Yes ___ No _X_
Discuss: The building at 4406 Columbine Drive is one of many residences constructed in East Vail during a period of growth between 1962 and the mid-1970s. The house is located in close proximity to other homes on the north side of I-70 that do not represent a cohesive collection of resources due to a combination of factors, including a lack of visual continuity among resources, infill development, extensive exterior alterations to the

majority of the earlier (1960s and 1970s) buildings, and an overall lack of cohesion in terms of scale and architectural styles and forms. For these reasons, this grouping of resources collectively lacks significance and there is no potential for a National Register historic district.

If there is National Register district potential, is this building: N/A Contributing ___ Noncontributing ___

46. If the building is in existing National Register district, is it: N/A Contributing ___ Noncontributing ___

VIII. RECORDING INFORMATION

47. Photograph numbers: 573, 575-576

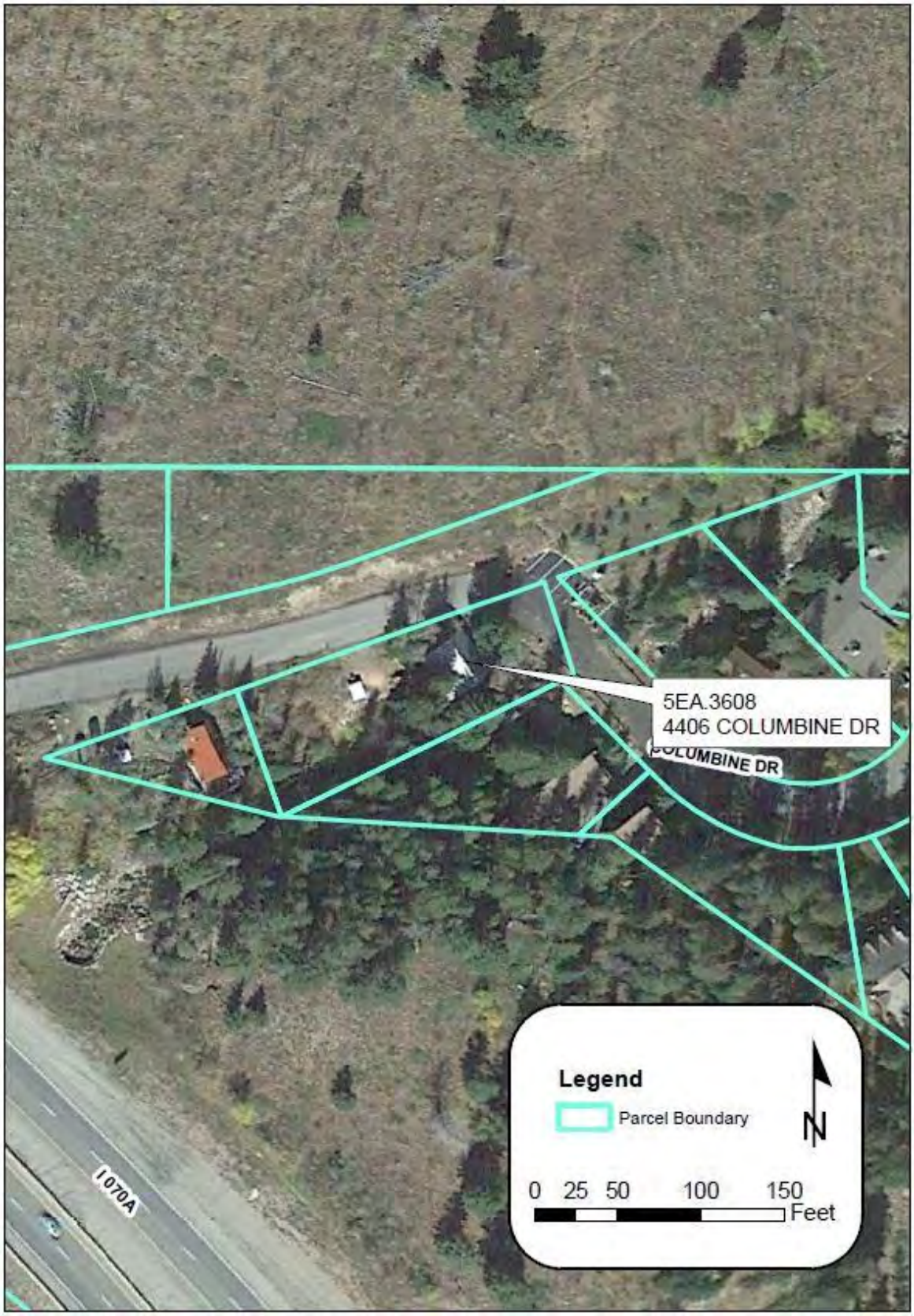
    Negatives filed at: Mead & Hunt, Inc.

48. Report title: Historic Resources Inventory Report: I-70 West Vail Pass Auxiliary Lanes Environmental Assessment, Mead & Hunt, Inc., 2018.
49. Date(s): June 2018
50. Recorder(s): Timothy Smith and Alex Borger, Cultural Resource Specialists
51. Organization: Mead & Hunt, Inc.
52. Address: 1743 Wazee Street, Suite 400, Denver, CO 80202
53. Phone number(s): (303) 729-3777

NOTE: Please include a sketch map, a photocopy of the USGS quad map indicating resource location, and photographs.

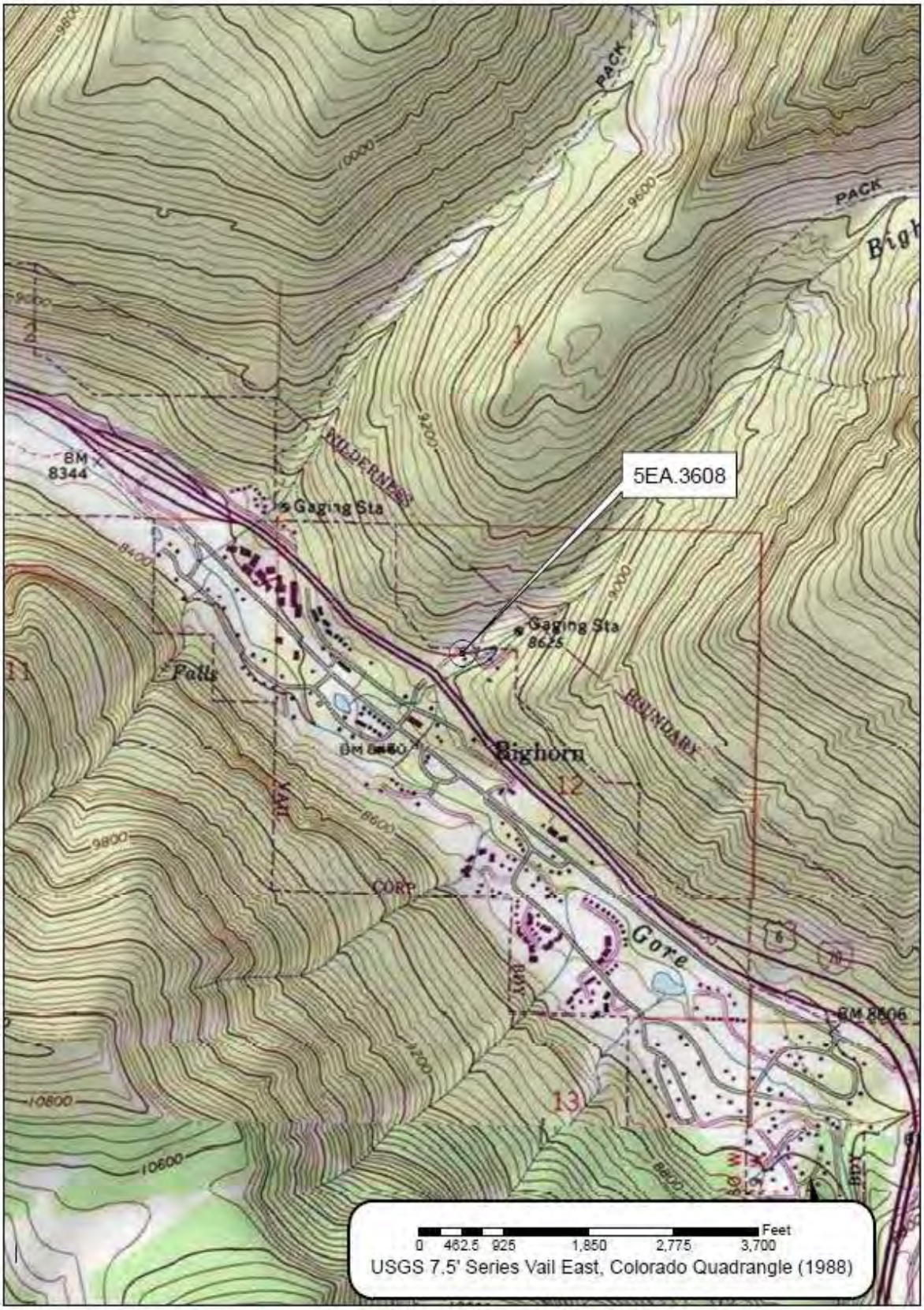
Resource Number: 5EA.3608
Temporary Resource Number: N/A

Sketch Map



Resource Number: 5EA.3608
Temporary Resource Number: N/A

USGS Quad Map



Resource Number: 5EA.3608
Temporary Resource Number: N/A

Address:	4406 Columbine Drive		
Photographer:	A. Borger	**Photograph Date:**	June 2018

Overview of front (northwest) elevation and setting, view facing southeast.

Side (northeast) elevation and deck on southeast (rear) elevation, view facing south.

Resource Number: 5EA.3608
Temporary Resource Number: N/A

Address:	4406 Columbine Drive		
Photographer:	A. Borger	**Photograph Date:**	June 2018

Side (southwest) elevation, view facing northeast.

Resource Number: 5EA.3609
Temporary Resource Number: N/A

OAHP1403
Rev. 9/98

COLORADO CULTURAL RESOURCE SURVEY

Architectural Inventory Form

Official eligibility determination
(OAHP use only)
Date _____Initials _____
_____ Determined Eligible- NR
_____ Determined Not Eligible- NR
_____ Determined Eligible- SR
_____ Determined Not Eligible- SR
_____ Need Data
_____ Contributes to eligible NR District
_____ Noncontributing to eligible NR District

I. IDENTIFICATION

1. Resource number: 5EA.3609
2. Temporary resource number: N/A
3. County: Eagle
4. City: Vail
5. Historic building name: Condominium
6. Current building name: Condominium
7. Building address: 4145 Spruce Drive
8. Owner name and address:
   Bighorn Lodge Partnership in care of Sonnenalp Hotel
   (no address provided by Eagle County Assessor)

II. GEOGRAPHIC INFORMATION

9. P.M. Sixth Township 5S Range 80W
   _____ ¼ of _____ ¼ of NW ¼ of NW ¼ of section 12
10. UTM reference
    Zone 13 ; 388417 mE 43885777 mN
11. USGS quad name: Vail East
    Year:1988 Map scale: 7.5' X 15'____ Attach photo copy of appropriate map section.
12. Lot(s): 6 and 7 Block: 7
    Addition: Bighorn 3rd Addition Year of Addition: 1963
13. Boundary Description and Justification: The boundary is an irregular polygon and consistent with the legal lot for the property and encompasses the house and its setting.

III. Architectural Description

14. Building plan (footprint, shape): Rectangular Plan
15. Dimensions in feet: Length 186’ x Width 32’
16. Number of stories: 2
17. Primary external wall material(s): Stucco
18. Roof configuration: Side-gable roof
19. Primary external roof material: Wood roof – shake roof
20. Special features: None

21. General architectural description: This two-story condominium has a concrete foundation and a rectangular plan that includes 27 units. The building has a wood-frame structural system and exterior walls clad in stucco and brick veneer. Fenestration consists of replacement, one-beside-one, vinyl, sliding, sash windows and tripartite windows with wood surrounds. The side-gable roof features wood brackets under the overhanging eaves and is clad in gravel. The front (south) facade features a brick veneer along the lower portion of the wall and ground-level unit entrances that feature wood, two-panel, one-light, front doors. The upper portion of the front facade also has second-story balconies for each unit with wood railings and sliding glass patio doors. The two side (east and west) elevations have exterior walls clad in stucco and brick veneer and paired, one-over-one, vinyl, double-hung windows. The north (rear) elevation features similar exterior cladding, fenestration, and entrances as the front facade. The rear elevation has second-story entrances and wood-frame catwalk connecting the second-story entrances.
22. Architectural style/building type: Modern Movement
23. Landscaping or special setting features: The condominium building is surrounded by a paved parking lot bordered by stone landscaping and a mix of evergreen and deciduous trees.
24. Associated buildings, features, or objects: None

IV. ARCHITECTURAL HISTORY

25. Date of Construction: Estimate: _____ Actual: 1967
    Source of information: Eagle County Assessor Records
26. Architect: Unknown
    Source of information: N/A
27. Builder/Contractor: Unknown
    Source of information: N/A
28. Original owner: Unknown
    Source of information: N/A
29. Construction history (include description and dates of major additions, alterations, or demolitions):
    This building was constructed in 1967 on land platted as part of the Third Addition to the Bighorn Subdivision. Based on Eagle County Assessor data and field survey, alterations include replacement windows and the stucco on exterior walls appears to have been updated. The building does not appear to have major additions or demolitions.
30. Original location X Moved ___ Date of move(s):

V. HISTORICAL ASSOCIATIONS

31. Original use(s): Domestic – Multiple dwelling
32. Intermediate use(s): N/A
33. Current use(s): Domestic – Multiple dwelling
34. Site type(s): Condominium
35. Historical background: This building was constructed in 1967 as part of the Third Addition to the Bighorn Subdivision in East Vail during a time of growth and development in Vail. East Vail is located approximately 4

miles east of the town of Vail, separated by the Vail Golf Club along the south side of Interstate Highway (I-) 70. Vail Village opened in 1962 and was envisioned as a luxury ski resort reminiscent of the alpine villages found throughout the Swiss Alps, Austrian Tyrol, and other mountainous regions of Central Europe. The design of buildings within the village was small in scale and reflected rustic and Swiss chalet stylistic influences such as low-pitched gable roofs with overhanging eaves; wood structural system, exterior cladding, decorative brackets, and bargeboards; and balconies. Although development in East Vail commenced with the platting of the Bighorn Subdivision in December 1962, period newspaper articles suggest these plats were largely speculative at the time rather than part of an integrated development plan with Vail Village; East Vail is located several miles east of Vail Village and the earliest residences constructed in the Bighorn Subdivision were not built until several years later.

The building at 4145 Spruce Drive was likely constructed as a condominium. In 1963 the Colorado Legislature passed the Condominium Ownership Act, which statutorily recognized condominium ownership and facilitated the development of condominium complexes throughout the Gore Creek Valley, including East Vail. Historic aerials indicate that by 1969 construction of condominiums in the Bighorn Subdivision was well underway with the earliest development occurring along Spruce Way and Bighorn Road. Elements of the condominium designs reflected muted elements of the Swiss chalet style found in nearby Vail Village.

During the late 1960s the high demand for housing combined with the lasting impact of the Condominium Ownership Act led to continual construction in the new "suburb" of East Vail. As land values rose, investors continued to purchase lots and build condominiums to maximize profits. The condominium at 4145 Spruce Drive was constructed in 1967 during a period of intensive growth in East Vail.

36. Sources of information:

Bighorn Subdivision Third Addition, Eagle County Recorder, Reception #97239, April 1, 1963.

Eagle County Assessor Data.

Eagle Valley Enterprise, 1962-1964.

Nationwide Environmental Title Research, LLC. *historicaeriels.com*, 1999. https://www.historicaerials.com/viewer.

Philpott, William. *Vacationland: Tourism and Environment in the Colorado High Country*. Seattle, Wash.: University of Washington Press, 2014.

Seibert, Peter W. *Vail: Triumph of a Dream*. Boulder, Colo.: Mountain Sports Press, 2003.

Simonton, June. *Vail: Story of a Colorado Mountain Valley*. Dallas, Tex.: Taylor Publishing Company, 1987.

VI. SIGNIFICANCE

37. Local landmark designation: Yes ____ No __X__ Date of designation: _____
Designating authority: N/A

38. Applicable National Register Criteria:

___ A. Associated with events that have made a significant contribution to the broad pattern of our history;

___ B. Associated with the lives of persons significant in our past;

___ C. Embodies the distinctive characteristics of a type, period, or method of construction, or represents the work of a master, or that possess high artistic values, or represents a significant and distinguishable entity whose components may lack individual distinction; or

___ D. Has yielded, or may be likely to yield, information important in history or prehistory.

___ Qualifies under Criteria Considerations A through G (see Manual)

_X_ Does not meet any of the above National Register criteria

39. Area(s) of significance: N/A

40. Period of significance: N/A

41. Level of significance: National ___ State ___ Local _____

42. Statement of significance: The building at 4145 Spruce Drive was constructed in 1967 and has been a condominium since that time. Research and field review did not reveal a direct association with significant activities, events, or persons associated with residential development in the Gore Creek Valley and East Vail. As such, this building does not possess significance under *Criteria A* or *B*. The building has some alterations as summarized in Item 29, minimal architectural details, does not represent an intact example of an architectural style, lacks artistic value, and is not the work of a master. Therefore, the building does not possess architectural or design significance under *Criterion C*. The building is not likely to contain information important to history or prehistory beyond what is already documented and does not possess significance under *Criterion D*. Due to the lack of significance, this building is not eligible for inclusion in the National Register of Historic Places.

43. Assessment of historic physical integrity related to significance: Due to lack of significance, historic physical integrity was not assessed.

VII. NATIONAL REGISTER ELIGIBILITY ASSESSMENT

44. National Register eligibility field assessment:
Eligible ___ Not Eligible _X_ Need Data ___

45. Is there National Register district potential? Yes ___ No _X_
Discuss: The building at 4145 Spruce Drive is one of many residential properties constructed in East Vail during a period of growth between 1962 and the mid-1970s. It is located in proximity to other residential properties but these buildings do not represent a cohesive collection of resources due to a combination of factors, including a lack of visual continuity among resources, infill development, extensive exterior alterations to the majority of the earlier (1960s and 1970s) buildings, and an overall lack of cohesion in terms of scale and architectural styles and forms. For these reasons, this grouping of resources collectively lacks significance and there is no potential for a National Register historic district.
If there is National Register district potential, is this building: N/A Contributing ___ Noncontributing _____

46. If the building is in existing National Register district, is it: N/A Contributing ___ Noncontributing ___

VIII. RECORDING INFORMATION

Resource Number: 5EA.3609
Temporary Resource Number: N/A

47. Photograph numbers: 12, 15, 17, 21

    Negatives filed at: Mead & Hunt, Inc.

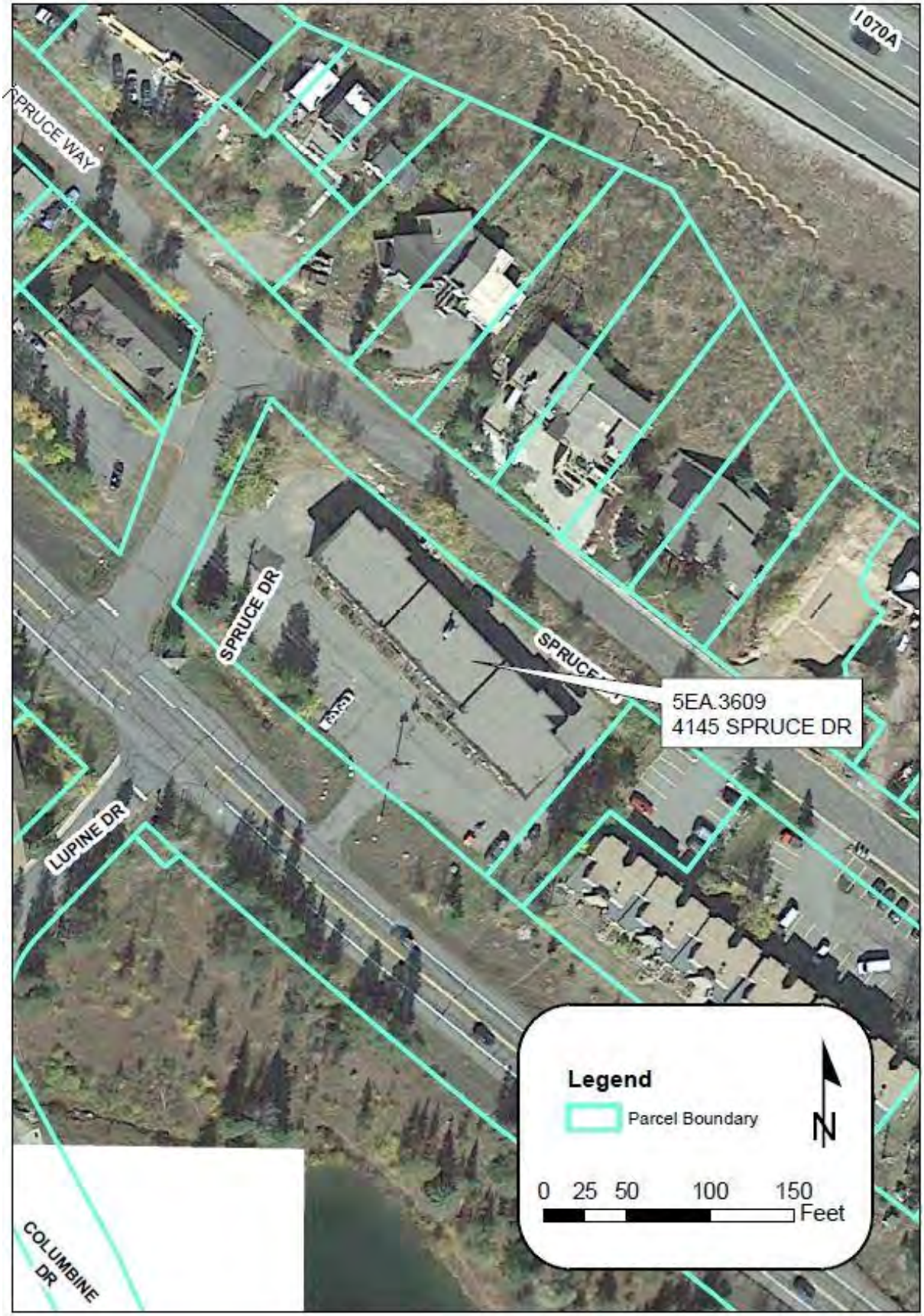
48. Report title: Historic Resources Inventory Report: I-70 West Vail Pass Auxiliary Lanes Environmental Assessment, Mead & Hunt, Inc., 2018.
49. Date(s): June 2018
50. Recorder(s): Timothy Smith and Alex Borger, Cultural Resource Specialists
51. Organization: Mead & Hunt, Inc.
52. Address: 1743 Wazee Street, Suite 400, Denver, CO 80202
53. Phone number(s): (303) 729-3777

NOTE: Please include a sketch map, a photocopy of the USGS quad map indicating resource location, and photographs.

History Colorado - Office of Archaeology & Historic Preservation
1200 Broadway, Denver, CO 80203 (303) 866-3395

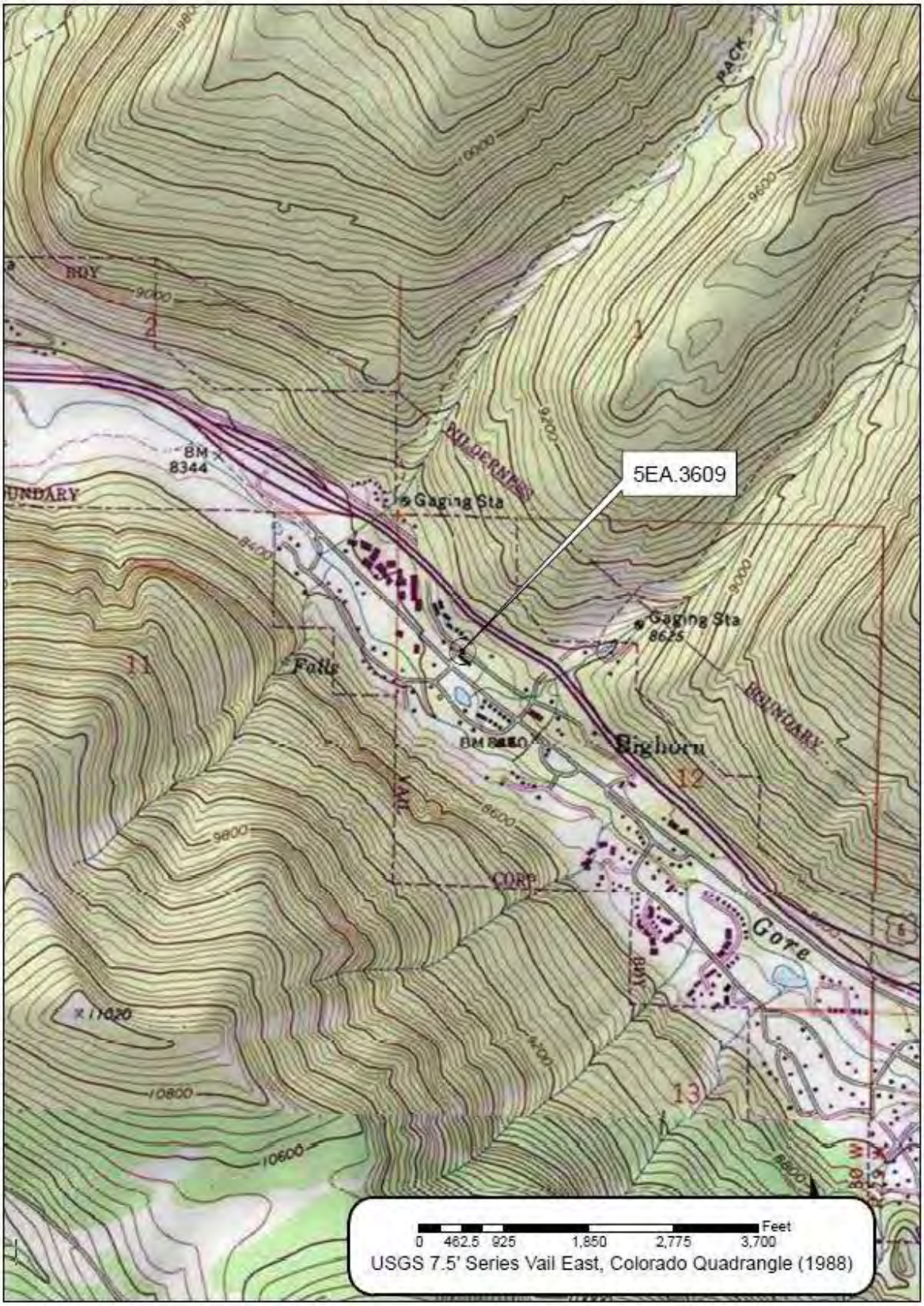
Resource Number: 5EA.3609
Temporary Resource Number: N/A

Sketch Map



Resource Number: 5EA.3609
Temporary Resource Number: N/A

USGS Quad Map



Resource Number: 5EA.3609
Temporary Resource Number: N/A

Address:	4145 Spruce Drive		
Photographer:	T. Smith	**Photograph Date:**	June 2018

The front (south) and side (east) elevations, view facing northwest.

The front (south) and side (west) elevations, view facing northeast.

Resource Number: 5EA.3609
Temporary Resource Number: N/A

Address:	4145 Spruce Drive		
Photographer:	T. Smith	**Photograph Date:**	June 2018

Detail of entryways on front (south) elevation, view facing northwest.

Rear (north) elevation, view facing south.

Resource Number: 5EA.3610
Temporary Resource Number: N/A

OAHP1403
Rev. 9/98

COLORADO CULTURAL RESOURCE SURVEY

Architectural Inventory Form

Official eligibility determination
(OAHP use only)
Date _____Initials _____
_____ Determined Eligible- NR
_____ Determined Not Eligible- NR
_____ Determined Eligible- SR
_____ Determined Not Eligible- SR
_____ Need Data
_____ Contributes to eligible NR District
_____ Noncontributing to eligible NR District

I. IDENTIFICATION

1. Resource number: 5EA.3610
2. Temporary resource number: N/A
3. County: Eagle
4. City: Vail
5. Historic building name: Altair Vail Inn Condominiums
6. Current building name: Altair Vail Inn Condominiums
7. Building address: 4192 Spruce Way
8. Owner name and address:

II. GEOGRAPHIC INFORMATION

9. P.M. Sixth Township 5S Range 80W
   _____ ¼ of _____ ¼ of SE ¼ of NW ¼ of section 12

10. UTM reference
    Zone 13 ; 388511 mE 4388416 mN

11. USGS quad name: Vail East
    Year: 1988 Map scale: 7.5' X 15'____ Attach photo copy of appropriate map section.

12. Lot(s):____ Block:_____
    Addition: _____Year of Addition: _____

13. Boundary Description and Justification: _____

III. Architectural Description

14. Building plan (footprint, shape):
15. Dimensions in feet: Length_____x Width _____
16. Number of stories:
17. Primary external wall material(s):
18. Roof configuration:
19. Primary external roof material:
20. Special features:

21. General architectural description: This building complex rests on a concrete foundation with raised basements and an irregular plan that consists of six interconnected, quad-plex condominium buildings. Each two-story quadplex has a wood-frame structural system and exterior walls clad in horizontal composite wood siding and stucco. Fenestration consists of single and paired, vinyl, casement windows. Each quadplex has an irregular roof that consist of a shed- and flat-roof portions clad in asphalt shingles. The front (northeast) facade of each quadplex features a central ground-level entrance, which is sheltered by a shed-roof projection and non-original arched rectangular supports posts, and two separate elevated unit entrances accessed by wood stairs with metal railings and shed roof projections with wood support posts. The southwest elevation of each quadplex features a two-story balcony with square wood supports and wood railings. A large central chimney clad in stucco is situated in the center of each quadplex. The northwest and southeast elevations have minimal details. The building form and roof shape reflects minimal architectural influences of the shed style.
22. Architectural style/building type: No style.
23. Landscaping or special setting features:
24. Associated buildings, features, or objects:

IV. ARCHITECTURAL HISTORY

25. Date of Construction: Estimate: _____ Actual: 1973
    Source of information: Eagle County Assessor Records
26. Architect:
    Source of information:
27. Builder/Contractor:
    Source of information:
28. Original owner:
    Source of information:
29. Construction history (include description and dates of major additions, alterations, or demolitions):
    This building complex was constructed as part of the Altair Vail Inn Subdivision in 1973. Based on Eagle County Assessor data and field survey, the building underwent extensive alterations between c.2008 and 2018; original horizontal and diagonal wood siding was replaced with horizontal composite siding and stucco, arched details were added to ground-level entrances on the northeast elevation, and doors, windows, and railings were replaced. The building does not appear to have additions or demolitions.
30. Original location X Moved ____ Date of move(s):

V. HISTORICAL ASSOCIATIONS

31. Original use(s):
32. Intermediate use(s):
33. Current use(s):
34. Site type(s):
35. Historical background: This building was constructed in 1973 as part of the Altair Vail Inn Subdivision in East Vail, located approximately 4 miles east of the town of Vail and accessed from Interstate Highway

(I-) 70 frontage roads. Vail Village opened in 1962. The founders of Vail Village envisioned the area as a luxury ski resort reminiscent of the alpine villages found throughout the Swiss Alps, Austrian Tyrol, and other mountainous regions of Central Europe. The design of buildings within the village was small in scale and reflected rustic and Swiss chalet stylistic influences such as low-pitched gable roofs with overhanging eaves; wood structural system, exterior cladding, decorative brackets, and bargeboards; and balconies. Although development in East Vail commenced with the platting of the Bighorn Subdivision in December 1962, period newspaper articles suggest these plats were largely speculative at the time rather than part of an integrated development plan with Vail Village. East Vail is located approximately four miles east of Vail Village and the earliest residences constructed in the Bighorn Subdivision were not built until several years later. In 1963 the Colorado Legislature passed the Condominium Ownership Act, which statutorily recognized condominium ownership and facilitated the development of condominium complexes throughout the Gore Creek Valley, including East Vail. Historic aerials indicate that by 1969 construction of condominiums in East Vail along Spruce Way and Bighorn Road was underway.

The high demand for housing combined with the lasting impact of the Condominium Ownership Act led to continual construction in the new "suburb" of East Vail during the late 1960s and early 1970s. As land values rose, investors continued to purchase lots and build condominiums to maximize profits. In response to the ever-increasing demand for housing, development, and concern over the environmental impacts of uncontrolled growth, in 1970, the Town of Vail passed its first zoning ordinance, established subdivision standards, and began annexing land throughout the valley in its attempt to control development. However, the speed of development continued and in 1973 the Town of Vail drafted a master plan, the Vail Plan, to rewrite the zoning ordinance, modify vehicular and pedestrian transportation systems, acquire and develop areas for community recreation, and create an overall landscaping plan to reforest the town and unite its many different architectural styles. As indicated in the Vail Plan, the town had reached a point of crisis due to congestion and had lost contact with nature. The Vail Plan did not include East Vail but the condominiums at 4192 Spruce Way were constructed in 1973 during this time of increasing concern about the potential impact of uncontrolled growth and increasing development and tourism throughout the Gore Creek Valley.

36. Sources of information:

Eagle County Assessor Data.

Mead & Hunt, Inc. *Historic Resources Inventory Report: I-70 West Vail Pass Auxiliary Lanes Environmental Assessment*. 2018.

VI. SIGNIFICANCE

37. Local landmark designation: Yes ___ No __X__ Date of designation: _____
Designating authority: N/A

38. Applicable National Register Criteria:

___ A. Associated with events that have made a significant contribution to the broad pattern of our history;

___ B. Associated with the lives of persons significant in our past;

___ C. Embodies the distinctive characteristics of a type, period, or method of construction, or represents the work of a master, or that possess high artistic values, or represents a significant and distinguishable entity whose components may lack individual distinction; or

___ D. Has yielded, or may be likely to yield, information important in history or prehistory.

___ Qualifies under Criteria Considerations A through G (see Manual)

__X__ Does not meet any of the above National Register criteria

39. Area(s) of significance:

40. Period of significance:

41. Level of significance: National ___ State ___ Local _____

42. Statement of significance: This building complex at 4192 Spruce Way was constructed in 1973. Due to the recent date of construction, it was evaluated for the National Register of Historic Places (National Register) applying *Criteria Consideration G: Properties that Have Achieved Significance Within the Past Fifty Years*. Accordingly, this complex must possess exceptional important to be eligible for the National Register. It has served as owner- and renter-occupied condominiums since its original construction. However, research and field review has not revealed exceptional importance through direction association with significant activities, events, persons, or architecture associated with condominium development in the Gore Creek Valley and East Vail. As such, this building complex does not possess significance under *Criteria A* or *B*. The condominiums are altered as summarized in Item 29 and exhibit standard building materials and practices, lack artistic value, are not the work of a master, and do not represent an outstanding example of the property type. Therefore, these condominiums do not possess exceptional importance for their architectural design and are not significant under *Criterion C*. The building complex is not likely to contain information important to history or prehistory beyond what is already documented and does not possess significance under *Criterion D*. Due to the lack of significance, this complex is not eligible for inclusion in the National Register.

43. Assessment of historic physical integrity related to significance: Not applicable; this property does not possess historical or architectural significance.

VII. NATIONAL REGISTER ELIGIBILITY ASSESSMENT

44. National Register eligibility field assessment:
Eligible ___ Not Eligible _X__ Need Data ___

45. Is there National Register district potential? Yes ___ No X
Discuss: The building complex at 4192 Spruce Way is one of many condominiums constructed throughout the Gore Creek Valley during a period of growth between 1962 and the mid-1970s and is located in some proximity to other condominiums and residences from the same era. However, these buildings do not represent a cohesive collection of resources due to a combination of factors, including a lack of visual continuity among resources, infill development, extensive exterior alterations to the majority of the earlier (1960s and 1970s) buildings, and an overall lack of cohesion in terms of scale and architectural styles and forms. For these

reasons, this grouping of resources collectively lacks significance and there is no potential for a National Register historic district.

If there is National Register district potential, is this building: N/A Contributing ___ Noncontributing _____

46. If the building is in existing National Register district, is it: N/A Contributing ___ Noncontributing ___

VIII. RECORDING INFORMATION

47. Photograph numbers:
Negatives filed at:

48. Report title:

49. Date(s): August 2018

50. Recorder(s): Timothy Smith and Alex Borger, Cultural Resource Specialists

51. Organization: Mead & Hunt, Inc.

52. Address: 1743 Wazee Street, Suite 400, Denver, CO 80202

53. Phone number(s): (303) 729-3777

NOTE: Please include a sketch map, a photocopy of the USGS quad map indicating resource location, and photographs.

History Colorado - Office of Archaeology & Historic Preservation
1200 Broadway, Denver, CO 80203 (303) 866-3395

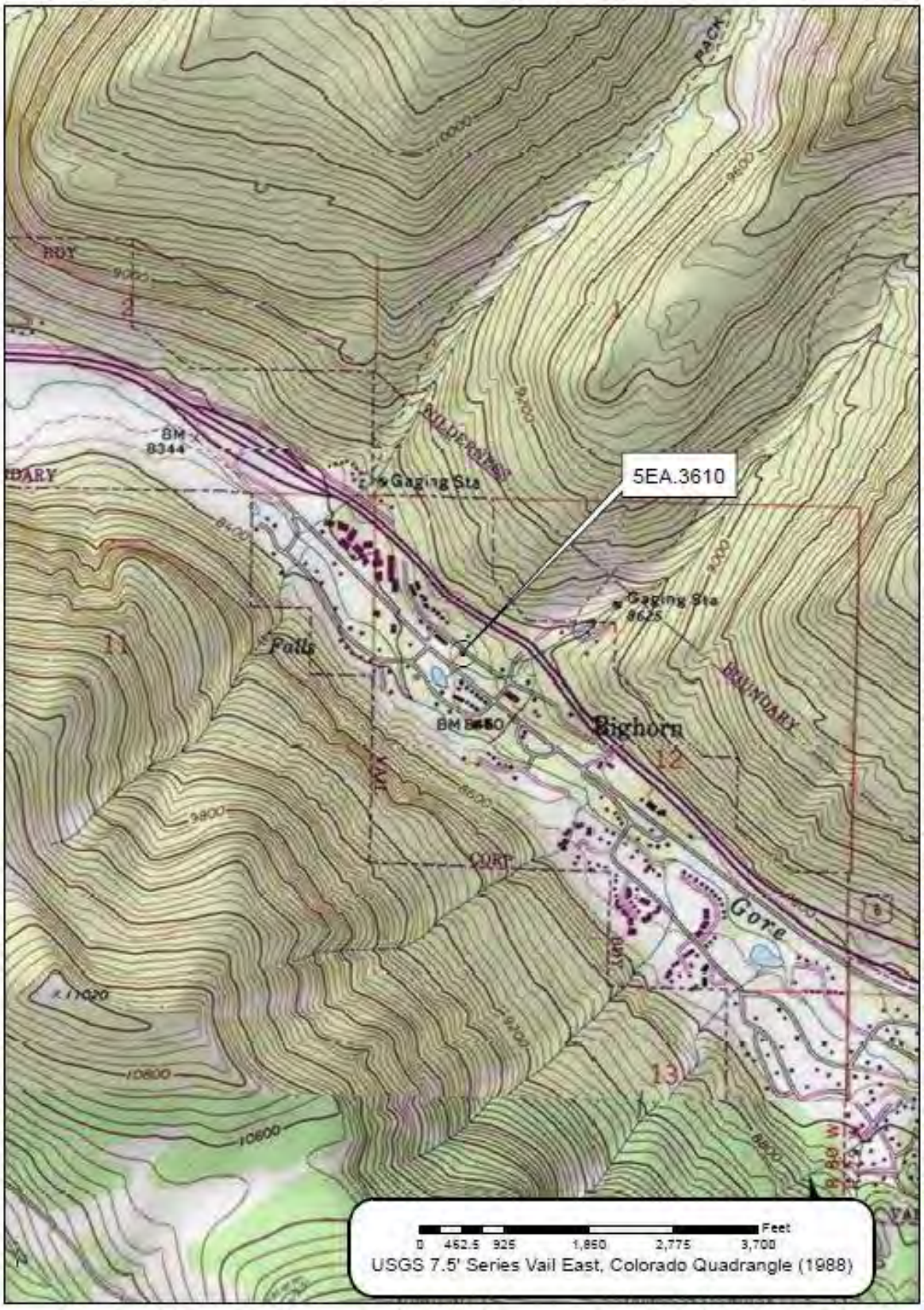
Please note: This form is an Architectural Inventory Form (Lite). Several fields on this form were not completed due to extensive alterations to the exterior of this property.

Resource Number: 5EA.3610
Temporary Resource Number: N/A

Sketch Map

Resource Number: 5EA.3610
Temporary Resource Number: N/A

USGS Quad Map



Resource Number: 5EA.3610
Temporary Resource Number: N/A

Address:	4192 Spruce Way		
Photographer:	T. Smith	**Photograph Date:**	June 2018

Overview of southwest (front) elevation and setting, view facing north.

Detail of interconnected quadplex buildings, view facing northeast.

Resource Number: 5EA.3610
Temporary Resource Number: N/A

Address:	4192 Spruce Way		
Photographer:	T. Smith	**Photograph Date:**	June 2018

Northeast (rear) elevation and overview of setting, view facing southwest.

Storage shed near the northeast corner of the parcel, view facing southeast.

Resource Number: 5EA.3611
Temporary Resource Number: N/A

OAHP1403
Rev. 9/98

COLORADO CULTURAL RESOURCE SURVEY

Architectural Inventory Form

Official eligibility determination
(OAHP use only)
Date _____Initials _____
_____ Determined Eligible- NR
_____ Determined Not Eligible- NR
_____ Determined Eligible- SR
_____ Determined Not Eligible- SR
_____ Need Data
_____ Contributes to eligible NR District
_____ Noncontributing to eligible NR District

I. IDENTIFICATION

1. Resource number: 5EA3611
2. Temporary resource number: N/A
3. County: Eagle
4. City: Vail
5. Historic building name: House
6. Current building name: Taggart Residence
7. Building address: 4110 Spruce Way
8. Owner name and address:

II. GEOGRAPHIC INFORMATION

9. P.M. Sixth Township 5S Range 80W
   _____ ¼ of _____ ¼ of NW ¼ of NW ¼ of section 12

10. UTM reference
    Zone 13 ; 388343 mE 4388575 mN

11. USGS quad name: Vail East
    Year: 1988 Map scale: 7.5' X 15'____ Attach photo copy of appropriate map section.

12. Lot(s):____ Block:_____
    Addition: _____Year of Addition: _____

13. Boundary Description and Justification: _____

III. Architectural Description

14. Building plan (footprint, shape):
15. Dimensions in feet: Length_____x Width _____
16. Number of stories:
17. Primary external wall material(s):
18. Roof configuration:
19. Primary external roof material:
20. Special features:

21. General architectural description: This two-story house rests on a concrete foundation and has an irregular L-plan. It has a wood-frame structural system and exterior walls clad in stucco and non-original horizontal wood siding. Fenestration consists of replacement, multi-light, vinyl, awning windows; windows on the first story have wood surrounds and shutters and windows on the upper story have a copper detail and are slightly recessed into the irregular side-gable mansard roof, which has exposed rafter ends, wood shingles, and standing seam metal. The asymmetrical front (northeast) facade features the main entryway at its east end, which is sheltered by a non-original, timber, front-gable hood with brackets and exposed rafters and bracing. The lower one-third of the facade is clad in stucco, the middle third by replacement horizontal wood siding, and the upper third by the overhanging mansard roof. The rear (southwest) elevation features non-original wood decks with wood balustrades on both the first and second stories. The northwest elevation has two windows and the wood deck wraps around near the southwest corner of the house. The southeast elevation features several windows and an exterior chimney encased with stucco.
22. Architectural style/building type: No style.
23. Landscaping or special setting features:
24. Associated buildings, features, or objects:

IV. ARCHITECTURAL HISTORY

25. Date of Construction: Estimate: _____ Actual: 1967
    Source of information: Eagle County Assessor Records
26. Architect:
    Source of information:
27. Builder/Contractor:
    Source of information:
28. Original owner:
    Source of information:
29. Construction history (include description and dates of major additions, alterations, or demolitions):
    This building was constructed as part of the Third Addition to the Bighorn Subdivision in 1967. Within the past 10 years the house underwent extensive changes with alterations to the roof, replacement fenestration, altered main entryway, and the addition of three large porches. A large portion of the original historic fabric and original stylistic details has been removed. Based on Eagle County Assessor data and field survey, in 2008 the hood above the front door and three decks on the rear elevation (one on the first story and two on the second story) were added to the residence. At some point all original windows were replaced with vinyl windows and copper detail was added to two upper-story windows on the front facade. Horizontal wood siding on exterior walls does not appear to be original. The house does not appear to have had major demolitions.
30. Original location X Moved ____ Date of move(s):

V. HISTORICAL ASSOCIATIONS

31. Original use(s):

32. Intermediate use(s):
33. Current use(s):
34. Site type(s):
35. Historical background: This house was constructed in 1967 as part of the Third Addition to the Bighorn Subdivision. The Bighorn Subdivision is located in East Vail, approximately 4 miles east of the town of Vail, separated by the Vail Golf Club along the south side of Interstate Highway (I-70). Vail Village opened in 1962 and was envisioned as a luxury ski resort reminiscent of the alpine villages found throughout the Swiss Alps, Austrian Tyrol, and other mountainous regions of Central Europe. The design of buildings within the village was small in scale and reflected rustic and Swiss chalet stylistic influences such as low-pitched gable roofs with overhanging eaves; wood structural system, exterior cladding, decorative brackets, and bargeboards; and balconies. Although development in East Vail commenced with the platting of the Bighorn Subdivision in December 1962, period newspaper articles suggest these plats were largely speculative at the time rather than part of an integrated development plan with Vail Village. East Vail is located approximately four miles east of Vail Village and the earliest residences constructed in the Bighorn Subdivision were not built until several years later. Historic aerials indicate that by 1969 construction in the Bighorn Subdivision was well underway, with the earliest development occurring along Spruce Way, Bighorn Road, and Columbine Way. Some, but not all, of the housing stock in East Vail reflected muted elements of the Swiss chalet style found in Vail Village.

    During the late 1960s statutory recognition of condominium ownership by the Colorado Legislature and increasing demand for housing near Vail, increasingly by investors and those looking for vacation homes, led to continual construction in the new “suburb” of East Vail. As land values rose investors continued to purchase lots and build new vacation homes. The house was constructed in 1967 during a period of immense growth and development in the Gore Creek Valley and East Vail. This period of growth led to increasing concern about development and environmental impacts in the 1970s.

36. Sources of information:
    Eagle County Assessor Data.

    Mead & Hunt, Inc. *Historic Resources Inventory Report: I-70 West Vail Pass Auxiliary Lanes Environmental Assessment*. 2018.

VI. SIGNIFICANCE

37. Local landmark designation: Yes ___ No __X__ Date of designation: _____
    Designating authority: N/A

38. Applicable National Register Criteria:

    ___ A. Associated with events that have made a significant contribution to the broad pattern of our history;

    ___ B. Associated with the lives of persons significant in our past;

___ C. Embodies the distinctive characteristics of a type, period, or method of construction, or represents the work of a master, or that possess high artistic values, or represents a significant and distinguishable entity whose components may lack individual distinction; or

___ D. Has yielded, or may be likely to yield, information important in history or prehistory.

___ Qualifies under Criteria Considerations A through G (see Manual)

_X__ Does not meet any of the above National Register criteria

39. Area(s) of significance:

40. Period of significance:

41. Level of significance: National ____ State ____ Local _____

42. Statement of significance: This building at 4110 Spruce Way was constructed in 1967 and has served as a private residence since that time. Research and field review did not indicate this residence has a direct and important association with significant activities, events, or persons associated with development in the Gore Creek Valley and East Vail. As such, this home does not possess significance under National Register *Criteria A* or *B*. While the residence reflects elements of the Neo-Mansard form, including a Mansard roof clad in wood shakes, recessed dormers, and second-story contained under roof, the building represents a ubiquitous form built throughout Colorado during this period and does not possess a combination of stylistic features that render it as a fully formed or outstanding example of as type or form. The house lacks a full combination of design features, such as quoins, segmental arched entryways and window surrounds, brick veneer, and the formality typically associated with the Neo-Mansard form has been diluted by the addition of brackets. Moreover, this building does not represent the work of a master architect. The house is altered as summarized in Item 29 and exhibits standard building materials and practices, lacks artistic value, is not the work of a master, and does not represent an outstanding example of the property type. Therefore, this building does not possess importance for its architectural design and is not significance under *Criterion C*. The building is not likely to contain information important to history or prehistory beyond what is already documented and does not possess significance under *Criterion D*. Due to the lack of significance, this building is not eligible for inclusion in the National Register.

43. Assessment of historic physical integrity related to significance: Not applicable; this property does not possess historical or architectural significance.

VII. NATIONAL REGISTER ELIGIBILITY ASSESSMENT

44. National Register eligibility field assessment:
Eligible ____ Not Eligible _X___ Need Data ____

45. Is there National Register district potential? Yes ___ No X
Discuss: The building at 4110 Spruce way is one of many residences constructed throughout the Gore Creek Valley during a period of growth between 1962 and the mid-1970s. It is located in close proximity to another residential property at 4112 Spruce Way, which is from the same era with a similar form, but individually and collectively, these two buildings do not represent a cohesive collection of resources with significance due to their modest range of architectural details and exterior alterations. Within the vicinity of the two buildings are numerous private residences and condominiums from the same era but these buildings do not represent a cohesive collection of resources due to a combination of factors, including a lack of visual continuity among

resources, infill development, extensive exterior alterations to the majority of the earlier (1960s and 1970s) buildings, and an overall lack of cohesion in terms of scale and architectural styles and forms. For these reasons, these buildings do not comprise a National Register historic district.
If there is National Register district potential, is this building: N/A Contributing ___ Noncontributing _____

46. If the building is in existing National Register district, is it: N/A Contributing ___ Noncontributing ___

VIII. RECORDING INFORMATION

47. Photograph numbers:
Negatives filed at:

48. Report title:

49. Date(s): August 2018

50. Recorder(s): Timothy Smith and Alex Borger, Cultural Resource Specialists

51. Organization: Mead & Hunt, Inc.

52. Address: 1743 Wazee Street, Suite 400, Denver, CO 80202

53. Phone number(s): (303) 729-3777

NOTE: Please include a sketch map, a photocopy of the USGS quad map indicating resource location, and photographs.

History Colorado - Office of Archaeology & Historic Preservation
1200 Broadway, Denver, CO 80203 (303) 866-3395

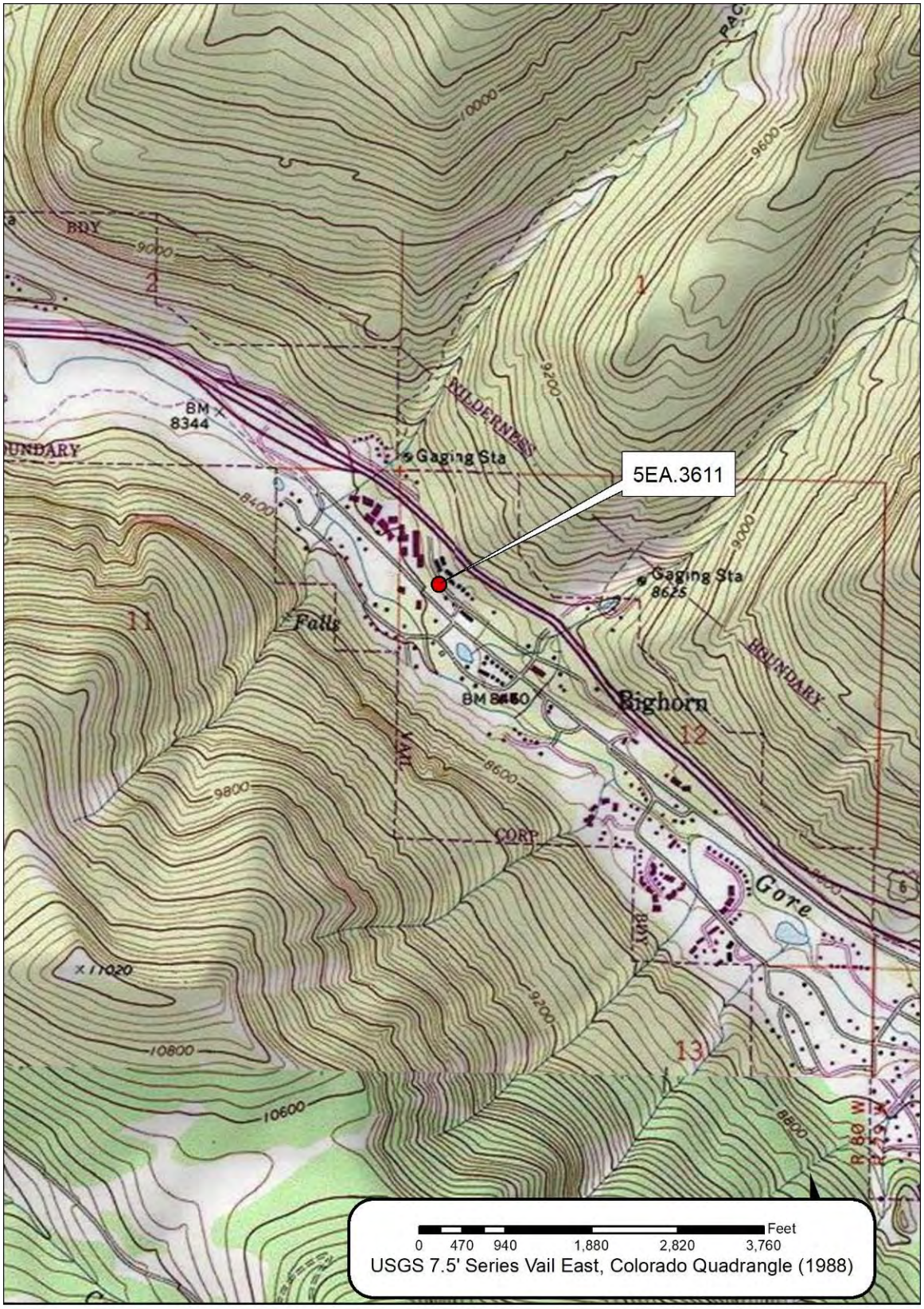
Please note: This form is an Architectural Inventory Form (Lite). Several fields on this form were not completed due to extensive alterations to the exterior of this property.

Resource Number: 5EA.3611
Temporary Resource Number: N/A

Sketch Map

Resource Number: 5EA.3611
Temporary Resource Number: N/A

USGS Quad Map



Resource Number: 5EA.3611
Temporary Resource Number: N/A

Address:	4110 Spruce Way		
Photographer:	T. Smith	**Photograph Date:**	June 2018

Overview of front (northeast) and side (southeast) elevations, view facing west.

Front (northeast) and side (northwest) elevations, view facing south.

Resource Number: 5EA.3611
Temporary Resource Number: N/A

Address:	4110 Spruce Way		
Photographer:	T. Smith	**Photograph Date:**	June 2018

Side (northwest) and rear (southwest) elevations showing the recently added wood decks, view facing southeast.

Resource Number: 5EA.3612
Temporary Resource Number: N/A

OAHP1403
Rev. 9/98

COLORADO CULTURAL RESOURCE SURVEY

Architectural Inventory Form

Official eligibility determination
(OAHP use only)
Date _____Initials _____
_____ Determined Eligible- NR
_____ Determined Not Eligible- NR
_____ Determined Eligible- SR
_____ Determined Not Eligible- SR
_____ Need Data
_____ Contributes to eligible NR District
_____ Noncontributing to eligible NR District

I. IDENTIFICATION

1. Resource number: 5EA.3612
2. Temporary resource number: N/A
3. County: Eagle
4. City: Vail
5. Historic building name: House
6. Current building name: Folke and Mellgren Residence
7. Building address: 4112 Spruce Way
8. Owner name and address:
   Anders Folke and Anna Maria Mellgren
   990 North Lake Shore Drive, Apt 24A
   Chicago, IL 60611

II. GEOGRAPHIC INFORMATION

9. P.M. Sixth Township 5S Range 80W
   ____ ¼ of _____ ¼ of NW ¼ of NW ¼ of section 12

10. UTM reference
    Zone 13 ; 388351 mE 4388567 mN

11. USGS quad name: Vail East
    Year: 1988 Map scale: 7.5' X 15'____ Attach photo copy of appropriate map section.

12. Lot(s): 2 (Part of north ½ of Tract B) Block: 8
    Addition: Bighorn 3rd Addition Year of Addition: 1963

13. Boundary Description and Justification: The boundary is rectangular and consistent with the legal lot for the property and encompasses the house and its setting.

III. Architectural Description

14. Building plan (footprint, shape): Rectangular plan

15. Dimensions in feet: Length 34' x Width 26'

16. Number of stories: 2

17. Primary external wall material(s): Stucco and horizontal wood siding
18. Roof configuration: Mansard roof
19. Primary external roof material: Wood roof – Shingle roof
20. Special features: None
21. General architectural description: This two-story house rests on a concrete-block foundation and has a rectangular plan. It has a wood-frame structural system and exterior walls clad in stucco and horizontal wood siding. The home has a mansard roof with exposed rafter ends and replacement wood shingles. Fenestration consists of replacement, wood-frame, one-over-one-light, double-hung windows and sliding sash windows; one window is located in a recessed portion of the mansard roof. The asymmetrical front (northeast) facade features the main entryway at its east end, which is sheltered by a small, front-gable hood with non-original wood brackets; the front door is a replacement. The lower one-third of the facade is clad in stucco, the middle third by horizontal wood siding, and the upper third by the overhanging mansard roof. The northwest elevation features a wood-frame tripartite window. The southeast elevation features no outstanding features. The rear (southwest) elevation features non-original wood decks on both the first and second stories and a storage building near the southwest corner of the house clad in horizontal wood.
22. Architectural style/building type: Post-World War II – Neo-Mansard
23. Landscaping or special setting features: The house has a short setback from the adjacent road and is surrounded by gravel/dirt parking area.
24. Associated buildings, features, or objects: A small, frame, storage building is located near the southwest corner of the house on the wood deck.

IV. ARCHITECTURAL HISTORY

25. Date of Construction: Estimate: _____ Actual: 1967
    Source of information: Eagle County Assessor Records
26. Architect: Unknown
    Source of information: N/A
27. Builder/Contractor: Unknown
    Source of information: N/A
28. Original owner: Unknown
    Source of information: N/A
29. Construction history (include description and dates of major additions, alterations, or demolitions):
    This building was constructed on land platted as part of the Third Addition to the Bighorn Subdivision. Based on Eagle County Assessor data and field survey, the front door has been replaced. Fenestration consists of replacement wood windows, and wood shingles on the Mansard roof appear to be replacements. The building does not appear to have major additions or demolitions.
30. Original location X Moved ____ Date of move(s):

Resource Number: 5EA.3612
Temporary Resource Number: N/A

V. HISTORICAL ASSOCIATIONS

31. Original use(s): Domestic – Single dwelling
32. Intermediate use(s): N/A
33. Current use(s): Domestic – Single dwelling
34. Site type(s): Residence
35. Historical background: This building was constructed in 1967 as part of the Third Addition to the Bighorn Subdivision during a time of extensive growth and development in the Gore Creek Valley. The Bighorn Subdivision is in East Vail, located approximately 4 miles east of the town of Vail, separated by the Vail Golf Club along the south side of Interstate Highway (I-) 70. The founders of Vail Village, which opened in 1962, envisioned the area as a luxury ski resort reminiscent of the alpine villages found throughout the Swiss Alps, Austrian Tyrol, and other mountainous regions of Central Europe. The design of buildings within the village was small in scale and reflected rustic and Swiss chalet stylistic influences such as low-pitched gable roofs with overhanging eaves; wood structural system, exterior cladding, decorative brackets, and bargeboards; and balconies. Although development in East Vail commenced with the platting of the Bighorn Subdivision in December 1962, period newspaper articles suggest these plats were largely speculative at the time rather than part of an integrated development plan with Vail Village; East Vail is located several miles east of Vail Village and the earliest residences constructed in the Bighorn Subdivision were not built until several years later. Historic aerials indicate that the earliest development in the Bighorn Subdivision occurred along Spruce Way, Bighorn Road, and Columbine Way. The home at 4112 Spruce Way is likely one of the earliest homes built in the Bighorn Subdivision. Although its scale was similar to buildings constructed in Vail during this period, its architectural features did not reflect the Swiss chalet style. Rather, the home reflected elements of a phase known as Neo-Mansard whereby architects trended away from modernist styles of the 1940s and 1950s toward more traditional architectural shapes and details. Its unique roofline provided a visual reference to the Second Empire style of the 1870s but differed from its predecessor primarily through recessed windows set into the Mansard roofline. Architects utilized the neo-Mansard form to add dramatic effect to their designs at a relatively low cost and provide a second-story of living space while maintaining a low roof height. Typical features of Neo-Mansard buildings include the Mansard roof clad in wood shakes, recessed dormer windows, one-story with a second-story contained under the roof, exterior wall surfaces of brick veneer, an overall formality, and various stylistic features such as segmental arch details over entryways, windows, or dormers, quoins, or tall arched windows extending through the cornice. Several other condominium buildings and small-scale private homes were built along Spruce Way between 1965 and 1968 that reflect the Neo-Mansard design; research did not indicate whether they had the same architect or were constructed as part of a larger development.

36. Sources of information:

Bighorn Subdivision Third Addition, Eagle County Recorder, Reception #97510, June 3, 1963.

Eagle County Assessor Data.

Eagle Valley Enterprise, 1962-1964.

McAlester, Virginia Savage. *A Field Guide to American Houses: The Definitive Guide to Identifying and Understanding America's Domestic Architecture*. New York, NY: Alfred A Knopf, 2018.

Nationwide Environmental Title Research, LLC. *historicaeriels.com*, 1999. https://www.historicaerials.com/viewer.

Pearce, Sarah J., Merrill A. Wilson, et al. *Field Guide to Colorado's Historic Architecture & Engineering, 2nd edition.* Denver, Colo.: State Historical Society of Colorado, 2008.

Philpott, William. *Vacationland: Tourism and Environment in the Colorado High Country*. Seattle, Wash.: University of Washington Press, 2014.

Seibert, Peter W. *Vail: Triumph of a Dream*. Boulder, Colo.: Mountain Sports Press, 2003.

Simonton, June. *Vail: Story of a Colorado Mountain Valley*. Dallas, Tex.: Taylor Publishing Company, 1987.

VI. SIGNIFICANCE

37. Local landmark designation: Yes ____ No __X__ Date of designation: _____
Designating authority: N/A

38. Applicable National Register Criteria:

____ A. Associated with events that have made a significant contribution to the broad pattern of our history;

____ B. Associated with the lives of persons significant in our past;

____ C. Embodies the distinctive characteristics of a type, period, or method of construction, or represents the work of a master, or that possess high artistic values, or represents a significant and distinguishable entity whose components may lack individual distinction; or

____ D. Has yielded, or may be likely to yield, information important in history or prehistory.

____ Qualifies under Criteria Considerations A through G (see Manual)

__X__ Does not meet any of the above National Register criteria

39. Area(s) of significance: N/A

40. Period of significance: N/A

41. Level of significance: National ____ State ____ Local _____

42. Statement of significance: The building at 4112 Spruce Way was constructed in 1967 and has been a private residence since that time. Research and field review did not reveal a direct association with significant activities, events, or persons associated with residential development in the Gore Creek Valley and East Vail. As such, this building does not possess significance under National Register *Criteria A* or *B*. While the residence reflects elements of the Neo-Mansard form, including a Mansard roof clad in wood shakes, recessed dormers, and second-story contained under the roof, the building represents a ubiquitous form built throughout Colorado

during this period and does not possess a combination of stylistic features that render it as a fully formed or outstanding example of as type or form. The house lacks a full combination of design features, such as quoins, segmental arched entryways and window surrounds, and brick veneer, and the formality typically associated with the Neo-Mansard form has been diluted by the addition of brackets. Moreover, this building does not represent the work of a master architect. Therefore, the building does not possess architectural or design significance under *Criterion C*. The building is not likely to contain information important to history or prehistory beyond what is already documented and does not possess significance under *Criterion D*. Due to the lack of significance, this building is not eligible for inclusion in the National Register.

43. Assessment of historic physical integrity related to significance: Due to lack of significance, historic physical integrity was not assessed.

VII. National Register Eligibility Assessment

44. National Register eligibility field assessment:
    Eligible ____ Not Eligible _X___ Need Data ____
45. Is there National Register district potential? Yes ___ No X
    Discuss: The building at 4112 Spruce way is one of many residences constructed in East Vail during a period of growth between 1962 and the mid-1970s. It is located in close proximity to another residential property at 4110 Spruce Way, which is from the same era with a similar form, but individually and collectively, these two buildings do not represent a cohesive collection of resources with significance due to their modest range of architectural details and exterior alterations. Within the vicinity of the two buildings are numerous private residences and condominiums from the same era but these buildings do not represent a cohesive collection of resources due to a combination of factors, including a lack of visual continuity among resources, infill development, extensive exterior alterations to the majority of the earlier (1960s and 1970s) buildings, and an overall lack of cohesion in terms of scale and architectural styles and forms. For these reasons, these buildings do not comprise a National Register historic district.
    If there is National Register district potential, is this building: N/A Contributing ___ Noncontributing _____
46. If the building is in existing National Register district, is it: N/A Contributing ___ Noncontributing ___

VIII. Recording Information

47. Photograph numbers: 28, 30
    Negatives filed at: Mead & Hunt, Inc.
48. Report title: Historic Resources Inventory Report: I-70 West Vail Pass Auxiliary Lanes Environmental Assessment, Mead & Hunt, Inc., 2018.
49. Date(s): August 2018
50. Recorder(s): Timothy Smith and Alex Borger, Cultural Resource Specialists
51. Organization: Mead & Hunt, Inc.
52. Address: 1743 Wazee Street, Suite 400, Denver, CO 80202
53. Phone number(s): (303) 729-3777

NOTE: Please include a sketch map, a photocopy of the USGS quad map indicating resource location, and photographs.

Resource Number: 5EA.3612
Temporary Resource Number: N/A

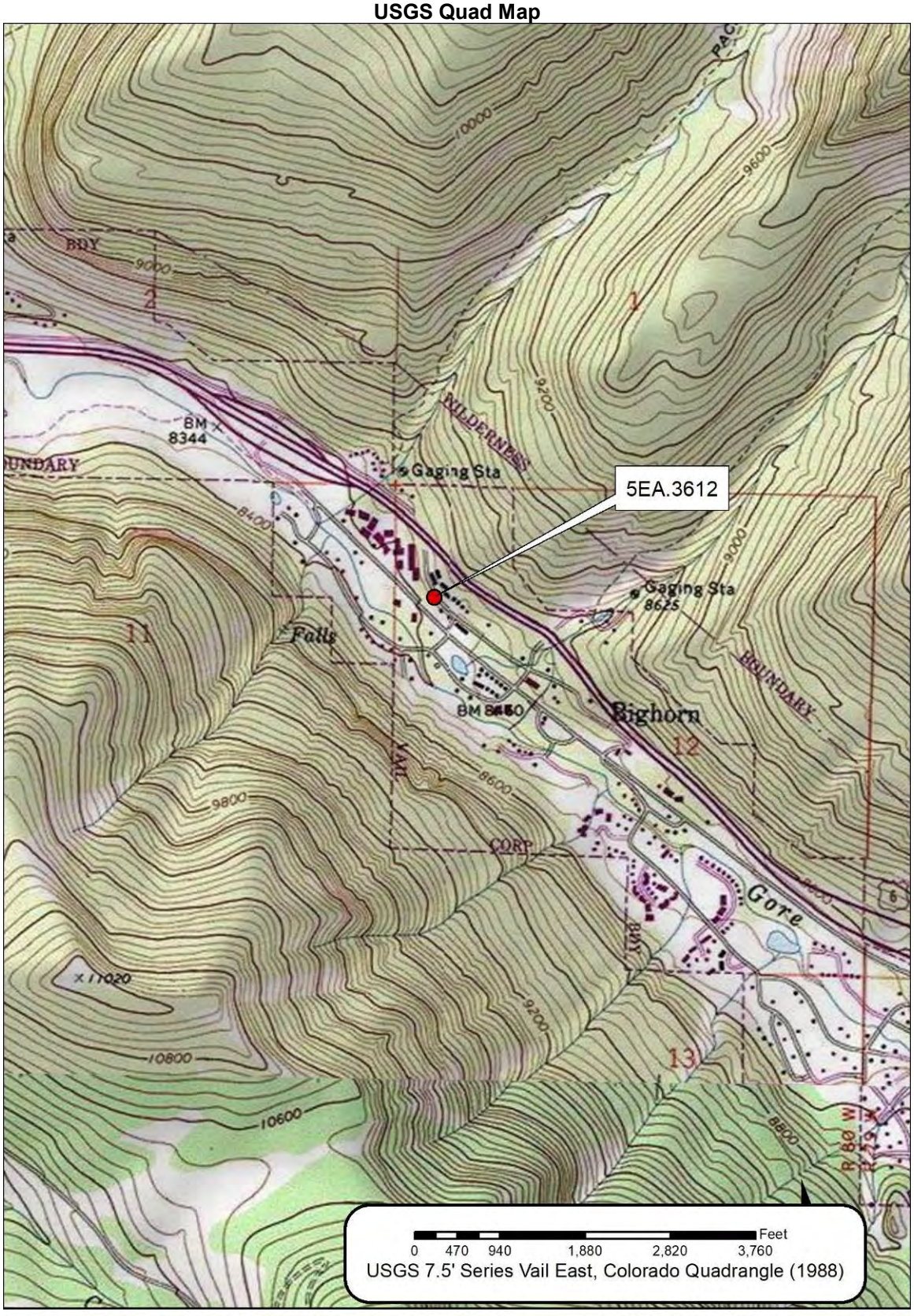
History Colorado - Office of Archaeology & Historic Preservation
1200 Broadway, Denver, CO 80203 (303) 866-3395

Resource Number: 5EA.3612
Temporary Resource Number: N/A

Sketch Map

Resource Number: 5EA.3612
Temporary Resource Number: N/A

USGS Quad Map



Resource Number: 5EA.3612
Temporary Resource Number: N/A

Address:	4112 Spruce Way		
Photographer:	T. Smith	**Photograph Date:**	June 2018

Overview of northeast (front) elevation and side (northwest) elevation with replacement wood deck and storage building visible at right, view facing south.

The front (northeast) and side (southeast) elevations. The deck on the rear (southwest) elevation is visible at left, view facing southwest.

Resource Number: 5EA.3613
Temporary Resource Number: N/A

OAHP1403
Rev. 9/98

COLORADO CULTURAL RESOURCE SURVEY

Architectural Inventory Form

Official eligibility determination
(OAHP use only)
Date _____Initials _____
_____ Determined Eligible- NR
_____ Determined Not Eligible- NR
_____ Determined Eligible- SR
_____ Determined Not Eligible- SR
_____ Need Data
_____ Contributes to eligible NR District
_____ Noncontributing to eligible NR District

I. IDENTIFICATION

1. Resource number: 5EA.3613
2. Temporary resource number: N/A
3. County: Eagle
4. City: Vail
5. Historic building name: Condominium
6. Current building name: Condominium
7. Building address: 4132 Spruce Way
8. Owner name and address: Various owners

II. GEOGRAPHIC INFORMATION

9. P.M. Sixth Township 5S Range 80W
   _____ ¼ of _____ ¼ of NW ¼ of NW ¼ of section 12
10. UTM reference
    Zone 13 ; 388376 mE 4388541 mN
11. USGS quad name: Vail East
    Year:1988 Map scale: 7.5' X 15'____ Attach photo copy of appropriate map section.
12. Lot(s): N/A Block: N/A
    Addition: Vail East Lodging Year of Addition: N/A
13. Boundary Description and Justification: The boundary is an irregular polygon and consistent with the legal lot for the property and encompasses the house and its setting.

III. Architectural Description

14. Building plan (footprint, shape): Rectangular plan
15. Dimensions in feet: Length 75' x Width 22'
16. Number of stories: 2
17. Primary external wall material(s): Wood – Horizontal siding
18. Roof configuration: Side-gable roof
19. Primary external roof material: Synthetic roof
20. Special features: None
21. General architectural description: This two-story condominium has a concrete foundation and a rectangular plan that includes three units. The building has a wood-frame structural system. First-story exterior walls are clad in

replacement vertical composition wood siding and the upper-story walls are clad in horizontal wood siding. Fenestration consists of replacement, vinyl, one-over-one, multi-light, double-hung windows on the first story and replacement, vinyl, multi-light, casement windows on the upper story. The side-gable roof is clad in synthetic shingles and includes four front-gable dormers on its south-facing slope. The south (front) facade features entryways for each unit and is clad in a combination of composite wood siding and horizontal wood siding; a large, replacement, wraparound, wood deck spans the entire facade. The wood deck extends around the side (east) elevation with wood stairs that lead down to ground level. The other side (west) elevation has several windows. The rear (north) elevation includes entry doors for two units, which include replacement doors and a small concrete pad; a third door once existed at the west end of the north elevation but has been covered over with the vertical composite wood siding.

22. Architectural style/building type: Modern Movement
23. Landscaping or special setting features: The condominium is surrounded by a small lawn with several placed boulders and a mix of evergreen and deciduous trees.
24. Associated buildings, features, or objects: None

IV. ARCHITECTURAL HISTORY

25. Date of Construction: Estimate: _____ Actual: 1965
    Source of information: Eagle County Assessor Records
26. Architect: Unknown
    Source of information: N/A
27. Builder/Contractor: Unknown
    Source of information: N/A
28. Original owner: Unknown
    Source of information: N/A
29. Construction history (include description and dates of major additions, alterations, or demolitions):
    This building was constructed in 1965. Based on Eagle County Assessor data and field survey, alterations include replacement, vertical, composite, wood siding on the first floor; replacement vinyl windows; replacement doors; and replacement synthetic roofing material. The building does not appear to have major additions or demolitions.
30. Original location X Moved ____ Date of move(s):

V. HISTORICAL ASSOCIATIONS

31. Original use(s): Domestic – Multiple dwelling
32. Intermediate use(s): N/A
33. Current use(s): Domestic – Multiple dwelling
34. Site type(s): Condominium
35. Historical background: This building was constructed in 1965 on land platted for the Vail East Lodging development. The condominium is located in East Vail, which is situated approximately 4 miles east of the town of Vail and separated by the Vail Golf Club along the south side of Interstate Highway (I-) 70. Vail Village and

the Vail Ski Area opened in 1962 and were envisioned the area as a luxury ski resort reminiscent of the alpine villages found throughout the Swiss Alps, Austrian Tyrol, and other mountainous regions of Central Europe. The design of buildings within the village was small in scale and reflected rustic and Swiss chalet stylistic influences such as low-pitched gable roofs with overhanging eaves; wood structural system, exterior cladding, decorative brackets, and bargeboards; and balconies. Although development in East Vail commenced with the platting of the Bighorn Subdivision in December 1962, period newspaper articles suggest these plats were largely speculative at the time rather than part of an integrated development plan with Vail Village. East Vail is located approximately four miles east of Vail Village and the earliest residences constructed in the Bighorn Subdivision were not built until several years later. In 1963 the Colorado Legislature passed the Condominium Ownership Act, which statutorily recognized condominium ownership and facilitated the development of condominium complexes throughout the Gore Creek Valley, including East Vail. Historic aerials indicate the earliest development in East Vail occurred along Spruce Way and Bighorn Road. As land values rose throughout the mid-1960s, investors continued to purchase lots and build condominiums to maximize profits. The condominium at 4132 Spruce Way was constructed in 1965 during a time of growth and development in the Gore Creek Valley.

36. Sources of information:

Eagle County Assessor Data.

Eagle Valley Enterprise, 1962-1964.

Nationwide Environmental Title Research, LLC. *historicaeriels.com*, 1999. https://www.historicaerials.com/viewer.

Philpott, William. *Vacationland: Tourism and Environment in the Colorado High Country*. Seattle, Wash.: University of Washington Press, 2014.

Seibert, Peter W. *Vail: Triumph of a Dream*. Boulder, Colo.: Mountain Sports Press, 2003.

Simonton, June. *Vail: Story of a Colorado Mountain Valley*. Dallas, Tex.: Taylor Publishing Company, 1987.

VI. SIGNIFICANCE

37. Local landmark designation: Yes ____ No __X__ Date of designation: _____
Designating authority: N/A

38. Applicable National Register Criteria:

____ A. Associated with events that have made a significant contribution to the broad pattern of our history;

____ B. Associated with the lives of persons significant in our past;

____ C. Embodies the distinctive characteristics of a type, period, or method of construction, or represents the work of a master, or that possess high artistic values, or represents a significant and distinguishable entity whose components may lack individual distinction; or

____ D. Has yielded, or may be likely to yield, information important in history or prehistory.

___ Qualifies under Criteria Considerations A through G (see Manual)

_X_ Does not meet any of the above National Register criteria

39. Area(s) of significance: N/A
40. Period of significance: N/A
41. Level of significance: National ___ State ___ Local _____
42. Statement of significance: The building at 4132 Spruce Way was constructed in 1965 and has served as a condominium since that time. Research and field review did not reveal a direct association with significant activities, events, or persons associated with residential development in the Gore Creek Valley and East Vail. As such, this building does not possess significance under *Criteria A* or *B*. The building has minimal architectural details, is altered as summarized in Item 29, does not represent an intact example of an architectural style, lacks artistic value, and is not the work of a master. Therefore, the building does not possess architectural or design significance under *Criterion C*. The building is not likely to contain information important to history or prehistory beyond what is already documented and does not possess significance under *Criterion D*. Due to the lack of significance, this building is not eligible for inclusion in the National Register of Historic Places.
43. Assessment of historic physical integrity related to significance: Due to lack of significance, historic physical integrity was not assessed.

VII. National Register Eligibility Assessment

44. National Register eligibility field assessment:
    Eligible ___ Not Eligible _X_ Need Data ___
45. Is there National Register district potential? Yes ___ No X

Discuss: The building at 4132 Spruce Way is one of many residential properties constructed in East Vail during a period of growth and expansion between 1962 and the mid-1970s. It is located in some proximity to other homes but these buildings do not represent a cohesive collection of resources due to a combination of factors, including a lack of visual continuity among resources, infill development, extensive exterior alterations to the majority of the earlier (1960s and 1970s) buildings, and an overall lack of cohesion in terms of scale and architectural styles and forms. For these reasons, this grouping of resources collectively lacks significance and there is no potential for a National Register historic district.

If there is National Register district potential, is this building: N/A Contributing ___ Noncontributing _____

46. If the building is in existing National Register district, is it: N/A Contributing ___ Noncontributing ___

VIII. Recording Information

47. Photograph numbers: 72, 75-76, 78
    Negatives filed at: Mead & Hunt, Inc.
48. Report title: Historic Resources Inventory Report: I-70 West Vail Pass Auxiliary Lanes Environmental Assessment, Mead & Hunt, Inc., 2018.
49. Date(s): June 2018
50. Recorder(s): Timothy Smith and Alex Borger, Cultural Resource Specialists

Resource Number: 5EA.3613
Temporary Resource Number: N/A

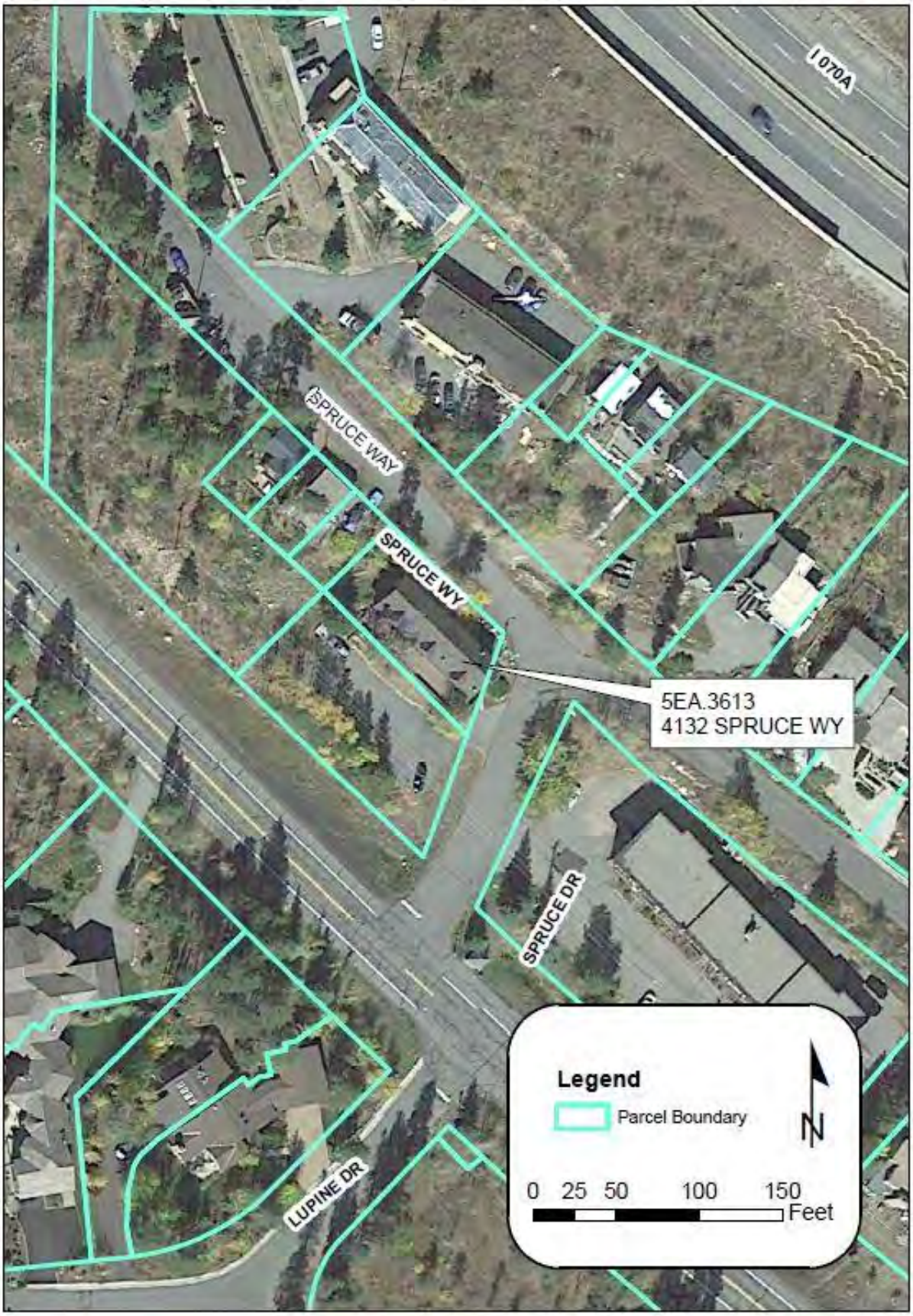
51. Organization: Mead & Hunt, Inc.
52. Address: 1743 Wazee Street, Suite 400, Denver, CO 80202
53. Phone number(s): (303) 729-3777

NOTE: Please include a sketch map, a photocopy of the USGS quad map indicating resource location, and photographs.

History Colorado - Office of Archaeology & Historic Preservation
1200 Broadway, Denver, CO 80203 (303) 866-3395

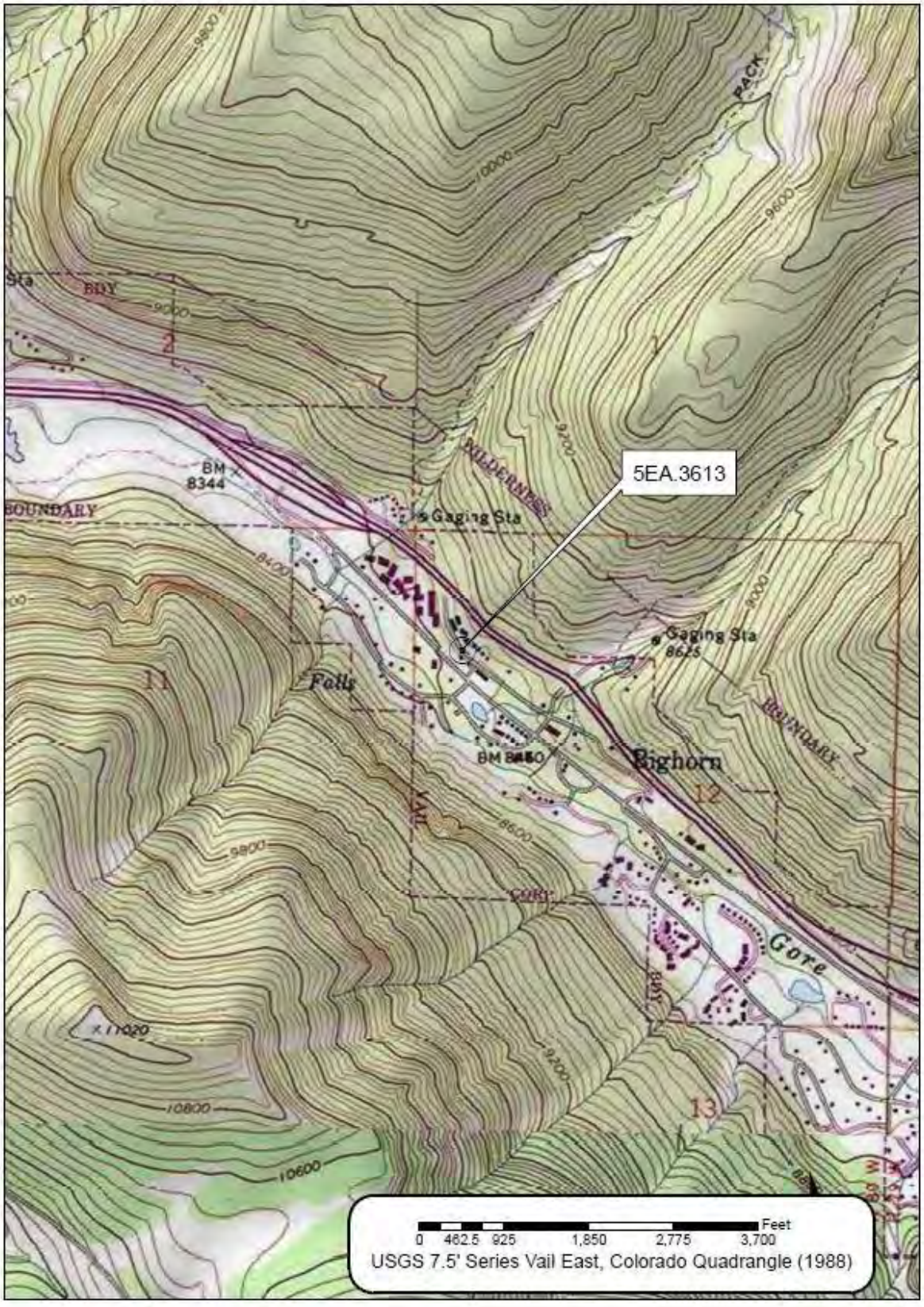
Resource Number: 5EA.3613
Temporary Resource Number: N/A

Sketch Map



Resource Number: 5EA.3613
Temporary Resource Number: N/A

USGS Quad Map



Resource Number: 5EA.3613
Temporary Resource Number: N/A

Address:	4132 Spruce Way		
Photographer:	A. Borger	**Photograph Date:**	June 2018

The front (south) and side (east) elevations, view facing northwest.

The rear (north) and side (east) elevations, view facing southwest.

Resource Number: 5EA.3613
Temporary Resource Number: N/A

Address:	4132 Spruce Way		
Photographer:	A. Borger	**Photograph Date:**	June 2018

Rear (north) elevation showing the enclosed door for the third unit at right, view facing southeast.

Detail of replacement, multi-light, vinyl windows, view facing south.

Resource Number: 5EA.3614
Temporary Resource Number: N/A

OAHP1403
Rev. 9/98

COLORADO CULTURAL RESOURCE SURVEY

Architectural Inventory Form

Official eligibility determination
(OAHP use only)
Date _____Initials _____
_____ Determined Eligible- NR
_____ Determined Not Eligible- NR
_____ Determined Eligible- SR
_____ Determined Not Eligible- SR
_____ Need Data
_____ Contributes to eligible NR District
_____ Noncontributing to eligible NR District

I. IDENTIFICATION

1. Resource number: 5EA.3614
2. Temporary resource number: N/A
3. County: Eagle
4. City: Vail
5. Historic building name: Vail East Lodging Condominium Complex
6. Current building name: Vail East Lodging Condominium Complex
7. Building address: 4073 (units 22, 23, 24, 25, 26, 28), 4093 (units 30, 38), 4123 (units 10, 11, 12, 14, 15, 16, 17, 18), 4133 (units 1, 2, 3, 4, 5, 6, 7, 8) Spruce Way
8. Owner name and address: Various owners

II. GEOGRAPHIC INFORMATION

9. P.M. Sixth Township 5S Range 80W
   _____ ¼ of _____ ¼ of NW ¼ of NW ¼ of section 12
10. UTM reference
    Zone 13 ; 388369 mE 4388627 mN
11. USGS quad name: Vail East
    Year: 1988 Map scale: 7.5' X 15'____ Attach photo copy of appropriate map section.
12. Lot(s): N/A Block: N/A
    Addition: Vail East Lodging_____ Year of Addition: N/A
13. Boundary Description and Justification: The boundary is an irregular polygon consistent with the legal lot for the property and encompasses the condominium buildings and their setting.

III. Architectural Description

14. Building plan (footprint, shape): Rectangular plan
15. Dimensions in feet: Length 96' x Width 30'
16. Number of stories: 2
17. Primary external wall material(s): Brick; Wood – vertical siding
18. Roof configuration: Mansard roof
19. Primary external roof material: Wood roof – shake roof
20. Special features: None

21. General architectural description: This condominium complex consists of four two-story buildings with rectangular plans. Each building is set back on a rise from Spruce Way and contains four units each. The buildings rest on concrete foundations and have mansard roofs with flared eaves and decorative brackets, wood-frame structural systems, and exterior walls clad in combinations of board and batten, stucco, vertical wood siding, and brick veneer. Fenestration consists of replacement multi-light, vinyl, double-hung and tripartite windows with wood surrounds. Upper-story window openings feature pointed-arch surrounds and are recessed into the mansard roof that is clad in composite shingles. Buildings at 4073, 4123, and 4133 Spruce Way feature second-story balconies for each unit with decorative wood railings, sliding-glass patio doors, and decorative brackets beneath the mansard roof. Each building features several integrated brick chimneys, some clad in stucco. Rear elevations feature entryways and replacement, vinyl, double-hung and sliding sash windows on the first story, which is clad in board and batten siding, and a slightly overhanging second story with vertical wood siding and similar replacement windows of varying sizes and configurations.
22. Architectural style/building type: Post World War II – Neo-Mansard
23. Landscaping or special setting features: The complex features four buildings: one at street level and three situated on a rise on the northeast side of the property. Each of the four buildings is surrounded by a rear paved parking lot and landscaping in the front. The overall property features various landscaping elements, including stone and wood beam retaining walls, textured concrete block retaining walls, split rail wood fences, concrete steps (to access the various buildings at different elevations), small lampposts, and a mix of evergreen and deciduous trees.
24. Associated buildings, features, or objects: None

IV. ARCHITECTURAL HISTORY

25. Date of Construction: Estimate: _____ Actual: 1965
    Source of information: Eagle County Assessor Records
26. Architect: Unknown
    Source of information: N/A
27. Builder/Contractor: Unknown
    Source of information: N/A
28. Original owner: Unknown
    Source of information: N/A
29. Construction history (include description and dates of major additions, alterations, or demolitions):
    These buildings were constructed in 1965 as part of the Vail East Lodging condominium development. Based on Eagle County Assessor data and field survey, alterations include replacement windows and doors, replacement roofing material, and some replacement of exterior wall materials. The buildings do not appear to have major additions or demolitions.
30. Original location X Moved ____ Date of move(s):

V. HISTORICAL ASSOCIATIONS

31. Original use(s): Domestic – Multiple dwelling

32. Intermediate use(s): N/A
33. Current use(s): Domestic – Multiple dwelling
34. Site type(s): Condominium
35. Historical background: This condominium complex was constructed in 1965 on land platted as part of the Vail East Lodging condominium development. During this time, East Vail and the Gore Creek Valley were undergoing intensive growth and expansion. The condominium complex is located in East Vail, approximately 4 miles east of the town of Vail, and separated from the town by the Vail Golf Club along the south side of Interstate Highway (I-) 70. Vail Village opened in 1962 and was envisioned as a luxury ski resort reminiscent of the alpine villages found throughout the Swiss Alps, Austrian Tyrol, and other mountainous regions of Central Europe. The design of buildings within the village was small in scale and reflected rustic and Swiss chalet stylistic influences such as low-pitched gable roofs with overhanging eaves; wood structural system, exterior cladding, decorative brackets, and bargeboards; and balconies. Although development in East Vail commenced with the platting of the Bighorn Subdivision in December 1962, period newspaper articles suggest these plats were largely speculative at the time rather than part of an integrated development plan with Vail Village; East Vail is located several miles east of Vail Village and the earliest residences constructed in the Bighorn Subdivision were not built until several years later. Historic aerials indicate that the earliest development in the Bighorn Subdivision occurred along Spruce Way, Bighorn Road, and Columbine Way.

    In 1963 the Colorado Legislature passed the Condominium Ownership Act, which statutorily recognized condominium ownership and facilitated the development of condominium complexes throughout the Gore Creek Valley, including East Vail. This condominium complex is likely one of the earliest in East Vail. Its design represents a combination of the Swiss chalet style found throughout Vail at the time, including its decorative brackets and second-story balcony railings, and a phase known as Neo-Mansard, whereby architects trended away from modernist styles of the 1940s and 1950s toward more traditional architectural shapes and details. The unique roofline on the complex's buildings provided a visual reference to the Second Empire style of the 1870s but differed from this earlier style in that second-story windows are recessed and set into the roofline. Architects utilized the Neo-Mansard form to add dramatic effect to their designs at a relatively low cost and provide a second-story of living space while maintaining a low roof height. Typical features of Neo-Mansard buildings include the Mansard roof clad in wood shakes, recessed dormer windows, one-story with a second-story contained under the roof, exterior wall surfaces of brick veneer, an overall formality, and various stylistic features such as segmental arch details over entryways, windows, or dormers, quoins, or tall arched windows extending through the cornice. Several small-scale private residences built along Spruce Way between 1967-1968 reflect the Neo-Mansard form; research did not indicate whether they had the same architect or were constructed as part of a larger development. As land values rose, investors continued to purchase lots and build condominiums to maximize profits. This complex of condominium buildings was built in 1965 during the early period of growth throughout the Gore Creek Valley.

36. Sources of information:
    Eagle County Assessor Data.

Eagle Valley Enterprise, 1962-1964.

McAlester, Virginia Savage. *A Field Guide to American Houses: The Definitive Guide to Identifying and Understanding America's Domestic Architecture*. New York, NY: Alfred A Knopf, 2018.

Nationwide Environmental Title Research, LLC. *historicaeriels.com*, 1999. https://www.historicaerials.com/viewer.

Pearce, Sarah J., Merrill A. Wilson, et al. *Field Guide to Colorado's Historic Architecture & Engineering, 2nd edition.* Denver, Colo.: State Historical Society of Colorado, 2008.

Philpott, William. *Vacationland: Tourism and Environment in the Colorado High Country*. Seattle, Wash.: University of Washington Press, 2014.

Seibert, Peter W. *Vail: Triumph of a Dream*. Boulder, Colo.: Mountain Sports Press, 2003.

Simonton, June. *Vail: Story of a Colorado Mountain Valley*. Dallas, Tex.: Taylor Publishing Company, 1987.

VI. SIGNIFICANCE

37. Local landmark designation: Yes ____ No __X__ Date of designation: _____
Designating authority: N/A

38. Applicable National Register Criteria:

____ A. Associated with events that have made a significant contribution to the broad pattern of our history;

____ B. Associated with the lives of persons significant in our past;

____ C. Embodies the distinctive characteristics of a type, period, or method of construction, or represents the work of a master, or that possess high artistic values, or represents a significant and distinguishable entity whose components may lack individual distinction; or

____ D. Has yielded, or may be likely to yield, information important in history or prehistory.

____ Qualifies under Criteria Considerations A through G (see Manual)

__X__ Does not meet any of the above National Register criteria

39. Area(s) of significance: N/A

40. Period of significance: N/A

41. Level of significance: National ____ State ____ Local _____

42. Statement of significance: The complex at 4073, 4093, 4123, and 4133 Spruce Way was constructed in 1965 and has been a condominium complex since that time. Research and field review did not reveal a direct association with significant activities, events, or persons associated with residential development in the Gore Creek Valley and East Vail. As such, this complex does not possess significance under *Criteria A* or *B*. While individual buildings in the complex reflect elements of the Neo-Mansard form, including Mansard roofs clad in wood shakes, recessed dormers, second-story contained under roof, and brick veneer, the buildings represent a ubiquitous form built throughout Colorado during this period and do not possess a combination of stylistic features that render them as fully formed or outstanding examples of their type or form. They lack a full combination of design features, such as quoins and segmental arched entryways and window surrounds, and

the formality typically associated with the Neo-Mansard form has been diluted by the informality of brackets and Swiss-style cutout decorative balustrades and balconies on the buildings. Moreover, these buildings do not represent the work of a master architect. Therefore, the complex does not possess architectural or design significance under *Criterion C*. The complex is not likely to contain information important to history or prehistory beyond what is already documented and does not possess significance under *Criterion D*. Due to the lack of significance, this property is not eligible for inclusion in the National Register of Historic Places.

43. Assessment of historic physical integrity related to significance: Due to lack of significance, historic physical integrity was not assessed.

VII. NATIONAL REGISTER ELIGIBILITY ASSESSMENT

44. National Register eligibility field assessment:
Eligible ____ Not Eligible _X___ Need Data ____

45. Is there National Register district potential? Yes ___ No X
Discuss: This condominium complex is one of many residential properties constructed in East Vail during a period of intensive growth and expansion in the 1960s. It is located in proximity to other residential properties and condominiums from the same era but these buildings do not represent a cohesive collection of resources due to a combination of factors, including a lack of visual continuity among resources, infill development, extensive exterior alterations to the majority of the earlier (1960s and 1970s) buildings, and an overall lack of cohesion in terms of scale and architectural styles and forms. Although the complex itself retains cohesion among the four buildings, the complex does not comprise a distinctive collection of condominium buildings and has diminished integrity due to alterations to fenestration, roofing materials, and exterior cladding. For these reasons, this grouping of buildings does not comprise a National Register historic district.
If there is National Register district potential, is this building: N/A Contributing ___ Noncontributing _____

46. If the building is in existing National Register district, is it: N/A Contributing ___ Noncontributing _____

VIII. RECORDING INFORMATION

47. Photograph numbers: 34, 39, 43, 54
Negatives filed at: Mead & Hunt, Inc.

48. Report title: Historic Resources Inventory Report: I-70 West Vail Pass Auxiliary Lanes Environmental Assessment, Mead & Hunt, Inc. 2018.

49. Date(s): June 2018

50. Recorder(s): Timothy Smith and Alex Borger, Cultural Resource Specialists

51. Organization: Mead & Hunt, Inc.

52. Address: 1743 Wazee Street, Suite 400, Denver, CO 80202

53. Phone number(s): (303) 729-3777

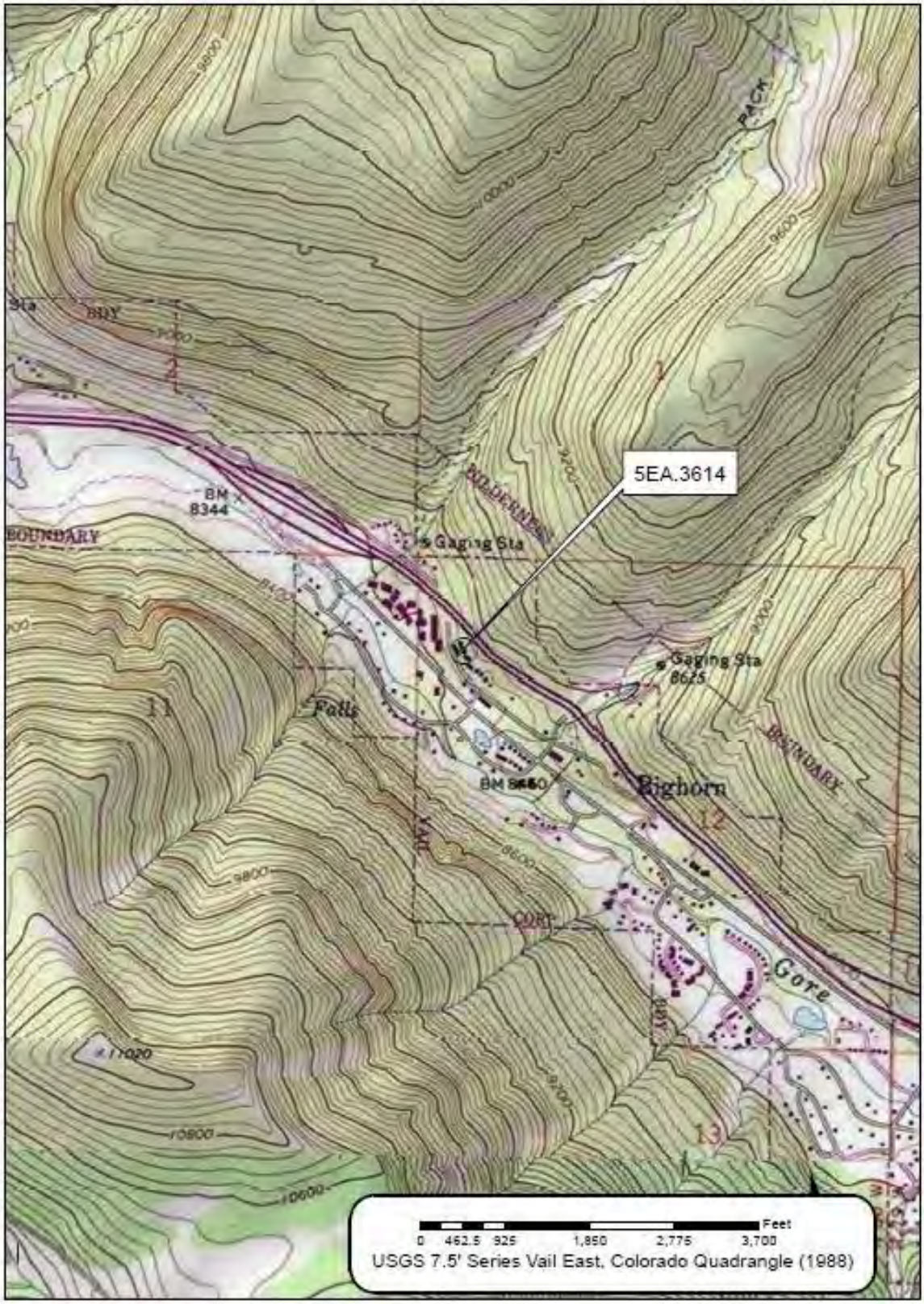
NOTE: Please include a sketch map, a photocopy of the USGS quad map indicating resource location, and photographs.

Resource Number: 5EA.3614
Temporary Resource Number: N/A

Sketch Map

Resource Number: 5EA.3614
Temporary Resource Number: N/A

USGS Quad Map



Resource Number: 5EA.3614
Temporary Resource Number: N/A

Address:	4073, 4093, 4123, 4133 Spruce Way		
Photographer:	T. Smith	**Photograph Date:**	June 2018

Overview of condominium complex, view facing northeast.

The front (southwest) and side (northwest) elevations of typical building within the complex, view facing east.

Resource Number: 5EA.3614
Temporary Resource Number: N/A

Address:	4073, 4093, 4123, 4133 Spruce Way		
Photographer:	T. Smith	**Photograph Date:**	June 2018

Rear elevations on typical buildings within the complex, view facing southeast.

Detail of typical entryway, fenestration, and balconies on condominium units, view facing east.

Resource Number: 5EA.3615
Temporary Resource Number: N/A

OAHP1403
Rev. 9/98

COLORADO CULTURAL RESOURCE SURVEY

Architectural Inventory Form

Official eligibility determination
(OAHP use only)
Date _____Initials _____
_____ Determined Eligible- NR
_____ Determined Not Eligible- NR
_____ Determined Eligible- SR
_____ Determined Not Eligible- SR
_____ Need Data
_____ Contributes to eligible NR District
_____ Noncontributing to eligible NR District

I. IDENTIFICATION

1. Resource number: 5EA.3615
2. Temporary resource number: N/A
3. County: Eagle
4. City: Vail
5. Historic building name: Duplex
6. Current building name: Elgi Duplex
7. Building address: 4141 Spruce Way
8. Owner name and address:

   Roger Elgi
   2892 Kinnikinnick Road
   Vail, CO 81657-3841

II. GEOGRAPHIC INFORMATION

9. P.M. Sixth Township 5S Range 80W
   ____ ¼ of ____ ¼ of NW ¼ of NW ¼ of section 12
10. UTM reference
    Zone 13; 388401 mE 4388591 mN
11. USGS quad name: Vail East
    Year: 1988 Map scale: 7.5' X 15'____ Attach photo copy of appropriate map section.
12. Lot(s): 8 Block: 9
    Addition: Bighorn 3rd Addition Year of Addition: 1963
13. Boundary Description and Justification: The boundary is an irregular polygon and consistent with the legal lot for the property and encompasses the building and its setting.

III. Architectural Description

14. Building plan (footprint, shape): Rectangular plan
15. Dimensions in feet: Length 26' x Width 16'
16. Number of stories: 2
17. Primary external wall material(s): Stucco
18. Roof configuration: Mansard roof
19. Primary external roof material: Wood roof – shake roof
20. Special features: None

21. General architectural description: This rectangular-plan, two-story duplex rests on a concrete foundation and has a wood-frame structural system with exterior walls clad in stucco. The mansard roof features exposed rafters and is clad in wood-shake shingles. Fenestration consists of replacement, vinyl, double-hung windows. The front (southwest) facade features a sliding glass patio door on the lower story that opens onto a wood deck with wood railing and balusters; the upper story features a pair of wood-frame doors that open onto a small wood balcony. The side (southeast) elevation features an encased stovepipe/chimney and several replacement vinyl double-hung windows. The other side (northwest) elevation has no distinguishing features and the rear (northeast) elevation is not visible due to tree coverage.
22. Architectural style/building type: Post-World War II – Neo-Mansard
23. Landscaping or special setting features: The building sits at the rear of a large lot containing a mix of evergreen and deciduous trees.
24. Associated buildings, features, or objects: A front-gable shed with wood-shake roof and exterior walls clad in vertical wood siding is located at the rear of the building (mostly not visible due to tree coverage).

IV. ARCHITECTURAL HISTORY

25. Date of Construction: Estimate: _____ Actual: 1968
    Source of information: Eagle County Assessor Records
26. Architect: Unknown
    Source of information: N/A
27. Builder/Contractor: Unknown
    Source of information: N/A
28. Original owner: Unknown
    Source of information: N/A
29. Construction history (include description and dates of major additions, alterations, or demolitions):
    This building was constructed in 1968 on land platted as part of the Third Addition to the Bighorn Subdivision. Based on Eagle County Assessor data and field survey, alterations include replacement windows and the stucco on exterior walls appears to have been updated. The building does not appear to have major additions or demolitions.
30. Original location X Moved ____ Date of move(s):

V. HISTORICAL ASSOCIATIONS

31. Original use(s): Domestic – Multiple dwelling
32. Intermediate use(s): N/A
33. Current use(s): Domestic – Multiple dwelling
34. Site type(s): Duplex
35. Historical background: This building was constructed in 1968 in the Bighorn Subdivision in East Vail, which is located approximately 4 miles east of the town of Vail and separated by the Vail Golf Club along the south side of Interstate Highway (I-) 70. Vail Village and the Vail Ski Area in 1962. The founders of Vail Village envisioned the area as a luxury ski resort reminiscent of the alpine villages found throughout the Swiss Alps, Austrian Tyrol,

and other mountainous regions of Central Europe. The design of buildings within the village was small in scale and reflected rustic and Swiss chalet stylistic influences such as low-pitched gable roofs with overhanging eaves; wood structural system, exterior cladding, decorative brackets, and bargeboards; and balconies. Although development in East Vail commenced with the platting of the Bighorn Subdivision in December 1962, period newspaper articles suggest these plats were largely speculative at the time rather than part of an integrated development plan with Vail Village; East Vail is located several miles east of Vail Village and the earliest residences constructed in the Bighorn Subdivision were not built until several years later.

Historic aerials indicate the earliest development in East Vail was along Spruce Way, Bighorn Road, and Columbine Way. Some, but not all, of the housing stock in East Vail reflected muted elements of the Swiss chalet style found in nearby Vail Village. This duplex was completed in 1968 and, although its scale was similar to buildings constructed in Vail during this period, its architectural features did not reflect the Swiss chalet style. Rather, the duplex reflected elements of a phase known as Neo-Mansard, whereby architects trended away from modernist styles of the 1940s and 1950s toward more traditional architectural shapes and details. Its unique roofline provided a visual reference to the Second Empire style of the 1870s but differed from its predecessor primarily through recessed windows set into the Mansard roofline. Architects utilized the neo-Mansard form to add dramatic effect to their designs at a relatively low cost and provide a second-story of living space while maintaining a low roof height. Typical features of Neo-Mansard buildings include the Mansard roof clad in wood shakes, recessed dormer windows, one-story with a second-story contained under the roof, exterior wall surfaces of brick veneer, an overall formality, and various stylistic features such as segmental arch details over entryways, windows, or dormers, quoins, or tall arched windows extending through the cornice. Several other condominium buildings and small-scale private homes were built along Spruce Way between 1965 and 1968 that reflect the Neo-Mansard design; research did not indicate whether they had the same architect or were constructed as part of a larger development. Between 1963 and the mid-1970s construction of private residences and condominiums in the Gore Creek Valley continually increased, and as land values rose investors purchased lots and built new homes. The Elgi Duplex at 4141 Spruce Way was constructed in 1968 during this time of growth and development in the Gore Creek Valley.

36. Sources of information:

Bighorn Subdivision Third Addition, Eagle County Recorder, Reception #97239, April 1, 1963.

Eagle County Assessor Data.

Eagle Valley Enterprise, 1962-1964.

McAlester, Virginia Savage. *A Field Guide to American Houses: The Definitive Guide to Identifying and Understanding America's Domestic Architecture*. New York, NY: Alfred A Knopf, 2018.

Nationwide Environmental Title Research, LLC. *historicaeriels.com*, 1999. https://www.historicaerials.com/viewer.

Pearce, Sarah J., Merrill A. Wilson, et al. *Field Guide to Colorado's Historic Architecture & Engineering, 2nd edition.* Denver, Colo.: State Historical Society of Colorado, 2008.

Philpott, William. *Vacationland: Tourism and Environment in the Colorado High Country*. Seattle, Wash.: University of Washington Press, 2014.

Seibert, Peter W. *Vail: Triumph of a Dream*. Boulder, Colo.: Mountain Sports Press, 2003.

Simonton, June. *Vail: Story of a Colorado Mountain Valley*. Dallas, Tex.: Taylor Publishing Company, 1987.

VI. SIGNIFICANCE

37. Local landmark designation: Yes ____ No __X__ Date of designation: _____
Designating authority: N/A

38. Applicable National Register Criteria:

___ A. Associated with events that have made a significant contribution to the broad pattern of our history;

___ B. Associated with the lives of persons significant in our past;

___ C. Embodies the distinctive characteristics of a type, period, or method of construction, or represents the work of a master, or that possess high artistic values, or represents a significant and distinguishable entity whose components may lack individual distinction; or

___ D. Has yielded, or may be likely to yield, information important in history or prehistory.

___ Qualifies under Criteria Considerations A through G (see Manual)

__X__ Does not meet any of the above National Register criteria

39. Area(s) of significance: N/A

40. Period of significance: N/A

41. Level of significance: National ____ State ____ Local _____

42. Statement of significance: The building at 4141 Spruce Way was constructed in 1968 and has been a residence since that time. Research and field review did not reveal a direct association with significant activities, events, or persons associated with residential development in the Gore Creek Valley and East Vail. As such, this building does not possess significance under *Criteria A* or *B*. While the residence reflects elements of the Neo-Mansard form, including a Mansard roof clad in wood shakes, recessed dormers, and second-story contained under the roof, the building represents a ubiquitous form built throughout Colorado during this period and does not possess a combination of stylistic features that render it as a fully formed or outstanding example of as type or form. The house lacks a full combination of design features, such as quoins, segmental arched entryways and window surrounds, brick veneer, and the formality typically associated with the Neo-Mansard form. Moreover, this building does not represent the work of a master architect. Therefore, the building does not possess architectural or design significance under *Criterion C*. The building is not likely to contain information important to history or prehistory beyond what is already documented and does not possess significance under *Criterion D*. Due to the lack of significance, this building is not eligible for inclusion in the National Register of Historic Places.

43. Assessment of historic physical integrity related to significance: Due to lack of significance, historic physical integrity was not assessed.

VII. NATIONAL REGISTER ELIGIBILITY ASSESSMENT

44. National Register eligibility field assessment:
    Eligible ____ Not Eligible _X__ Need Data ____
45. Is there National Register district potential? Yes ___ No X
    Discuss: The building at 4141 Spruce Way is one of many residential properties constructed in East Vail during a period growth between 1962 and the mid-1970s. It is located in close proximity to two other residential properties at 4143 and 4145 Spruce Way, which are from the same era and similar form, but individually and collectively, these three buildings do not represent a cohesive collection of resources with significance due to their modest range of architectural details and exterior alterations. Within the vicinity of the three buildings are numerous private residences and condominiums from the same era but these buildings do not represent a cohesive collection of resources due to a combination of factors, including a lack of visual continuity among resources, infill development, extensive exterior alterations to the majority of the earlier (1960s and 1970s) buildings, and an overall lack of cohesion in terms of scale and architectural styles and forms. For these reasons, these buildings do not comprise a National Register historic district. If there is National Register district potential, is this building: N/A Contributing ___ Noncontributing _____
46. If the building is in existing National Register district, is it: N/A Contributing ___ Noncontributing ___

VIII. RECORDING INFORMATION

47. Photograph numbers: 56-57, 60
    Negatives filed at: Mead & Hunt, Inc.
48. Report title: Historic Resources Inventory Report: I-70 West Vail Pass Auxiliary Lanes Environmental Assessment, Mead & Hunt, Inc., 2018.
49. Date(s): June 2018
50. Recorder(s): Timothy Smith and Alex Borger, Cultural Resource Specialists
51. Organization: Mead & Hunt, Inc.
52. Address: 1743 Wazee Street, Suite 400, Denver, CO 80202
53. Phone number(s): (303) 729-3777

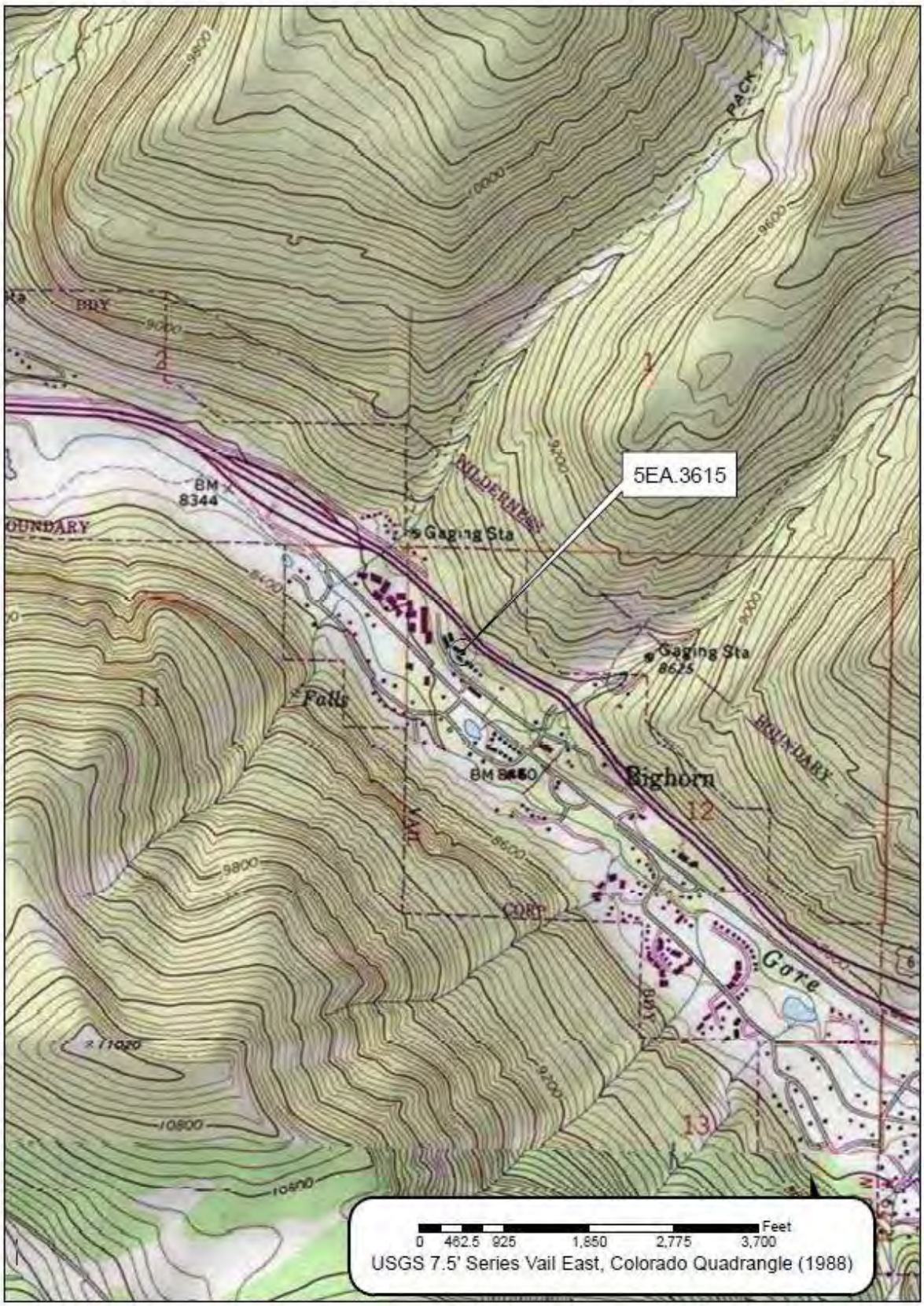
NOTE: Please include a sketch map, a photocopy of the USGS quad map indicating resource location, and photographs.

Resource Number: 5EA.3615
Temporary Resource Number: N/A

Sketch Map

Resource Number: 5EA.3615
Temporary Resource Number: N/A

USGS Quad Map



Resource Number: 5EA.3615
Temporary Resource Number: N/A

Address:	4141 Spruce Way		
Photographer:	T. Smith	**Photograph Date:**	June 2018

The front (southwest) and side (southeast) elevations, view facing north.

The side (northwest) elevation, view facing east.

Resource Number: 5EA.3615
Temporary Resource Number: N/A

Address:	4141 Spruce Way		
Photographer:	T. Smith	**Photograph Date:**	June 2018

Detail of small frame shed at the rear of the property, view facing northeast.

Resource Number: 5EA.3616
Temporary Resource Number: N/A

OAHP1403
Rev. 9/98

COLORADO CULTURAL RESOURCE SURVEY

Architectural Inventory Form

Official eligibility determination
(OAHP use only)
Date _____Initials _____
_____ Determined Eligible- NR
_____ Determined Not Eligible- NR
_____ Determined Eligible- SR
_____ Determined Not Eligible- SR
_____ Need Data
_____ Contributes to eligible NR District
_____ Noncontributing to eligible NR District

I. IDENTIFICATION

1. Resource number: 5EA.3616
2. Temporary resource number: N/A
3. County: Eagle
4. City: Vail
5. Historic building name: Duplex
6. Current building name: Parks Duplex
7. Building address: 4143 Spruce Way
8. Owner name and address:

   Christopher L. Parks
   4143 Spruce Way
   Vail, CO 81657-0063

II. GEOGRAPHIC INFORMATION

9. P.M. Sixth Township 5S Range 80W
   _____ ¼ of _____ ¼ of NW ¼ of NW ¼ of section 12
10. UTM reference
    Zone 13 ; 388410 mE 4388586 mN
11. USGS quad name: Vail East
    Year: 1988_____ Map scale: 7.5' x 15'____ Attach photo copy of appropriate map section.
12. Lot(s): 8 Block: 9
    Addition: Bighorn 3rd Addition Year of Addition: 1963
13. Boundary Description and Justification: The boundary is an irregular polygon and consistent with the legal lot for the property and encompasses the building and its setting.

III. Architectural Description

14. Building plan (footprint, shape): Rectangular plan
15. Dimensions in feet: Length 28’ x Width 26’
16. Number of stories: 2
17. Primary external wall material(s): Stucco
18. Roof configuration: Mansard
19. Primary external roof material: Wood roof – shake roof
20. Special features: None

21. General architectural description: This rectangular-plan, two-story duplex has a wood-frame structural system with exterior walls clad in stucco. The mansard roof features exposed rafters and is clad in wood-shake shingles. Fenestration consists of metal-frame, double-hung windows; one window is located in a recessed portion of the mansard roof. The asymmetrical front (southwest) facade features a first-story front door and multi-light, double-hung windows; the door opens onto a large wood deck. A second-story balcony with no railing on the front facade is accessed with two wood-frame, multi-light doors. The southeast, northeast, and northwest elevations are not visible from the right-of-way.
22. Architectural style/building type: Post-World War II – Neo-Mansard
23. Landscaping or special setting features: The duplex sits at the rear of a large lot containing a mix of evergreen and deciduous trees.
24. Associated buildings, features, or objects: None

IV. ARCHITECTURAL HISTORY

25. Date of Construction: Estimate: _____ Actual: 1968
    Source of information: Eagle County Assessor Records
26. Architect: Unknown
    Source of information: N/A
27. Builder/Contractor: Unknown
    Source of information: N/A
28. Original owner: Unknown
    Source of information: N/A
29. Construction history (include description and dates of major additions, alterations, or demolitions):
    This building was constructed in 1968 on land platted as part of the Third Addition to the Bighorn Subdivision. Based on Eagle County Assessor data and field survey, the building does not appear to have major additions or demolitions.
30. Original location X Moved ____ Date of move(s):

V. HISTORICAL ASSOCIATIONS

31. Original use(s): Domestic – Multiple dwelling
32. Intermediate use(s): N/A
33. Current use(s): Domestic – Multiple dwelling
34. Site type(s): Duplex
35. Historical background: This building was constructed in 1968 on land platted for the Third Addition to the Bighorn Subdivision during a time of growth and development in Vail. East Vail is located approximately 4 miles east of the town of Vail, separated from the town by the Vail Golf Club along the south side of Interstate Highway (I-) 70. Vail Village and Vail Ski Area opened in 1962 as a luxury ski resort reminiscent of the alpine villages found throughout the Swiss Alps, Austrian Tyrol, and other mountainous regions of Central Europe. The design of buildings within the village was small in scale and reflected rustic and Swiss chalet stylistic influences such as low-pitched gable roofs with overhanging eaves; wood structural system, exterior cladding, decorative brackets,

and bargeboards; and balconies. Although development in East Vail commenced with the platting of the Bighorn Subdivision in December 1962, period newspaper articles suggest these plats were largely speculative at the time rather than part of an integrated development plan with Vail Village; East Vail is located several miles east of Vail Village and the earliest residences constructed in the Bighorn Subdivision were not built until several years later.

Historic aerials indicate the earliest development in East Vail was along Spruce Way, Bighorn Road, and Columbine Way. Some of the housing stock in East Vail reflected muted elements of the Swiss chalet style found in nearby Vail Village. This duplex was completed in 1968 and, although its scale was similar to buildings constructed in Vail during this period, its architectural features did not reflect the Swiss chalet style. Rather, the duplex reflected elements of a phase known as Neo-Mansard, whereby architects trended away from modernist styles of the 1940s and 1950s toward more traditional architectural shapes and details. Its unique roofline provided a visual reference to the Second Empire style of the 1870s but differed from its predecessor primarily through recessed windows set into the Mansard roofline. Architects utilized the neo-Mansard form to add dramatic effect to their designs at a relatively low cost and provide a second-story of living space while maintaining a low roof height. Typical features of Neo-Mansard buildings include the Mansard roof clad in wood shakes, recessed dormer windows, one-story with a second-story contained under the roof, exterior wall surfaces of brick veneer, an overall formality, and various stylistic features such as segmental arch details over entryways, windows, or dormers, quoins, or tall arched windows extending through the cornice. Several other condominium buildings and small-scale private homes were built along Spruce Way between 1965 and 1968 that reflect the Neo-Mansard form; research did not indicate whether they had the same architect or were constructed as part of a larger development.

Throughout the late 1960s construction of private residences, duplexes, and condominiums in the Gore Creek Valley continually increased and as land values rose investors purchased lots and built new homes. The Parks Duplex at 4143 Spruce Way was constructed in 1968 during this time of growth in the Gore Creek Valley.

36. Sources of information:

Bighorn Subdivision Third Addition, Eagle County Recorder, Reception #97239, April 1, 1963.

Eagle County Assessor Data.

Eagle Valley Enterprise, 1962-1964.

McAlester, Virginia Savage. *A Field Guide to American Houses: The Definitive Guide to Identifying and Understanding America's Domestic Architecture*. New York, NY: Alfred A Knopf, 2018.

Nationwide Environmental Title Research, LLC. *historicaeriels.com*, 1999. https://www.historicaerials.com/viewer.

Pearce, Sarah J., Merrill A. Wilson, et al. *Field Guide to Colorado's Historic Architecture & Engineering, 2nd edition.* Denver, Colo.: State Historical Society of Colorado, 2008.

Philpott, William. *Vacationland: Tourism and Environment in the Colorado High Country*. Seattle, Wash.: University of Washington Press, 2014.

Seibert, Peter W. *Vail: Triumph of a Dream*. Boulder, Colo.: Mountain Sports Press, 2003.

Simonton, June. *Vail: Story of a Colorado Mountain Valley*. Dallas, Tex.: Taylor Publishing Company, 1987.

VI. SIGNIFICANCE

37. Local landmark designation: Yes ____ No __X__ Date of designation: _____
Designating authority: N/A

38. Applicable National Register Criteria:

___ A. Associated with events that have made a significant contribution to the broad pattern of our history;

___ B. Associated with the lives of persons significant in our past;

___ C. Embodies the distinctive characteristics of a type, period, or method of construction, or represents the work of a master, or that possess high artistic values, or represents a significant and distinguishable entity whose components may lack individual distinction; or

___ D. Has yielded, or may be likely to yield, information important in history or prehistory.

___ Qualifies under Criteria Considerations A through G (see Manual)

__X__ Does not meet any of the above National Register criteria

39. Area(s) of significance: N/A

40. Period of significance: N/A

41. Level of significance: National ____ State ____ Local _____

42. Statement of significance: The building at 4143 Spruce Way was constructed in 1968 and has been a duplex since that time. Research and field review did not reveal a direct association with significant activities, events, or persons associated with residential development in the Gore Creek Valley and East Vail. As such, this building does not possess significance under *Criteria A* or *B*. While the residence reflects elements of the Neo-Mansard form, including a Mansard roof clad in wood shakes, recessed dormers, and second-story contained under the roof, the building represents a ubiquitous form built throughout Colorado during this period and does not possess a combination of stylistic features that render it as a fully-formed or outstanding example of as type or form. The house lacks a full combination of design features, such as quoins, segmental arched entryways and window surrounds, brick veneer, and the formality typically associated with the Neo-Mansard form. Moreover, this building does not represent the work of a master architect. Therefore, the building does not possess architectural or design significance under *Criterion C*. The building is not likely to contain information important to history or prehistory beyond what is already documented and does not possess significance under *Criterion D*. Due to the lack of significance, this building is not eligible for inclusion in the National Register of Historic Places.

43. Assessment of historic physical integrity related to significance: Due to lack of significance, historic physical integrity was not assessed.

VII. NATIONAL REGISTER ELIGIBILITY ASSESSMENT

44. National Register eligibility field assessment:

Eligible ____ Not Eligible _X___ Need Data ____

45. Is there National Register district potential? Yes ___ No X

Discuss: The building at 4143 Spruce Way is one of many residential properties constructed in East Vail during a period of growth between 1962 and the mid-1970s. It is located in close proximity to two other residential properties at 4141 and 4145 Spruce way, which are from the same era and similar form but individually and collectively, these three buildings do not represent a cohesive collection of resources with significance due to their modest range of architectural details and exterior alterations. Within the vicinity of the three buildings are numerous private residences and condominiums from the same era but these buildings do not represent a cohesive collection of resources due to a combination of factors, including a lack of visual continuity among resources, infill development, extensive exterior alterations to the majority of the earlier (1960s and 1970s) buildings, and an overall lack of cohesion in terms of scale and architectural styles and forms. For these reasons, these buildings do not comprise a National Register historic district. If there is National Register district potential, is this building: N/A Contributing ___ Noncontributing _____

46. If the building is in existing National Register district, is it: N/A Contributing ___ Noncontributing ___

VIII. RECORDING INFORMATION

47. Photograph numbers: 61-62, 66
    Negatives filed at: Mead & Hunt, Inc.
48. Report title: Historic Resources Inventory Report: I-70 West Vail Pass Auxiliary Lanes Environmental Assessment, Mead & Hunt, Inc., 2018.
49. Date(s): June 2018
50. Recorder(s): Timothy Smith and Alex Borger, Cultural Resource Specialists
51. Organization: Mead & Hunt, Inc.
52. Address: 1743 Wazee Street, Suite 400, Denver, CO 80202
53. Phone number(s): (303) 729-3777

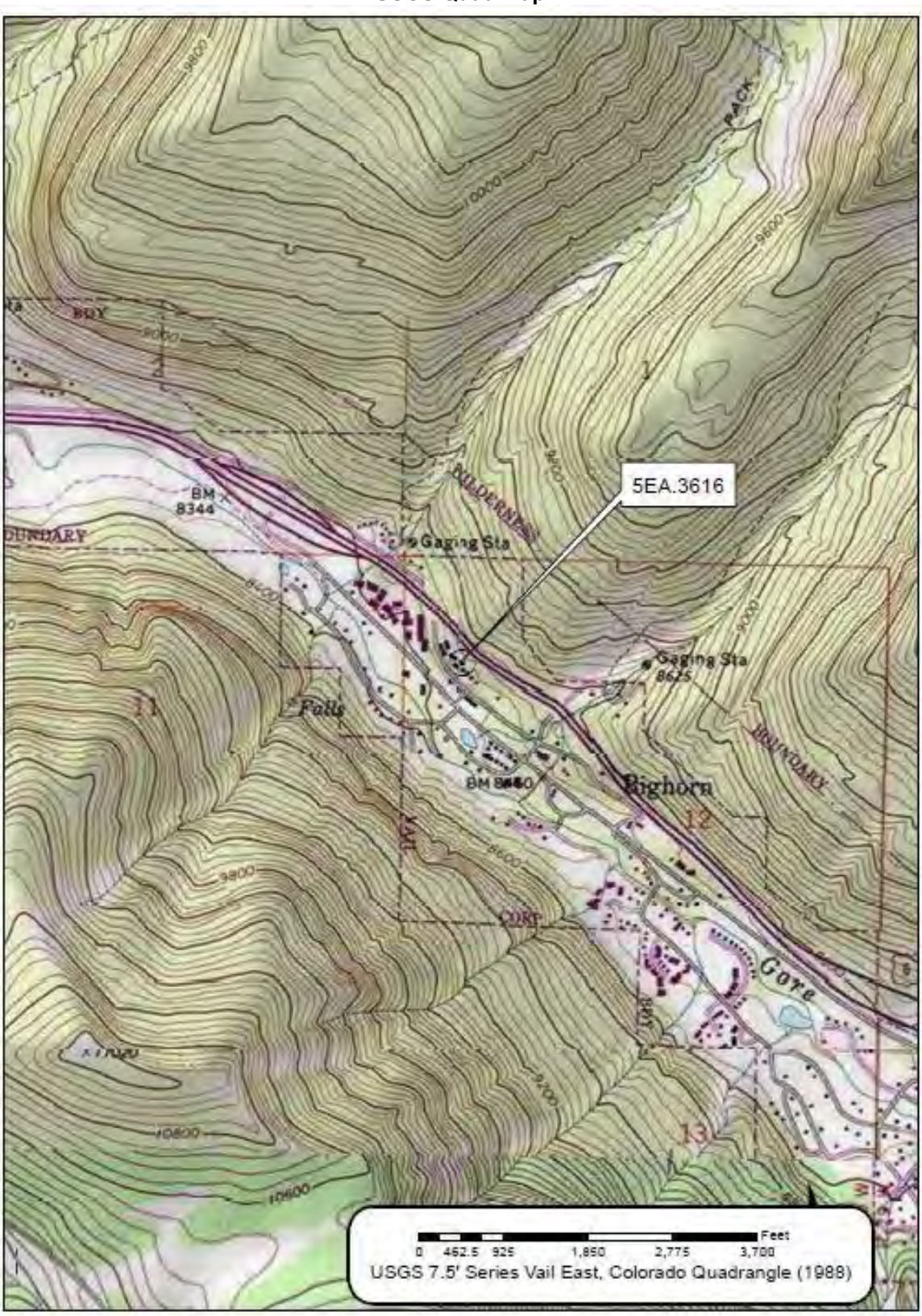
NOTE: Please include a sketch map, a photocopy of the USGS quad map indicating resource location, and photographs.

Resource Number: 5EA.3616
Temporary Resource Number: N/A

Sketch Map

Resource Number: 5EA.3616
Temporary Resource Number: N/A

USGS Quad Map



Resource Number: 5EA.3616
Temporary Resource Number: N/A

Address:	4143 Spruce Way		
Photographer:	T. Smith	**Photograph Date:**	June 2018

The front (southwest) elevation, view facing northwest.

The front (southwest) and side (southeast) elevations, view facing north.

Resource Number: 5EA.3616
Temporary Resource Number: N/A

Address:	4143 Spruce Way		
Photographer:	T. Smith	**Photograph Date:**	June 2018

View illustrating the setting and front (southwest) elevation, view facing northwest.

Resource Number: 5EA.3617
Temporary Resource Number: N/A

OAHP1403
Rev. 9/98

COLORADO CULTURAL RESOURCE SURVEY

Architectural Inventory Form

Official eligibility determination
(OAHP use only)
Date _____Initials _____
_____ Determined Eligible- NR
_____ Determined Not Eligible- NR
_____ Determined Eligible- SR
_____ Determined Not Eligible- SR
_____ Need Data
_____ Contributes to eligible NR District
_____ Noncontributing to eligible NR District

I. IDENTIFICATION

1. Resource number: 5EA.3617
2. Temporary resource number: N/A
3. County: Eagle
4. City: Vail
5. Historic building name: House
6. Current building name: Blunk Residence
7. Building address: 4145 Spruce Way
8. Owner name and address:

   Robert R. Blunk Living Trust
   PO Box 63
   Vail, CO 81658-0063

II. GEOGRAPHIC INFORMATION

9. P.M. Sixth Township 5S Range 80W
   _____ ¼ of _____ ¼ of NW ¼ of NW ¼ of section 12
10. UTM reference
    Zone 13 ; 388417 mE 4388577 mN
11. USGS quad name: Vail East
    Year: 1988 Map scale: 7.5' X 15'____ Attach photo copy of appropriate map section.
12. Lot(s): 8 Block: 9
    Addition: Bighorn 3rd Addition Year of Addition: 1963
13. Boundary Description and Justification: The boundary is an irregular polygon and consistent with the legal lot for the property and encompasses the house and its setting.

III. Architectural Description

14. Building plan (footprint, shape): Rectangular Plan
15. Dimensions in feet: Length 26’ x Width 16’
16. Number of stories: 2
17. Primary external wall material(s): Stucco
18. Roof configuration: Mansard
19. Primary external roof material: Wood roof – shake roof
20. Special features: None

21. General architectural description: This rectangular-plan, two-story house rests on a concrete foundation and has a wood-frame structural system with exterior walls clad in stucco. The mansard roof features exposed rafters and is clad in wood-shake shingles. Fenestration consists of replacement, one-over-one, vinyl, double-hung windows; one window is located in a recessed portion of the mansard roof. The asymmetrical front (southwest) facade features the main entryway at its west end with a replacement door and paired, replacement, vinyl, double-hung windows. The rear and two side (east and west) elevations were not visible due to limited access.
22. Architectural style/building type: Post-World War II – Neo-Mansard
23. Landscaping or special setting features: The house is surrounded by deciduous trees and foliage and situated in close proximity to 4143 Spruce Way, as well as an embankment for Interstate Highway (I-) 70 at the rear.
24. Associated buildings, features, or objects: A small, wood-frame shed is located at the east end of the front facade.

IV. ARCHITECTURAL HISTORY

25. Date of Construction: Estimate: _____ Actual: 1968
    Source of information: Eagle County Assessor Records
26. Architect: Unknown
    Source of information: N/A
27. Builder/Contractor: Unknown
    Source of information: N/A
28. Original owner: Russell E. Blunk
    Source of information: Eagle County Assessor
29. Construction history (include description and dates of major additions, alterations, or demolitions):
    This building was constructed in 1968 on land platted as the Third Addition to the Bighorn Subdivision. Based on Eagle County Assessor data and field survey, alterations include replacement windows and doors. The building does not appear to have major additions or demolitions.
30. Original location X Moved ____ Date of move(s):

V. HISTORICAL ASSOCIATIONS

31. Original use(s): Domestic – Single dwelling
32. Intermediate use(s): N/A
33. Current use(s): Domestic – Single dwelling
34. Site type(s): House
35. Historical background: This building was constructed in 1968 in East Vail's Bighorn Subdivision. East Vail is located approximately 4 miles east of the town of Vail, separated from the town by the Vail Golf Club along the south side of I-70. Vail Village and Vail Ski Area opened in 1962. The founders of Vail Village envisioned the area as a luxury ski resort reminiscent of the alpine villages found throughout the Swiss Alps, Austrian Tyrol, and other mountainous regions of Central Europe. The design of buildings within the village was small in scale and reflected rustic and Swiss chalet stylistic influences such as low-pitched gable roofs with overhanging eaves; wood structural system, exterior cladding, decorative brackets, and bargeboards; and balconies. Although

development in East Vail commenced with the platting of the Bighorn Subdivision in December 1962, period newspaper articles suggest these plats were largely speculative at the time rather than part of an integrated development plan with Vail Village; East Vail is located several miles east of Vail Village and the earliest residences constructed in the Bighorn Subdivision were not built until several years later.

The earliest development in East Vail occurred along Spruce Way, Bighorn Road, and Columbine Way based on historic aerials. Some of the housing stock in East Vail reflected muted elements of the Swiss chalet style found in nearby Vail Village. This 1968 house was built with a similar scale to buildings in Vail during this period, but its architectural features did not reflect the Swiss chalet style. Rather, the house reflected elements of a phase known as Neo-Mansard, whereby architects trended away from modernist styles of the 1940s and 1950s toward more traditional architectural shapes and details. Its unique roofline provided a visual reference to the Second Empire style of the 1870s but differed from its predecessor primarily through recessed windows set into the Mansard roofline. Architects utilized the neo-Mansard form to add dramatic effect to their designs at a relatively low cost and provide a second-story of living space while maintaining a low roof height. Typical features of Neo-Mansard buildings include the Mansard roof clad in wood shakes, recessed dormer windows, one-story with a second-story contained under the roof, exterior wall surfaces of brick veneer, an overall formality, and various stylistic features such as segmental arch details over entryways, windows, or dormers, quoins, or tall arched windows extending through the cornice. Several other condominium buildings and small-scale private homes were built along Spruce Way between 1965 and 1968 that reflect the Neo-Mansard form; research did not indicate whether they had the same architect or were constructed as part of a larger development.

Throughout the late 1960s construction of private residences, duplexes, and condominiums in the Gore Creek Valley continually increased, and as land values rose investors purchased lots and built new homes. The Blunk Residence at 4145 Spruce Way was constructed in 1968 during this time of growth in the Gore Creek Valley.

36. Sources of information:

Bighorn Subdivision Third Addition, Eagle County Recorder, Reception #97510, June 3, 1963.

Eagle County Assessor Data.

Eagle Valley Enterprise, 1962-1964.

McAlester, Virginia Savage. *A Field Guide to American Houses: The Definitive Guide to Identifying and Understanding America's Domestic Architecture*. New York, NY: Alfred A Knopf, 2018.

Nationwide Environmental Title Research, LLC. *historicaeriels.com*, 1999. https://www.historicaerials.com/viewer.

Pearce, Sarah J., Merrill A. Wilson, et al. *Field Guide to Colorado's Historic Architecture & Engineering, 2nd edition.* Denver, Colo.: State Historical Society of Colorado, 2008.

Philpott, William. *Vacationland: Tourism and Environment in the Colorado High Country*. Seattle, Wash.: University of Washington Press, 2014.

Seibert, Peter W. *Vail: Triumph of a Dream*. Boulder, Colo.: Mountain Sports Press, 2003.

Simonton, June. *Vail: Story of a Colorado Mountain Valley*. Dallas, Tex.: Taylor Publishing Company, 1987.

VI. SIGNIFICANCE

37. Local landmark designation: Yes ____ No __X__ Date of designation: _____
    Designating authority: N/A
38. Applicable National Register Criteria:

    ____ A. Associated with events that have made a significant contribution to the broad pattern of our history;

    ____ B. Associated with the lives of persons significant in our past;

    ____ C. Embodies the distinctive characteristics of a type, period, or method of construction, or represents the work of a master, or that possess high artistic values, or represents a significant and distinguishable entity whose components may lack individual distinction; or

    ____ D. Has yielded, or may be likely to yield, information important in history or prehistory.

    ____ Qualifies under Criteria Considerations A through G (see Manual)

    __X__ Does not meet any of the above National Register criteria
39. Area(s) of significance: N/A
40. Period of significance: N/A
41. Level of significance: National ____ State ____ Local _____
42. Statement of significance: The building at 4145 Spruce Way was constructed in 1968 and has been a residence since that time. Research and field review did not reveal a direct association with significant activities, events, or persons associated with residential development in the Gore Creek Valley and East Vail. As such, this building does not possess significance under *Criteria A* or *B*. While the residence reflects elements of the Neo-Mansard form, including a Mansard roof clad in wood shakes, recessed dormers, and second-story contained under the roof, the building represents a ubiquitous form built throughout Colorado during this period and does not possess a combination of stylistic features that render it as a fully formed or outstanding example of as type or form. The house lacks a full combination of design features, such as quoins, segmental arched entryways and window surrounds, brick veneer, and the formality typically associated with the Neo-Mansard form. Moreover, this building does not represent the work of a master architect. Therefore, the building does not possess architectural or design significance under *Criterion C*. The building is not likely to contain information important to history or prehistory beyond what is already documented and does not possess significance under *Criterion D*. Due to the lack of significance, this building is not eligible for inclusion in the National Register of Historic Places.
43. Assessment of historic physical integrity related to significance: Due to lack of significance, historic physical integrity was not assessed.

VII. NATIONAL REGISTER ELIGIBILITY ASSESSMENT

44. National Register eligibility field assessment:
    Eligible ____ Not Eligible _X___ Need Data ____
45. Is there National Register district potential? Yes ___ No X

Discuss: The building at 4145 Spruce Way is one of many residential properties constructed in East Vail during a period of growth between 1962 and the mid-1970s. It is located in close proximity to two other residential properties at 4141 and 4143 Spruce Way, which are from the same era and similar form, but individually and collectively, these three buildings do not represent a cohesive collection of resources with significance due to their modest range of architectural details and exterior architectural details. Within the vicinity of the three buildings are numerous private residences and condominiums from the same era but these buildings do not represent a cohesive collection of resources due to a combination of factors, including a lack of visual continuity among resources, infill development, extensive exterior alterations to the majority of the earlier (1960s and 1970s) buildings, and an overall lack of cohesion in terms of scale and architectural styles and forms. For these reasons, these buildings do not comprise a National Register historic district.

If there is National Register district potential, is this building: N/A Contributing ___ Noncontributing _____

46. If the building is in existing National Register district, is it: N/A Contributing ___ Noncontributing ___

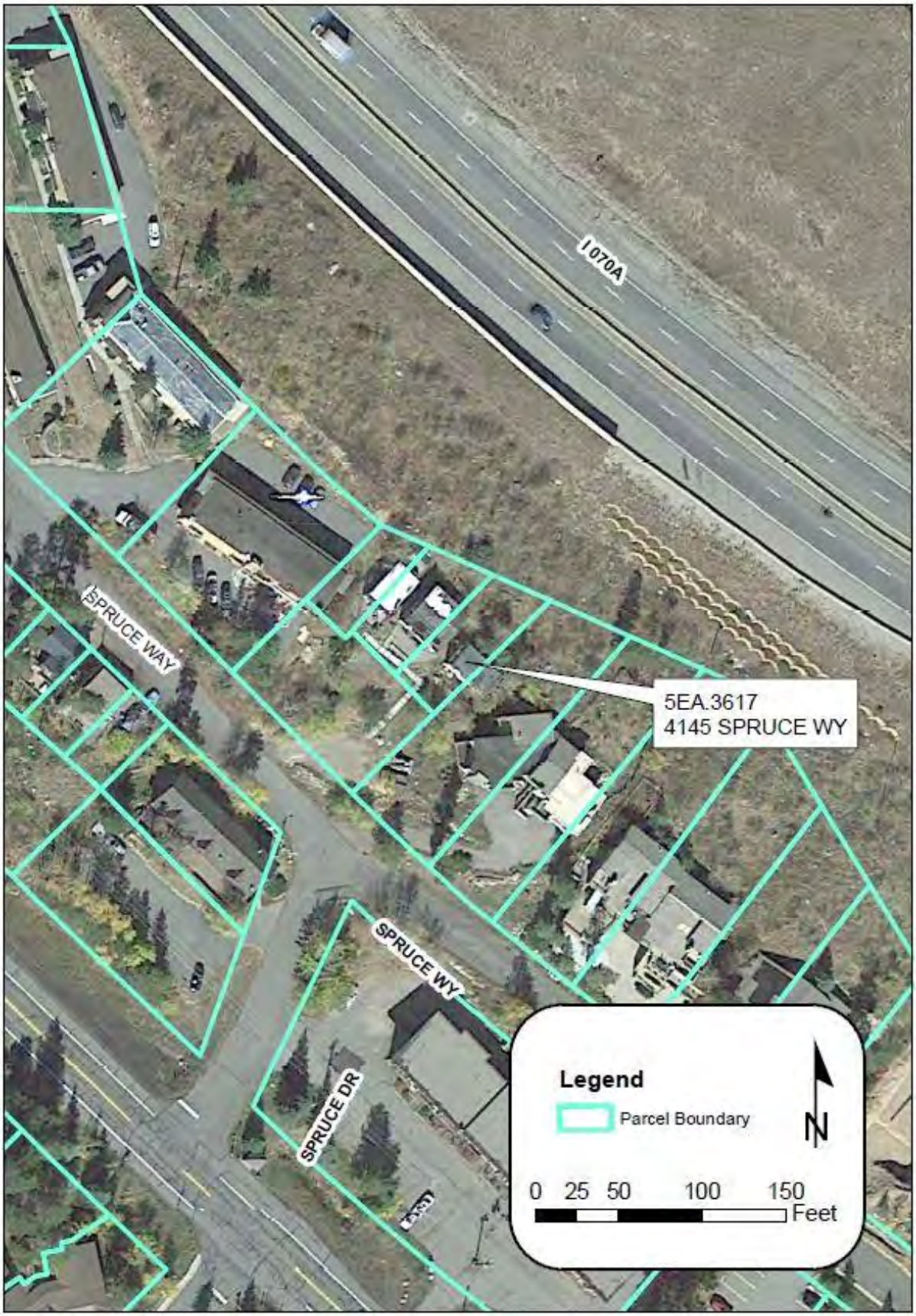
VIII. RECORDING INFORMATION

47. Photograph numbers: 65, 66, 70
    Negatives filed at: Mead & Hunt, Inc.
48. Report title: Historic Resources Inventory Report: I-70 West Vail Pass Auxiliary Lanes Environmental Assessment, Mead & Hunt, Inc., 2018.
49. Date(s): June 2018
50. Recorder(s): Timothy Smith and Alex Borger, Cultural Resource Specialists
51. Organization: Mead & Hunt, Inc.
52. Address: 1743 Wazee Street, Suite 400, Denver, CO 80202
53. Phone number(s): (303) 729-3777

NOTE: Please include a sketch map, a photocopy of the USGS quad map indicating resource location, and photographs.

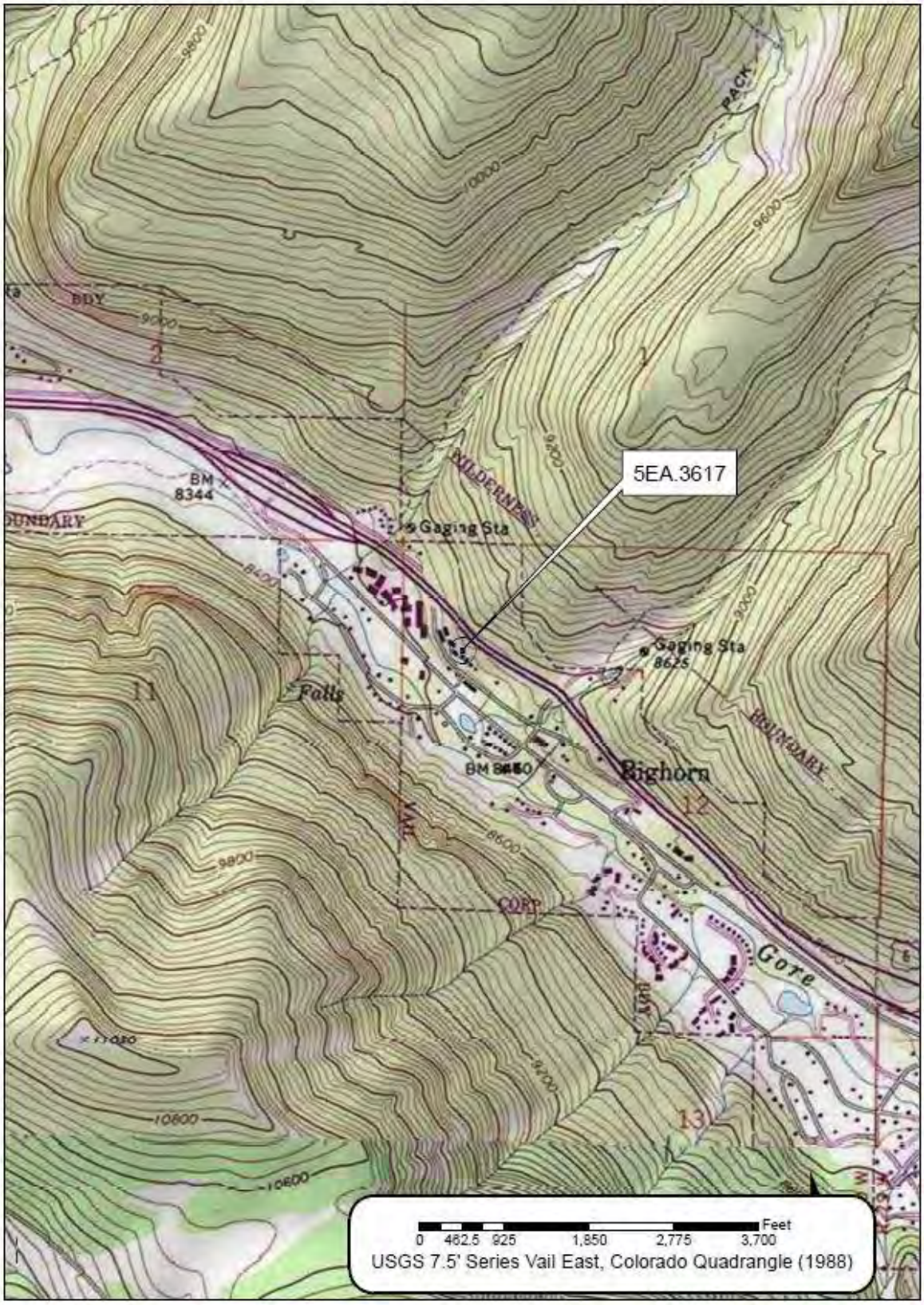
Resource Number: 5EA.3617
Temporary Resource Number: N/A

Sketch Map



Resource Number: 5EA.3617
Temporary Resource Number: N/A

USGS Quad Map



Resource Number: 5EA.3617
Temporary Resource Number: N/A

Address:	4145 Spruce Way		
Photographer:	T. Smith	**Photograph Date:**	June 2018

Overview of southwest (front) elevation and setting, view facing northeast. Small wood-frame shed is visible at far right, in front of the house.

Overview of setting, 4145 Spruce Way is the building at far right, view facing northeast.

Resource Number: 5EA.3617
Temporary Resource Number: N/A

Address:	4145 Spruce Way		
Photographer:	T. Smith	**Photograph Date:**	June 2018

Detail of southwest (front) elevation, view facing north.

Resource Number: 5EA.3618
Temporary Resource Number: N/A

OAHP1403
Rev. 9/98

COLORADO CULTURAL RESOURCE SURVEY

Architectural Inventory Form

Official eligibility determination
(OAHP use only)
Date _____Initials _____
_____ Determined Eligible- NR
_____ Determined Not Eligible- NR
_____ Determined Eligible- SR
_____ Determined Not Eligible- SR
_____ Need Data
_____ Contributes to eligible NR District
_____ Noncontributing to eligible NR District

I. IDENTIFICATION

1. Resource number: 5EA.3618
2. Temporary resource number: N/A
3. County: Eagle
4. City: Vail
5. Historic building name: Gore Creek North Condominium
6. Current building name: Gore Creek North Condominium
7. Building address: 4342 Spruce Way
8. Owner name and address: Various owners

II. GEOGRAPHIC INFORMATION

9. P.M. Sixth Township 5S Range 80W
   _____ ¼ of _____ ¼ of SE ¼ of NW ¼ of section 12
10. UTM reference
    Zone 13 ; 388738 mE 4388302 mN
11. USGS quad name: Vail East
    Year:1988 Map scale: 7.5' X 15'___ Attach photo copy of appropriate map section.
12. Lot(s): 8 Block: 9
    Addition: Gore Creek North Condominium Year of Addition: N/A
13. Boundary Description and Justification: The boundary is an irregular polygon and consistent with the legal lot for the property and encompasses the building and its setting.

III. Architectural Description

14. Building plan (footprint, shape): L-shaped plan
15. Dimensions in feet: Length 33.5’ x Width 25.5’
16. Number of stories: 2
17. Primary external wall material(s): Stucco and horizontal wood siding
18. Roof configuration: Front-gable roof
19. Primary external roof material: Asphalt roof
20. Special features: None
21. General architectural description: This two-story condominium rests on a concrete foundation and has an irregular L-plan and front-gable roof clad in asphalt shingles. It has a wood-frame structural system and exterior

walls clad in stucco and horizontal wood siding. Fenestration consists of replacement, vinyl, multi-light and one-over-one, double-hung windows as well as wood-frame casement windows. The front (east) elevation features first- and second-story entryways with wood-frame paneled doors near the center of the facade; the second-story door is accessed by a wood staircase and wood balcony/deck. A wood deck extends along the entire main facade. A side-gable addition clad in stucco is attached to the south elevation. The rear (west) elevation has a side-gable addition clad in horizontal wood siding and wood decks on both the first and second stories. A large, second-story, gable projection protrudes from the rear elevation. Visibility and access to this property was limited due to right-of-way and heavy tree coverage.

22. Architectural style/building type: No style
23. Landscaping or special setting features: The condominium is surrounded by landscaped grounds and a mix of deciduous and evergreen trees.
24. Associated buildings, features, or objects: None

IV. ARCHITECTURAL HISTORY

25. Date of Construction: Estimate: _____ Actual: 1965
    Source of information: Eagle County Assessor Records
26. Architect: Unknown
    Source of information: N/A
27. Builder/Contractor: Unknown
    Source of information: N/A
28. Original owner: Unknown
    Source of information: N/A
29. Construction history (include description and dates of major additions, alterations, or demolitions):
    This building was constructed in 1965 as part of the Gore Creek North condominium development. Based on Eagle County Assessor data and field survey, the building has replacement fenestration and has some large additions (date unknown).
30. Original location X Moved ____ Date of move(s):

V. HISTORICAL ASSOCIATIONS

31. Original use(s): Domestic – Single dwelling
32. Intermediate use(s): N/A
33. Current use(s): Domestic – Multiple dwelling
34. Site type(s): Duplex
35. Historical background: This building was constructed in 1965 during a time of growth and development in East Vail. Additions to the south and west elevations occurred over the years and the house was eventually converted into a three-unit condominium. East Vail is located approximately 4 miles east of the town of Vail, separated by the Vail Golf Club along the south side of Interstate Highway (I-) 70. The founders of Vail Village, which opened in 1962, envisioned the area as a luxury ski resort reminiscent of the alpine villages found throughout the Swiss Alps, Austrian Tyrol, and other mountainous regions of Central Europe. The design of

buildings within the village was small in scale and reflected rustic and Swiss chalet stylistic influences such as low-pitched gable roofs with overhanging eaves; wood structural system, exterior cladding, decorative brackets, and bargeboards; and balconies. Although development in East Vail commenced with the platting of the Bighorn Subdivision in December 1962, period newspaper articles suggest these plats were largely speculative at the time rather than part of an integrated development plan with Vail Village. East Vail is located approximately four miles east of Vail Village and the earliest residences constructed in the Bighorn Subdivision were not built until several years later. Historic mapping indicates the earliest development occurred along Spruce Way, Bighorn Road, and Columbine Way. Much of the housing stock in East Vail reflected muted elements of the Swiss chalet style found in nearby Vail Village, including the building at 4342 Spruce Way.

Throughout the 1960s statutory recognition of condominium ownership by the Colorado Legislature and increasing demand for housing near the new Vail ski resort, by both residents and those in the market for vacation homes, led to continual construction in the new "suburb" of East Vail. As land values rose, investors continued to purchase lots and build new vacation homes and condominiums. This building was constructed in 1965 during this time of intensive growth and expansion in East Vail and throughout the Gore Creek Valley.

36. Sources of information:

Eagle County Assessor Data.

Eagle Valley Enterprise, 1962-1964.

Nationwide Environmental Title Research, LLC. *historicaeriels.com*, 1999. https://www.historicaerials.com/viewer.

Philpott, William. *Vacationland: Tourism and Environment in the Colorado High Country*. Seattle, Wash.: University of Washington Press, 2014.

Seibert, Peter W. *Vail: Triumph of a Dream*. Boulder, Colo.: Mountain Sports Press, 2003.

Simonton, June. *Vail: Story of a Colorado Mountain Valley*. Dallas, Tex.: Taylor Publishing Company, 1987.

VI. SIGNIFICANCE

37. Local landmark designation: Yes ____ No __X__ Date of designation: _____
Designating authority: N/A

38. Applicable National Register Criteria:

____ A. Associated with events that have made a significant contribution to the broad pattern of our history;

____ B. Associated with the lives of persons significant in our past;

____ C. Embodies the distinctive characteristics of a type, period, or method of construction, or represents the work of a master, or that possess high artistic values, or represents a significant and distinguishable entity whose components may lack individual distinction; or

____ D. Has yielded, or may be likely to yield, information important in history or prehistory.

____ Qualifies under Criteria Considerations A through G (see Manual)

__X__ Does not meet any of the above National Register criteria

39. Area(s) of significance: N/A
40. Period of significance: N/A
41. Level of significance: National ___ State ___ Local _____
42. Statement of significance: The building at 4342 Spruce Way was constructed in 1965 as a condominium. Research and field review did not reveal a direct association with significant activities, events, or persons associated with residential development in the Gore Creek Valley and East Vail. As such, this building does not possess significance under *Criteria A* or *B*. The building has minimal architectural details, is altered as summarized in Item 29, does not represent an intact and distinctive example of an architectural style, lacks artistic value, and is not the work of a master. Therefore, the building does not possess architectural or design significance under *Criterion C*. The building is not likely to contain information important to history or prehistory beyond what is already documented and does not possess significance under *Criterion D*. Due to the lack of significance, this building is not eligible for inclusion in the National Register of Historic Places.
43. Assessment of historic physical integrity related to significance: Due to lack of significance, historic physical integrity was not assessed.

VII. National Register Eligibility Assessment

44. National Register eligibility field assessment:
    Eligible ___ Not Eligible _X___ Need Data ___
45. Is there National Register district potential? Yes ___ No X
    Discuss: The building at 4342 Spruce Way is one of many residential properties constructed in East Vail during a period of growth between 1962 and the mid-1970s. It is located in some proximity to other homes but these buildings do not represent a cohesive collection of resources due to a combination of factors, including a lack of visual continuity among resources, infill development, extensive exterior alterations to the majority of the earlier (1960s and 1970s) buildings, and an overall lack of cohesion in terms of scale and architectural styles and forms. For these reasons, this grouping of resources collectively lacks significance and there is no potential for a National Register historic district.
    If there is National Register district potential, is this building: N/A Contributing ___ Noncontributing _____
46. If the building is in existing National Register district, is it: N/A Contributing ___ Noncontributing ___

VIII. Recording Information

47. Photograph numbers: 106-108
    Negatives filed at: Mead & Hunt, Inc.
48. Report title: Historic Resources Inventory Report: I-70 West Vail Pass Auxiliary Lanes Environmental Assessment, Mead & Hunt, Inc., 2018.
49. Date(s): June 2018
50. Recorder(s): Timothy Smith and Alex Borger, Cultural Resource Specialists
51. Organization: Mead & Hunt, Inc.
52. Address: 1743 Wazee Street, Suite 400, Denver, CO 80202

Resource Number: 5EA.3618
Temporary Resource Number: N/A

53. Phone number(s): (303) 729-3777

NOTE: Please include a sketch map, a photocopy of the USGS quad map indicating resource location, and photographs.

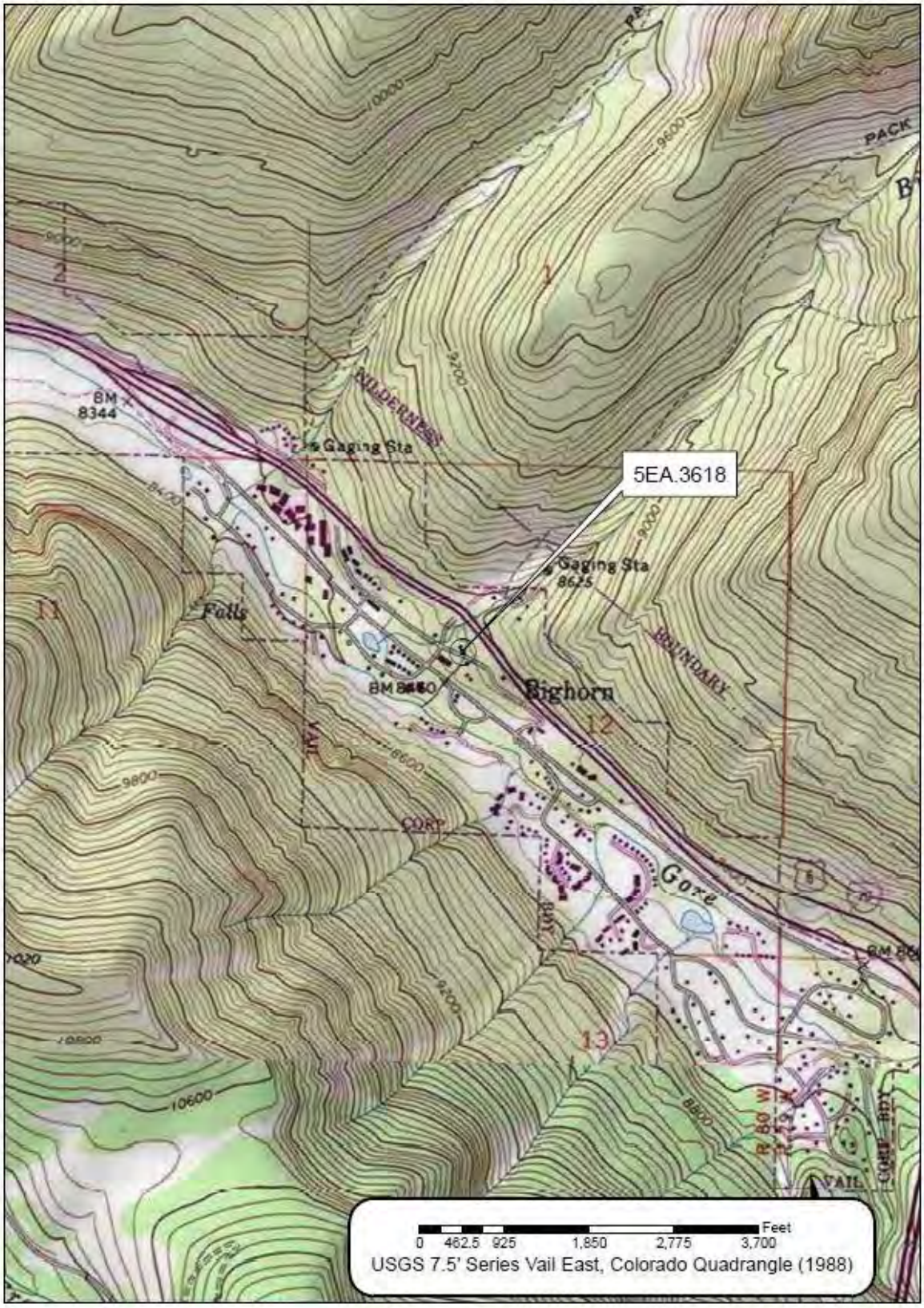
History Colorado - Office of Archaeology & Historic Preservation
1200 Broadway, Denver, CO 80203 (303) 866-3395

Resource Number: 5EA.3618
Temporary Resource Number: N/A

Sketch Map

Resource Number: 5EA.3618
Temporary Resource Number: N/A

USGS Quad Map



Resource Number: 5EA.3618
Temporary Resource Number: N/A

Address:	4342 Spruce Way		
Photographer:	A. Borger	**Photograph Date:**	June 2018

Front (east) elevation, view facing west.

Front (east) and side (south) elevations illustrating the side-gable addition, view facing west.

Resource Number: 5EA.3618
Temporary Resource Number: N/A

Address:	4342 Spruce Way		
Photographer:	A. Borger	**Photograph Date:**	June 2018

Rear (west) elevation, view facing south.

Resource Number: 5EA.3619
Temporary Resource Number: N/A

OAHP1403
Rev. 9/98

COLORADO CULTURAL RESOURCE SURVEY

Architectural Inventory Form

Official eligibility determination
(OAHP use only)
Date _____Initials _____
_____ Determined Eligible- NR
_____ Determined Not Eligible- NR
_____ Determined Eligible- SR
_____ Determined Not Eligible- SR
_____ Need Data
_____ Contributes to eligible NR District
_____ Noncontributing to eligible NR District

I. IDENTIFICATION

1. Resource number: 5EA.3619
2. Temporary resource number: N/A
3. County: Eagle
4. City: Vail
5. Historic building name: House
6. Current building name: Moosburger-Forstner Residence
7. Building address: 4325 Spruce Way
8. Owner name and address:

II. GEOGRAPHIC INFORMATION

9. P.M. Sixth Township 5S Range 80W
   _____ ¼ of _____ ¼ of SE ¼ of NW ¼ of section 12

10. UTM reference
    Zone 13 ; 388749 mE 4388247 mN

11. USGS quad name: Vail East
    Year: 1988 Map scale: 7.5' X 15'____ Attach photo copy of appropriate map section.

12. Lot(s):____ Block:_____
    Addition: _____Year of Addition: _____

13. Boundary Description and Justification: _____

III. Architectural Description

14. Building plan (footprint, shape):
15. Dimensions in feet: Length_____x Width _____
16. Number of stories:
17. Primary external wall material(s):
18. Roof configuration:
19. Primary external roof material:
20. Special features:

21. General architectural description: This two-story house rests on a concrete foundation and has a rectangular plan. It has a wood-frame structural system and exterior walls clad in stucco. Gable ends are glad in non-original vertical wood siding. Fenestration consists of wood-frame casement windows with vinyl storm windows, the majority of which are paired. The side-gable roof is clad in asphalt shingles and has wide overhanging eaves with exposed beams and decorative wood scallop detail. The symmetrical front (northwest) facade features two doors (the house may have been a duplex at some point) beneath a non-original, shed-roof front porch. The porch has a stone and concrete base and wood support posts, beams, and brackets; the porch railing has metal balusters. A wood-frame storage shed with a shed roof, stone veneer, fixed-frame windows, and a multi-panel wood door is attached to the southwest corner of this front elevation. The northeast elevation has multiple paired and single, wood-frame, casement windows. The southwest elevation features a second-story wood balcony with decorative railing and a sliding-glass patio door that opens onto a raised-concrete patio set atop a stone and concrete base. The southeast (rear) elevation is not visible from the right-of-way. A detached, wood-frame, front-gable, two-car garage clad in stucco with overhead retractable garage door is located adjacent to the northeast elevation.
22. Architectural style/building type: No style.
23. Landscaping or special setting features:
24. Associated buildings, features, or objects:

IV. ARCHITECTURAL HISTORY

25. Date of Construction: Estimate: _____ Actual: 1971
    Source of information: Eagle County Assessor Records
26. Architect:
    Source of information:
27. Builder/Contractor:
    Source of information:
28. Original owner:
    Source of information:
29. Construction history (include description and dates of major additions, alterations, or demolitions):
    This building was constructed on land platted as the Third Addition to the Bighorn Subdivision. Based on Eagle County Assessor data and field survey, original exterior cladding has been replaced (date unknown) and the shed-roof front porch was added or altered at an unknown date.
30. Original location X Moved ____ Date of move(s):

V. HISTORICAL ASSOCIATIONS

31. Original use(s):
32. Intermediate use(s):
33. Current use(s):
34. Site type(s):

35. Historical background: This building was constructed in 1971 as part of the 3rd Addition to the Bighorn Subdivision. The Bighorn Subdivision is in East Vail, located approximately 4 miles east of the town of Vail, separated by the Vail Golf Club along the south side of Interstate Highway (I-) 70. Vail Village opened in 1962. The founders of Vail Village envisioned the area as a luxury ski resort reminiscent of the alpine villages found throughout the Swiss Alps, Austrian Tyrol, and other mountainous regions of Central Europe. The design of buildings within the village was small in scale and reflected rustic and Swiss chalet stylistic influences such as low-pitched gable roofs with overhanging eaves; wood structural system, exterior cladding, decorative brackets, and bargeboards; and balconies. Although development in East Vail commenced with the platting of the Bighorn Subdivision in December 1962, period newspaper articles suggest these plats were largely speculative at the time rather than part of an integrated development plan with Vail Village. East Vail is located approximately four miles east of Vail Village and the earliest residences constructed in the Bighorn Subdivision were not built until several years later. Historic aerials indicate that by 1969 construction in the Bighorn Subdivision was well underway, with the earliest development occurring along Spruce Way, Bighorn Road, and Columbine Way. Some, but not all, of the housing stock in East Vail reflected muted elements of the Swiss chalet style found in nearby Vail Village.

    During the late 1960s and early 1970s statutory recognition of condominium ownership by the Colorado Legislature and increasing demand for housing near the new Vail ski resort, by both residents and those in the market for vacation homes, led to continual construction in the new “suburb” of East Vail. As land values rose, investors continued to purchase lots and build new vacation homes. In response to the ever-increasing demand for housing, development, and concern over the environmental impacts of uncontrolled growth, in 1970, the Town of Vail passed its first zoning ordinance, established subdivision standards, and began annexing land throughout the valley in its attempt to control development. The house at 4325 Spruce Way was constructed in 1971 during this time of growth in East Vail and increasing concern throughout the Gore Creek Valley about the impact of development and tourism on the environment and quality of life.

36. Sources of information:

    Eagle County Assessor Data.

    Mead & Hunt, Inc. *Historic Resources Inventory Report: I-70 West Vail Pass Auxiliary Lanes Environmental Assessment*. 2018.

VI. SIGNIFICANCE

37. Local landmark designation: Yes ____ No __X__ Date of designation: _____
    Designating authority: N/A

38. Applicable National Register Criteria:

    ____ A. Associated with events that have made a significant contribution to the broad pattern of our history;

    ____ B. Associated with the lives of persons significant in our past;

___ C. Embodies the distinctive characteristics of a type, period, or method of construction, or represents the work of a master, or that possess high artistic values, or represents a significant and distinguishable entity whose components may lack individual distinction; or

___ D. Has yielded, or may be likely to yield, information important in history or prehistory.

___ Qualifies under Criteria Considerations A through G (see Manual)

_X_ Does not meet any of the above National Register criteria

39. Area(s) of significance:

40. Period of significance:

41. Level of significance: National ___ State ___ Local _____

42. Statement of significance: This building at 4325 Spruce way was constructed in 1971 and has been a private residence since that time. Due to its recent date of construction, the building was evaluated for the National Register of Historic Places (National Register) applying *Criteria Consideration G: Properties that Have Achieved Significance Within the Past Fifty Years*. Accordingly, this building must possess exceptional important to be eligible for the National Register. However, research and field review has not revealed exceptional importance through direction association with significant activities, events, persons, or architecture associated with condominium development in the Gore Creek Valley and East Vail. As such, this building does not possess significance under *Criteria A* or *B*. The building is altered as summarized in Item 29 and does not represent an outstanding example of the property type. Therefore, this house does not possess exceptional importance for its architectural design and is not significant under *Criterion C*. The building is not likely to contain information important to history or prehistory beyond what is already documented and does not possess significance under *Criterion D*. Due to the lack of significance, this building is not eligible for inclusion in the National Register.

43. Assessment of historic physical integrity related to significance: Not applicable; this property does not possess historical or architectural significance.

VII. National Register Eligibility Assessment

44. National Register eligibility field assessment:
Eligible ___ Not Eligible _X___ Need Data ___

45. Is there National Register district potential? Yes ___ No X
Discuss: The building at 4325 Spruce Way is one of many residences constructed through the Gore Creek Valley during a period of growth between 1962 and the mid-1970s. It is located in some proximity to other homes but these buildings do not represent a cohesive collection of resources due to a combination of factors, including a lack of visual continuity among resources, infill development, extensive exterior alterations to the majority of the earlier (1960s and 1970s) buildings, and an overall lack of cohesion in terms of scale and architectural styles and forms. For these reasons, this grouping of resources collectively lacks significance and there is no potential for a National Register historic district.
If there is National Register district potential, is this building: N/A Contributing ___ Noncontributing _____

46. If the building is in existing National Register district, is it: N/A Contributing ___ Noncontributing ___

VIII. Recording Information

Resource Number: 5EA.3619
Temporary Resource Number: N/A

47. Photograph numbers:
    Negatives filed at:

48. Report title:

49. Date(s): August 2018

50. Recorder(s): Timothy Smith and Alex Borger, Cultural Resource Specialists

51. Organization: Mead & Hunt, Inc.

52. Address: 1743 Wazee Street, Suite 400, Denver, CO 80202

53. Phone number(s): (303) 729-3777

NOTE: Please include a sketch map, a photocopy of the USGS quad map indicating resource location, and photographs.

History Colorado - Office of Archaeology & Historic Preservation
1200 Broadway, Denver, CO 80203 (303) 866-3395

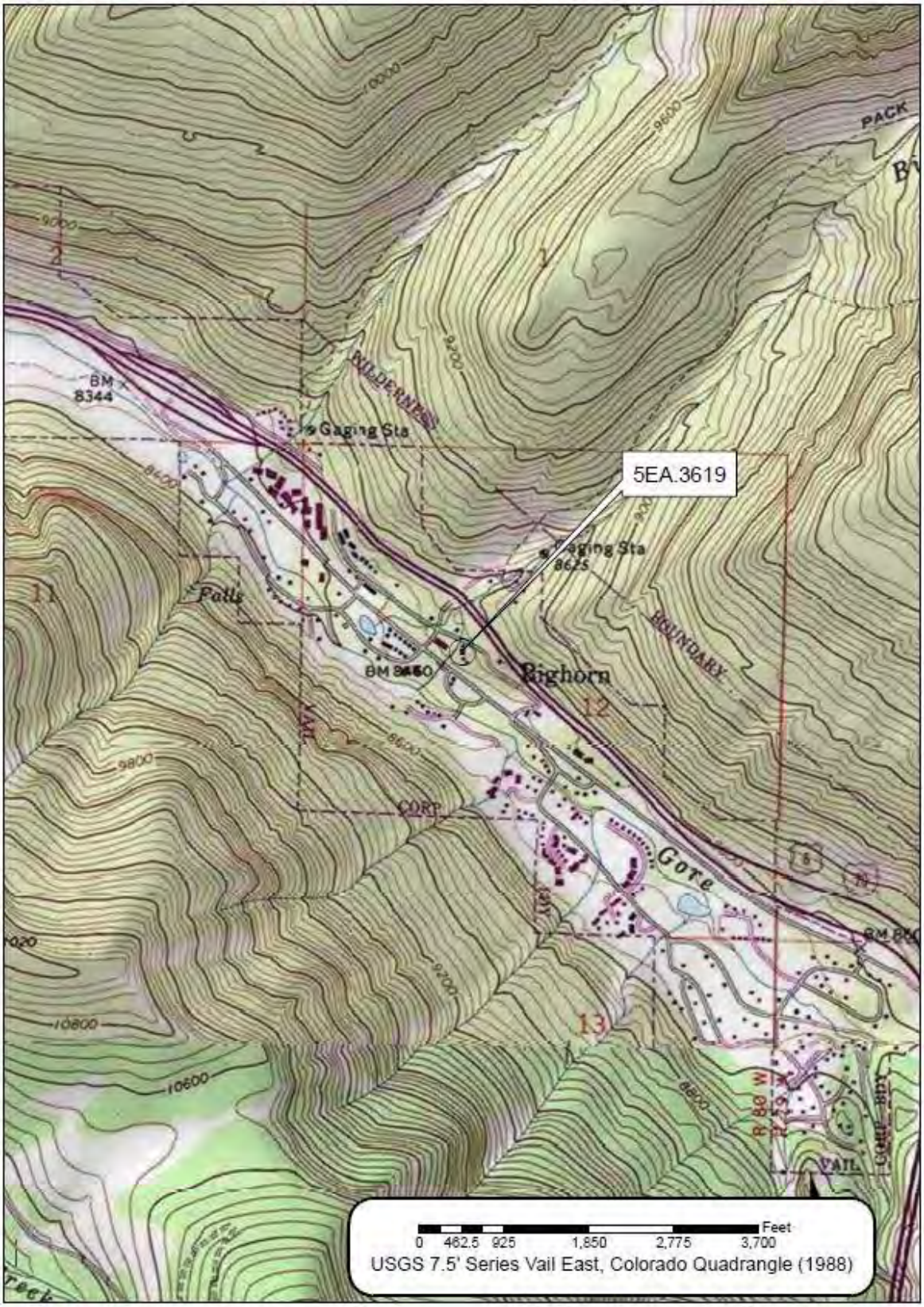
Please note: This form is an Architectural Inventory Form (Lite). Several fields on this form were not completed due to extensive alterations to the exterior of this property.

Resource Number: 5EA.3619
Temporary Resource Number: N/A

Sketch Map

Resource Number: 5EA.3619
Temporary Resource Number: N/A

USGS Quad Map



Resource Number: 5EA.3619
Temporary Resource Number: N/A

Address:	4325 Spruce Way		
Photographer:	T. Smith	**Photograph Date:**	June 2018

Front (northwest) and side (southwest) elevations, view facing east.

Front (northwest) and side (northeast) elevations and detached two-car garage, view facing southeast.

Resource Number: 5EA.3620
Temporary Resource Number: N/A

OAHP1403
Rev. 9/98

COLORADO CULTURAL RESOURCE SURVEY

Architectural Inventory Form

Official eligibility determination
(OAHP use only)
Date _____Initials _____
_____ Determined Eligible- NR
_____ Determined Not Eligible- NR
_____ Determined Eligible- SR
_____ Determined Not Eligible- SR
_____ Need Data
_____ Contributes to eligible NR District
_____ Noncontributing to eligible NR District

I. IDENTIFICATION

1. Resource number: 5EA.3620
2. Temporary resource number: N/A
3. County: Eagle
4. City: Vail
5. Historic building name: Ridgeview Square Townhouses
6. Current building name: Ridgeview Square Townhouses
7. Building address: 4506 Spruce Way
8. Owner name and address: Multiple

II. GEOGRAPHIC INFORMATION

9. P.M. Sixth Township 5S Range 80W
   _____ ¼ of _____ ¼ of NE ¼ of SW ¼ of section 12
10. UTM reference
    Zone 13 ; 388952 mE 4388074 mN
11. USGS quad name: Vail East
    Year: 1988 Map scale: 7.5' X 15'____ Attach photo copy of appropriate map section.
12. Lot(s): N/A Block: N/A
    Addition: Ridgeview Square Townhouses Year of Addition: N/A
13. Boundary Description and Justification: The boundary is an irregularly shaped polygon that coincides with the legal lot for the property and encompasses the buildings and their setting.

III. Architectural Description

14. Building plan (footprint, shape): Rectangular plan
15. Dimensions in feet: Length 98’ x Width 55’
16. Number of stories: 2.5
17. Primary external wall material(s): Stucco and wood siding
18. Roof configuration: Shed roof
19. Primary external roof material: Asphalt roof
20. Special features: None
21. General architectural description: This townhouse complex consists of two buildings: a two-and-one-half-story, rectangular-plan building with eight units fronting Spruce Way and a two-and-one-half-story, rectangular-plan

building with approximately 11 units facing Interstate Highway (I-70). The buildings rest on concrete foundations and have wood-frame structural systems, and exterior walls clad in stucco and horizontal wood siding. Each building has multi-directional shed roofs and chimneys for each unit. Fenestration consists primarily of metal-frame, fixed and one-beside-one, sliding, sash windows; fixed-frame clerestory windows are located in the flat portions of the shed roofs. Each upper-story unit features a balcony on the facade with a wood staircase for access. First-floor units also have sliding glass patio doors.

22. Architectural style/building type: Modern Movement
23. Landscaping or special setting features: The townhouse forms an "L" around a landscaped area on the south side of both buildings that includes a mix of deciduous and evergreen trees. Paved parking lots are located along the northwest and northeast sides of the buildings.
24. Associated buildings, features, or objects: Both townhouse buildings are fronted by flat-roof concrete carports that extend across the front facades. A small wood-frame shed with shed roof and horizontal wood siding is attached to the westernmost carport, located northwest of the two buildings.

IV. ARCHITECTURAL HISTORY

25. Date of Construction: Estimate: _____ Actual: 1971
    Source of information: Eagle County Assessor Records
26. Architect: Unknown
    Source of information: N/A
27. Builder/Contractor: Unknown
    Source of information: N/A
28. Original owner: Ridgeview Square
    Source of information: Eagle County Assessor Records
29. Construction history (include description and dates of major additions, alterations, or demolitions):
    The Ridgeview Square Town Houses complex was constructed in 1971. Based on Eagle County Assessor data and field survey, alterations include stucco added to the exterior walls on building ends and replacement windows. The building does not appear to have major additions or demolitions.
30. Original location X Moved ____ Date of move(s):

V. HISTORICAL ASSOCIATIONS

31. Original use(s): Domestic – Multiple dwelling
32. Intermediate use(s): N/A
33. Current use(s): Domestic – Multiple dwelling
34. Site type(s): Townhouse complex
35. Historical background: The Ridgeview Square Townhouses complex is located in East Vail, which is located approximately 4 miles from Vail. Vail Village and its ski area opened in 1962. The new resort town was envisioned as luxury ski resort reminiscent of the alpine villages found throughout the Swiss Alps, Austrian Tyrol, and other mountainous regions of Central Europe. The design of buildings within the village was small in scale and reflected rustic and Swiss chalet stylistic influences such as low-pitched gable roofs with overhanging eaves;

wood structural system, exterior cladding, decorative brackets, and bargeboards; and balconies. Although development in East Vail commenced with the platting of the Bighorn Subdivision in December 1962, period newspaper articles suggest these plats were largely speculative at the time rather than part of an integrated development plan with Vail Village; East Vail is located several miles east of Vail Village and the earliest residences constructed in the Bighorn Subdivision were not built until several years later.

In 1963 the Colorado Legislature passed the Condominium Ownership Act, which statutorily recognized condominium ownership and facilitated the development of condominium complexes and townhouses throughout the Gore Creek Valley, including East Vail. Historic aerials indicate that by 1969 construction of both single-family and multi-family housing complexes in East Vail was well underway, with the earliest development occurring along Spruce Way and Bighorn Road. Throughout the 1960s high demand for housing combined with the lasting impact of the Condominium Ownership Act led to continual construction in the new "suburb" of East Vail. As land values rose, investors continued to purchase lots and build multi-family housing developments to maximize profits. In response to the ever-increasing demand for housing, development, and concern over the environmental impacts of uncontrolled growth, in 1970, the Town of Vail passed its first zoning ordinance, established subdivision standards, and began annexing land throughout the valley in its attempt to control development. The Ridgeview Square Townhouses were constructed in 1971 during this period of increasing concern about the potential impact of uncontrolled growth and increasing development and tourism on the quality of life in Vail and throughout the Gore Creek Valley.

36. Sources of information:

Eagle County Assessor Data.

Eagle Valley Enterprise, 1962-1964

McAlester, Virginia and Lee. *A Field Guide to American Houses*. New York: Alfred A. Knopf, Inc., 1984.

Nationwide Environmental Title Research, LLC. *historicaeriels.com*, 1999. https://www.historicaerials.com/viewer.

Philpott, William. *Vacationland: Tourism and Environment in the Colorado High Country*. Seattle, Wash.: University of Washington Press, 2014.

Seibert, Peter W. *Vail: Triumph of a Dream*. Boulder, Colo.: Mountain Sports Press, 2003.

Simonton, June. *Vail: Story of a Colorado Mountain Valley*. Dallas, Tex.: Taylor Publishing Company, 1987.

VI. SIGNIFICANCE

37. Local landmark designation: Yes ____ No __X__ Date of designation: _____

Designating authority: N/A

38. Applicable National Register Criteria:

____ A. Associated with events that have made a significant contribution to the broad pattern of our history;

____ B. Associated with the lives of persons significant in our past;

___ C. Embodies the distinctive characteristics of a type, period, or method of construction, or represents the work of a master, or that possess high artistic values, or represents a significant and distinguishable entity whose components may lack individual distinction; or

____ D. Has yielded, or may be likely to yield, information important in history or prehistory.

____ Qualifies under Criteria Considerations A through G (see Manual)

__X__ Does not meet any of the above National Register criteria

39. Area(s) of significance: N/A
40. Period of significance: N/A
41. Level of significance: National ____ State ____ Local _____
42. Statement of significance: This townhouse complex at 4506 Spruce Way was constructed in 1971. Due to its recent date of construction, the complex was evaluated for the National Register of Historic Places (National Register) applying *Criteria Consideration G: Properties that Have Achieved Significance Within the Past Fifty Years*. Accordingly, this complex must possess exceptional importance to be eligible for the National Register. Research and field review did not reveal exceptional importance through direct association with significant activities, events, or persons in the Gore Creek Valley and East Vail. As such, this complex does not possess significance under *Criteria A* or *B*. The complex displays muted elements of the modernist Shed style of architecture, including shed roofs and wood siding, but had undergone alterations, as summarized in Item 29, and does not display distinctive architectural features or represent an intact exceptional example of the Shed style or a building type. The complex is not yet 50 years old and does not demonstrate exceptional importance under *Criterion C*, applying *Criteria Consideration G*. The complex is not likely to contain information important to history or prehistory beyond what is already documented and does not possess significance under *Criterion D*. Therefore, this building complex does not possess significance and is not eligible for inclusion in the National Register.
43. Assessment of historic physical integrity related to significance: Due to lack of significance, historic physical integrity was not assessed.

VII. NATIONAL REGISTER ELIGIBILITY ASSESSMENT

44. National Register eligibility field assessment:
    Eligible ____ Not Eligible _X___ Need Data ____
45. Is there National Register district potential? Yes ___ No X
    Discuss: The property at 4506 Spruce Way is one of many residential properties constructed in East Vail during a period of growth between 1962 and the mid-1970s. It is located in some proximity to other homes but these buildings do not represent a cohesive collection of resources due to a combination of factors, including a lack of visual continuity among resources, infill development, extensive exterior alterations to the majority of the earlier (1960s and 1970s) buildings, and an overall lack of cohesion in terms of scale and architectural styles and forms. For these reasons, this grouping of resources collectively lacks significance and there is no potential for a National Register historic district.
    If there is National Register district potential, is this building: N/A Contributing ___ Noncontributing ___

Resource Number: 5EA.3620
Temporary Resource Number: N/A

46. If the building is in existing National Register district, is it: N/A Contributing ___ Noncontributing ___

VIII. RECORDING INFORMATION

47. Photograph numbers: 135, 137, 147, 152

    Negatives filed at: Mead & Hunt, Inc.

48. Report title: Historic Resources Inventory Report: I-70 West Vail Pass Auxiliary Lanes Environmental Assessment, Mead & Hunt, Inc., 2018.

49. Date(s): June 2018

50. Recorder(s): Timothy Smith and Alex Borger, Cultural Resource Specialists

51. Organization: Mead & Hunt, Inc.

52. Address: 1743 Wazee Street, Suite 400, Denver, CO 80202

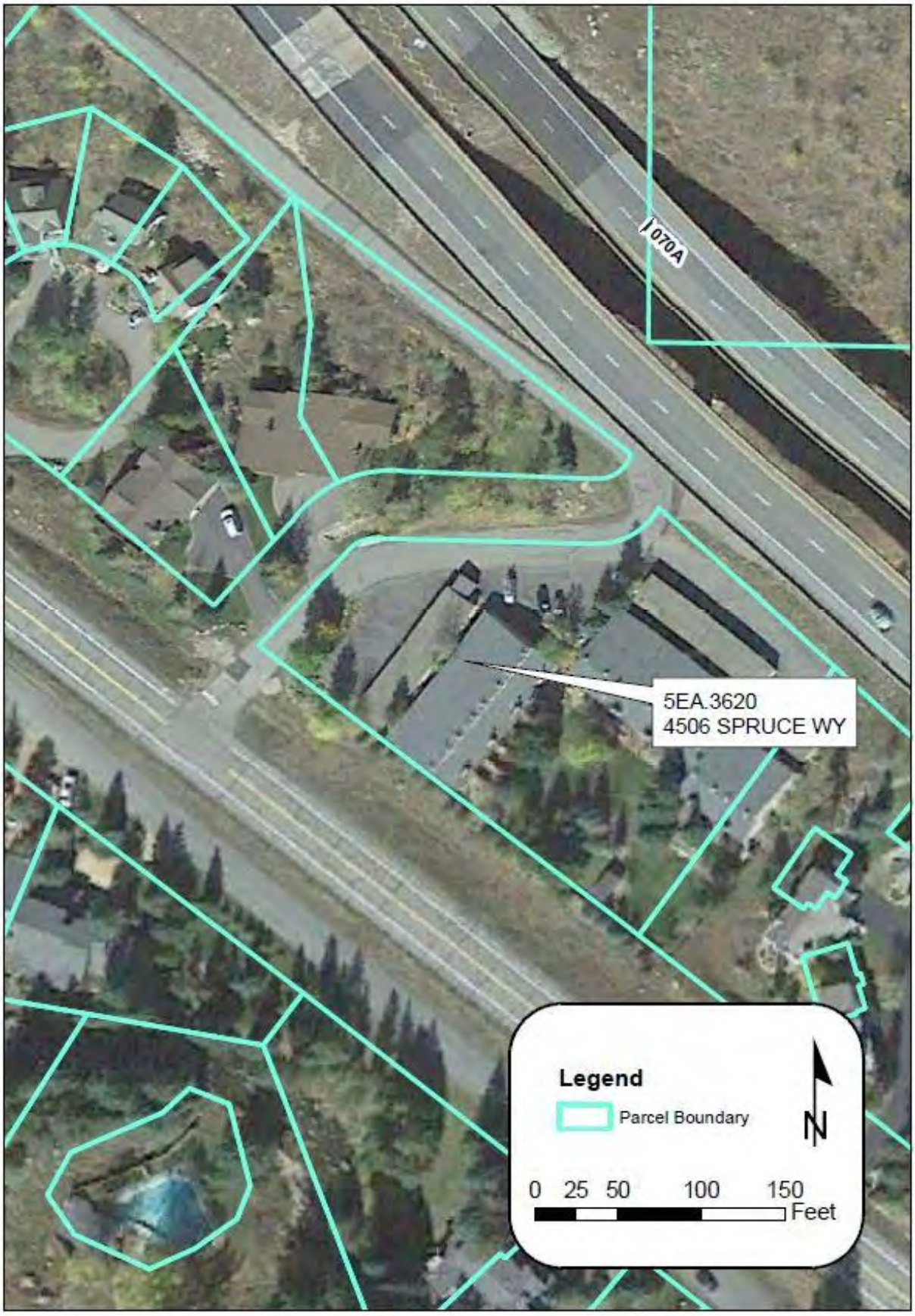
53. Phone number(s): (303) 729-3777

NOTE: Please include a sketch map, a photocopy of the USGS quad map indicating resource location, and photographs.

History Colorado - Office of Archaeology & Historic Preservation
1200 Broadway, Denver, CO 80203 (303) 866-3395

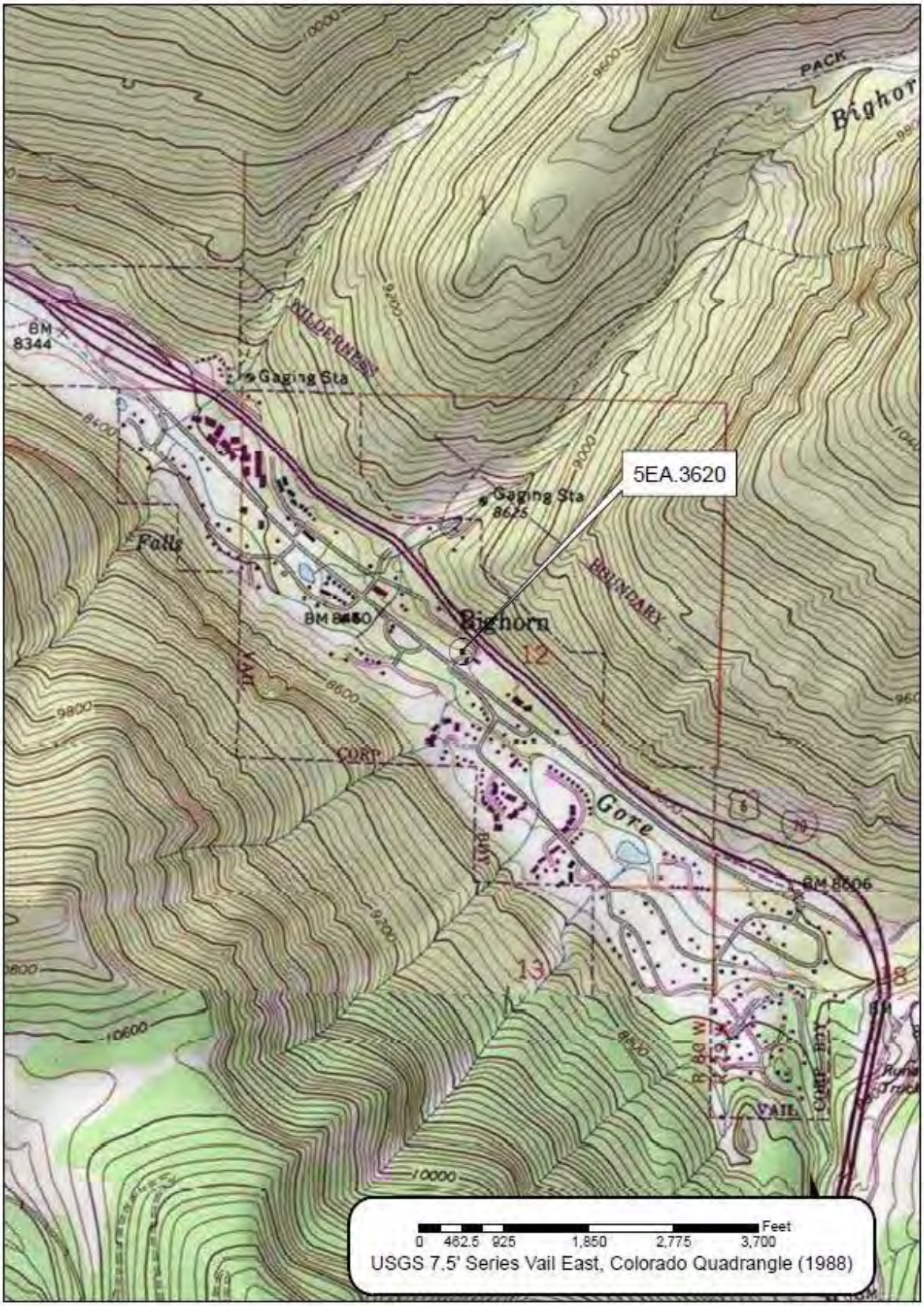
Resource Number: 5EA.3620
Temporary Resource Number: N/A

Sketch Map



Resource Number: 5EA.3620
Temporary Resource Number: N/A

USGS Quad Map



Resource Number: 5EA.3620
Temporary Resource Number: N/A

Address: 4506 Spruce Way

Photographer: A. Borger **Photograph Date:** June 2018

Overview of complex, view facing north.

Overview of setting and southwest elevation, illustrating landscaped area in the “L” created by the buildings, view facing northeast.

Resource Number: 5EA.3620
Temporary Resource Number: N/A

Address: 4506 Spruce Way

Photographer: A. Borger **Photograph Date:** June 2018

Overview of complex, view facing southwest.

Overview of complex, view facing southeast.

Resource Number: 5EA.3621
Temporary Resource Number: N/A

OAHP1403
Rev. 9/98

COLORADO CULTURAL RESOURCE SURVEY

Architectural Inventory Form

Official eligibility determination
(OAHP use only)
Date _____Initials _____
_____ Determined Eligible- NR
_____ Determined Not Eligible- NR
_____ Determined Eligible- SR
_____ Determined Not Eligible- SR
_____ Need Data
_____ Contributes to eligible NR District
_____ Noncontributing to eligible NR District

I. IDENTIFICATION

1. Resource number: 5EA.3621
2. Temporary resource number: N/A
3. County: Eagle
4. City: Vail
5. Historic building name: House
6. Current building name: Pavelich Residence
7. Building address: 5137 Main Gore Drive North
8. Owner name and address:
   John D. and Nancy E. Pavelich
   540 Manorwood Lane
   Louisville, CO 80027-3239

II. GEOGRAPHIC INFORMATION

9. P.M. Sixth Township 5S Range 79W
   _____ ¼ of _____ ¼ of NW ¼ of NW ¼ of section 18
10. UTM reference
    Zone 13; 390013 mE 4387243 mN
11. USGS quad name: Vail East
    Year: 1988 Map scale: 7.5' X 15'____ Attach photo copy of appropriate map section.
12. Lot(s): 7 Block: 1
    Addition: Bighorn 5th Addition Year of Addition: 1966
13. Boundary Description and Justification: The boundary is an irregular polygon consistent with the legal lot for the property and encompasses the house and its setting.

III. Architectural Description

14. Building plan (footprint, shape): T-Shaped plan
15. Dimensions in feet: Length 69' x Width 48'
16. Number of stories: 1.5
17. Primary external wall material(s): Wood – Vertical siding
18. Roof configuration: Side-gable roof
19. Primary external roof material: Wood – Shingle roof

20. Special features: None
21. General architectural description: This one-and-one-half-story A-frame house has a concrete foundation and T-shaped plan. The massing includes the A-frame and a rear cross-gable addition that dates to 1983. The house is of wood-frame construction and exterior walls are clad in a combination of stucco and vertical wood siding. Fenestration consists of wood-frame fixed, casement, fixed with hopper in lower sash, and skylights. The steeply pitched, A-shaped roof on the main portion of the house has deep, overhanging eaves with exposed rafters that extend to the ground and are anchored in concrete; the roof is clad in wood-shake shingles. The front (south) facade on the main portion features a central recessed entryway with a front-gable portico with wood support posts and a replacement front door with fixed-frame sidelights with hopper windows in lower sash. Three non-original skylights are located directly above the non-original entrance portico, which was originally a recessed entryway with no projecting roof. The side (east) elevation on the main portion of the house features four sets of wood-frame casement windows in the gable end and the other side (west) elevation has an original full-height chimney that was covered in stone veneer c.1985. The large, rear, A-frame addition has a rectangular plan, cross-gable roof with roof beams that extend to the ground and are anchored in concrete, exterior walls clad in vertical wood siding, wood-frame casement windows, inset porch in the half-story roof, and an entryway sheltered by a small, front-gable roof. The east slope of the addition's roof has three front-gable dormers. Despite several non-original features and the large non-original rear addition, the house reflects typical features of mountain A-frames built after World War II, including A-shaped trusses, steeply pitched roof with overhanging eaves, wood cladding materials, skylights on side walls to add interior light, and rustic elements and materials like wood and stone.
22. Architectural style/building type: Post-World War II – A-frame
23. Landscaping or special setting features: The parcel is bordered by a mix of deciduous and evergreen trees and surrounded by grass lawn with various plantings and placed boulders. A large paved driveway extends along the west side of the house and leads to the two-car garage in the non-original addition.
24. Associated buildings, features, or objects: None

IV. ARCHITECTURAL HISTORY

25. Date of Construction: Estimate: _____ Actual: 1970
    Source of information: Eagle County Assessor Records
26. Architect: Unknown
    Source of information: N/A
27. Builder/Contractor: Unknown
    Source of information: N/A
28. Original owner: Robert B. Springer
    Source of information: Eagle County Assessor Records
29. Construction history (include description and dates of major additions, alterations, or demolitions):
    This building was constructed in 1970 on land platted as the Fifth Addition to the Eagle County Development Corporation's Bighorn Subdivision. Based on Eagle County Assessor data, field survey, and building permits obtained from the Town of Vail, the building has undergone extensive alterations and additions since its

construction, including a large, rear, A-frame addition in 1983. In addition, the home has undergone alterations to the front entryway, removal of an inset porch in the half-story above the front door (replaced with skylights), and encasement of the chimney in stone. Building permit research at the Town of Vail and other archival research did not reveal the name of the architect or contractor.

30. Original location __X__ Moved ____ Date of move(s):

V. HISTORICAL ASSOCIATIONS

31. Original use(s): Domestic – Single dwelling
32. Intermediate use(s): N/A
33. Current use(s): Domestic – Single dwelling
34. Site type(s): Residence
35. Historical background: This house was constructed in 1970 in East Vail's Bighorn Subdivision. East Vail is located approximately 4 miles east of the town of Vail, separated by the Vail Golf Club along the south side of Interstate Highway (I-70). Vail Village and the Vail Ski Area opened in 1962 and were envisioned the area as a luxury ski resort reminiscent of the alpine villages found throughout the Swiss Alps, Austrian Tyrol, and other mountainous regions of Central Europe. The design of buildings within the village was small in scale and reflected rustic and Swiss chalet stylistic influences such as low-pitched gable roofs with overhanging eaves; wood structural system, exterior cladding, decorative brackets, and bargeboards; and balconies. Although development in East Vail commenced with the platting of the Bighorn Subdivision in December 1962, period newspaper articles suggest these plats were largely speculative at the time rather than part of an integrated development plan with Vail Village; East Vail is located several miles east of Vail Village and the earliest residences constructed in the Bighorn Subdivision were not built until several years later. Historic aerials indicate that by 1969 construction in the Bighorn Subdivision was well underway, with the earliest development occurring along Spruce Way, Bighorn Road, and Columbine Way. Some, but not all, of the housing stock in East Vail reflected muted elements of the Swiss chalet style found in nearby Vail Village.

The economic prosperity and growth that followed World War II left many Americans with more disposable income and leisure time than ever before. As such, vacation homes came to be markers of achieving the American dream. A-frame vacation homes were popular during this period, reflecting an accessible modernist design that was compatible with the environment. Early A-frame design was centered in Northern California where a regional style of modernism, known as Bay Area Style or Second Bay Tradition, developed and was defined by open plans; use of natural materials, especially large, wood windows; and integration with the environment. A-frames reflected elements of the Second Bay Tradition and became popular for vacation homes in Northern California ski resorts near Lake Tahoe. Architectural journals, design magazines, and newspapers publicized A-frames and their popularity spread to other parts of the country, including Colorado's high country. During the late 1960s and early 1970s statutory recognition of condominium ownership by the Colorado Legislature and increasing demand for vacation homes near Vail resulted in continual construction in the new "suburb" of East Vail. As land values rose, investors continued to purchase lots and build new vacation homes; while some of the styles reflected elements of the original alpine motif of Vail Village, others were built as A-frames.

In 1970 the Town of Vail passed its first zoning ordinance, established subdivision standards, and began annexing land throughout the valley in an attempt to control development. The house at 5137 Main Gore Drive was constructed in 1970 near the time of transition in Vail between uncontrolled growth and increasing concern by locals about the impact of development and tourism on the environment and quality of life in Vail.

36. Sources of information:

Arch Professionals and Mead & Hunt, Inc. *Historic Context of A-frame Architecture in Boulder County*. Prepared for the Boulder County Land Use Departments, April 2018.

Bighorn Subdivision Fifth Addition, Eagle County Recorder, Reception #105002, November 25, 1966.

Eagle County Assessor Data.

Eagle Valley Enterprise, 1962-1964.

Nationwide Environmental Title Research, LLC. *historicaeriels.com*, 1999. https://www.historicaerials.com/viewer.

Philpott, William. *Vacationland: Tourism and Environment in the Colorado High Country*. Seattle, Wash.: University of Washington Press, 2014.

Proposed Addition to the Gibson Residence, prepared by Boyle Engineering, Inc., April 11, 1983. Available at the Town of Vail Department of Community Development.

Seibert, Peter W. *Vail: Triumph of a Dream*. Boulder, Colo.: Mountain Sports Press, 2003.

Town of Vail Department of Community Development. Letter to Tim Boyle (Boyle Engineering), 9 July 1982. Available at Town of Vail Department of Community Development.

VI. SIGNIFICANCE

37. Local landmark designation: Yes ____ No __X__ Date of designation: _____
Designating authority: N/A

38. Applicable National Register Criteria:

____ A. Associated with events that have made a significant contribution to the broad pattern of our history;

____ B. Associated with the lives of persons significant in our past;

____ C. Embodies the distinctive characteristics of a type, period, or method of construction, or represents the work of a master, or that possess high artistic values, or represents a significant and distinguishable entity whose components may lack individual distinction; or

____ D. Has yielded, or may be likely to yield, information important in history or prehistory.

____ Qualifies under Criteria Considerations A through G (see Manual)

__X__ Does not meet any of the above National Register criteria

39. Area(s) of significance: N/A

40. Period of significance: N/A

41. Level of significance: National ____ State ____ Local _____

42. Statement of significance: This building at 5137 Main Gore Drive was constructed in 1970 and has been a private residence since that time. Due to its recent date of construction, the building was evaluated for the

National Register of Historic Places (National Register) applying *Criteria Consideration G: Properties that Have Achieved Significance Within the Past Fifty Years*. Accordingly, this building must possess exceptional importance to be eligible for the National Register. The A-frame as a post-World War II (postwar) vacation home represented the increased wealth and leisurely lifestyle of middle-class Americans following World War II, which fueled the purchase and construction of vacation homes as a symbol of the postwar "good life." The A-Frame at 5137 Main Gore Drive North was constructed as a standard A-frame in 1970. Although the house is a postwar A-frame, research did not indicate that it singularly reflects postwar social trends. As such, it does not possess exceptional importance under *Criterion A* applying *Criteria Consideration G*. Research and field review did not indicate exceptional importance through direct association with a significant person and the building does not possess significance under *Criterion B* applying *Criteria Consideration G*.

Under *Criterion C*, the residence reflects several features of standard A-frame architecture, including an A-shaped roof/wall truss system; deep, overhanging eaves and gable ends; wood material for roof cladding; and rustic elements like wood and stone materials. A large A-frame addition in 1983 honored the original form, nearly doubling its original footprint and changing its subtype to an A-frame with wing, or a modified A-frame. However, the property has been altered as summarized in Item 29, does not represent an exceptional and intact example of A-frame construction, and does not appear to embody unique materials or represent unique methods of A-frame construction. Therefore, this house does not possess exceptional importance for its architectural design and is not significant under *Criterion C* applying *Criteria Consideration G*.

The building is not likely to contain information important to history or prehistory beyond what is already documented and does not possess significance under *Criterion D*. The house is not yet 50 years old and does not demonstrate exceptional importance and is not eligible for inclusion in the National Register.

43. Assessment of historic physical integrity related to significance: Due to lack of significance, historic physical integrity was not assessed.

VII. NATIONAL REGISTER ELIGIBILITY ASSESSMENT

44. National Register eligibility field assessment:
Eligible ___ Not Eligible _X___ Need Data ___

45. Is there National Register district potential? Yes ___ No X
Discuss: The building at 5137 Main Gore Drive is one of many residences constructed in East Vail during a period of growth between 1962 and the mid-1970s. It is located in proximity to other homes but these buildings do not represent a cohesive collection of resources due to a combination of factors, including a lack of visual continuity among resources, infill development, extensive exterior alterations to the majority of the earlier (1960s and 1970s) buildings, and an overall lack of cohesion in terms of scale and architectural styles and forms. For these reasons, this grouping of resources collectively lacks significance and there is no potential for a National Register historic district.
If there is National Register district potential, is this building: N/A Contributing ___ Noncontributing ___

46. If the building is in existing National Register district, is it: N/A Contributing ___ Noncontributing ___

Resource Number: 5EA.3621
Temporary Resource Number: N/A

VIII. RECORDING INFORMATION

47. Photograph numbers: 590, 592-593, 595

    Negatives filed at: Mead & Hunt, Inc.

48. Report title: Historic Resources Inventory Report: I-70 West Vail Pass Auxiliary Lanes Environmental Assessment, Mead & Hunt, Inc., 2018.

49. Date(s): June 2018

50. Recorder(s): Timothy Smith and Alex Borger, Cultural Resource Specialists

51. Organization: Mead & Hunt, Inc.

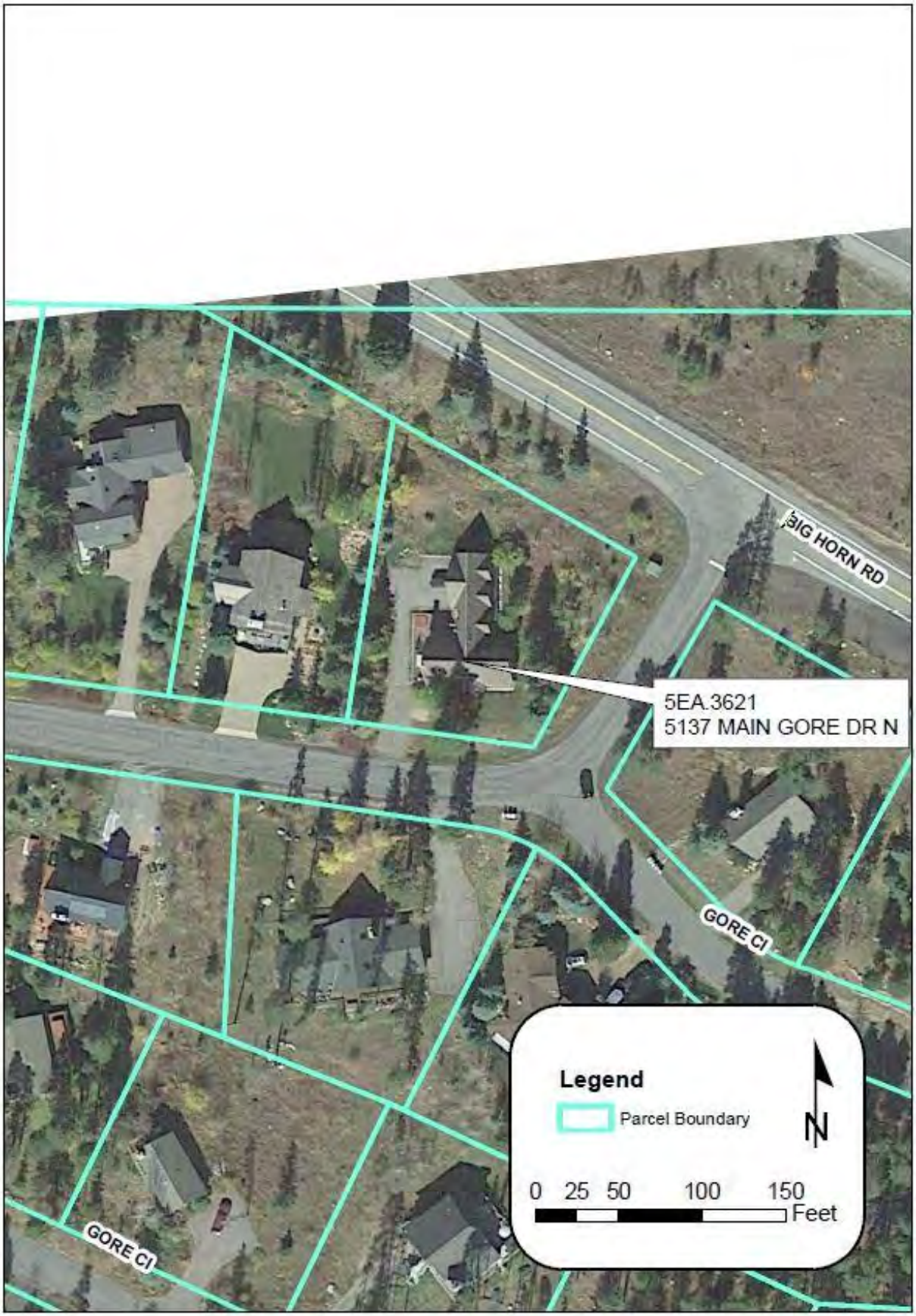
52. Address: 1743 Wazee Street, Suite 400, Denver, CO 80202

53. Phone number(s): (303) 729-3777

NOTE: Please include a sketch map, a photocopy of the USGS quad map indicating resource location, and photographs.

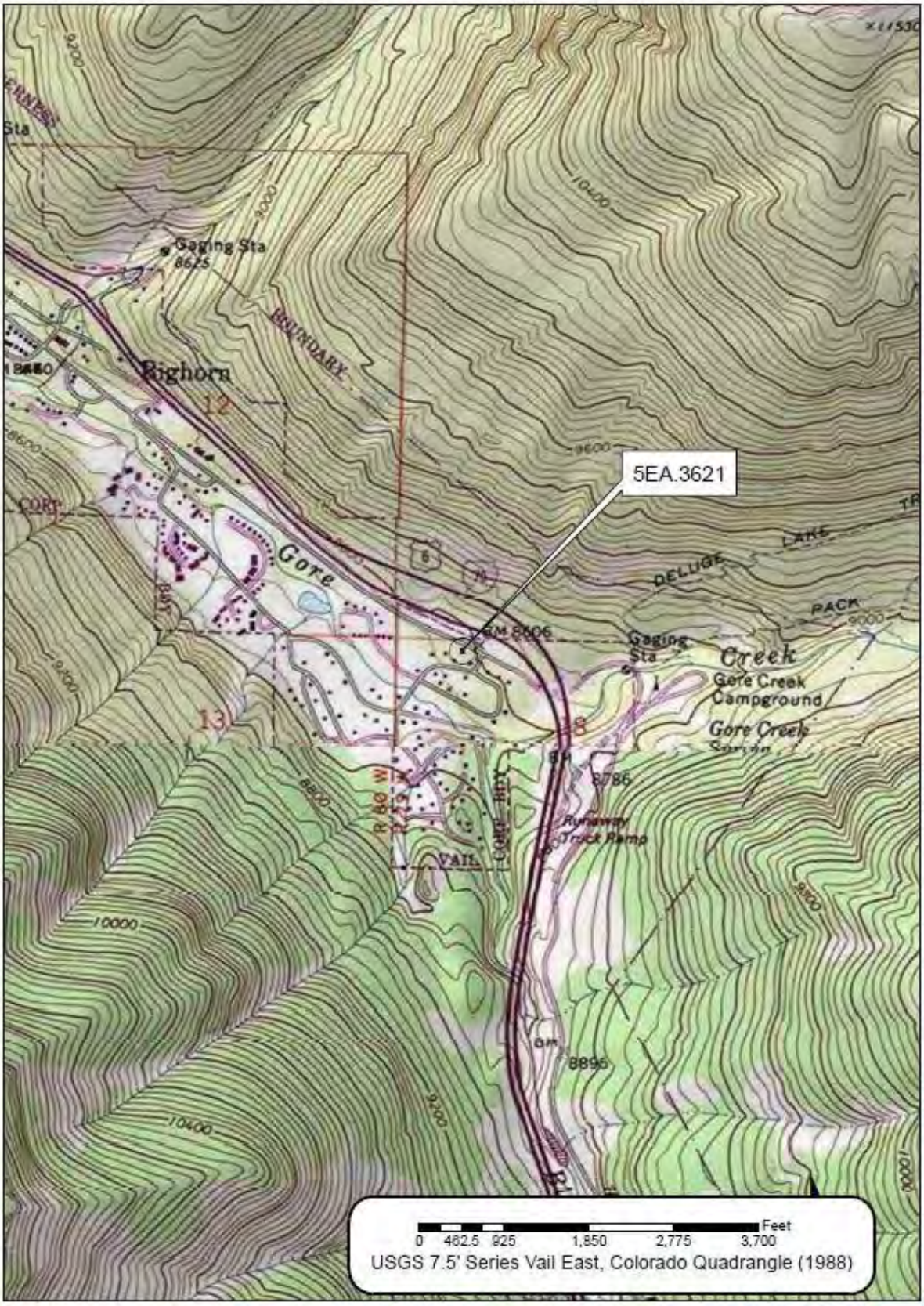
Resource Number: 5EA.3621
Temporary Resource Number: N/A

Sketch Map



Resource Number: 5EA.3621
Temporary Resource Number: N/A

USGS Quad Map



Resource Number: 5EA.3621
Temporary Resource Number: N/A

Address:	5137 Main Gore Drive North		
Photographer:	A. Borger	**Photograph Date:**	June 2018

The front (south) elevation, view facing north.

The front (south) and side (west) elevations, view facing northeast.

Resource Number: 5EA.3621
Temporary Resource Number: N/A

Address:	5137 Main Gore Drive North		
Photographer:	A. Borger	**Photograph Date:**	June 2018

Side (east) elevation, view facing northwest.

Rear (north) elevation, view facing southwest.

Resource Number: 5EA.3622
Temporary Resource Number: N/A

OAHP1403
Rev. 9/98

COLORADO CULTURAL RESOURCE SURVEY

Architectural Inventory Form

Official eligibility determination
(OAHP use only)
Date _____Initials _____
_____ Determined Eligible- NR
_____ Determined Not Eligible- NR
_____ Determined Eligible- SR
_____ Determined Not Eligible- SR
_____ Need Data
_____ Contributes to eligible NR District
_____ Noncontributing to eligible NR District

I. IDENTIFICATION

1. Resource number: 5EA.3622
2. Temporary resource number: N/A
3. County: Eagle
4. City: Vail
5. Historic building name: House
6. Current building name: Pattison Residence
7. Building address: 5177 Gore Circle
8. Owner name and address:
   Peter Fletcher Pattison Living Trust
   5177 Black Gore Drive
   Vail, CO 81657

II. GEOGRAPHIC INFORMATION

9. P.M. Sixth Township 5S Range 79W
   _____ ¼ of _____ ¼ of NW ¼ of NW ¼ of section 18
10. UTM reference
    Zone 13 ; 390155 mE 4387124 mN
11. USGS quad name: Vail East
    Year:1988 Map scale: 7.5' X 15'____ Attach photo copy of appropriate map section.
12. Lot(s): 11 Block: 3
    Addition: Bighorn 5th Addition Year of Addition: 1966
13. Boundary Description and Justification: The boundary is an irregularly shaped polygon that coincides with the legal lot for the property and encompasses the house and its setting.

III. Architectural Description

14. Building plan (footprint, shape): Rectangular plan
15. Dimensions in feet: Length 34’ x Width 25’
16. Number of stories: 2.5
17. Primary external wall material(s): Wood-horizontal siding
18. Roof configuration: Shed roof
19. Primary external roof material: Asphalt roof

20. Special features: None
21. General architectural description: This elevated, two-and-one-half-story house has an irregular polygonal plan and is set on concrete pylons. The massing for the home consists of several different voluminous geometric masses. The house has a wood-frame structural system and exterior walls clad in horizontal and diagonally oriented wood siding and a series of multi-directional shed roofs. Fenestration consists primarily of wood-frame, fixed and casement windows that appear as voids across the exterior walls surfaces; fixed-frame clerestory windows are located in the flat portions of the shed roofs. The asymmetrical front (northwest) facade features an elevated entryway located in an enclosed shed-roof projection and accessed by an exterior staircase; some of the stairs have been replaced. A series of fixed-frame, single-light windows are located on various exposed vertical planes. A second-story balcony with closed railing wraps around the northwest corner of the house. The northeast elevation features a wraparound wood deck with closed rail; this elevation and the southeast (rear) elevation are not visible from the right-of-way. The southwest elevation features several wood-frame casement and fixed windows and a projecting wall surface that extends between the first and second story.
22. Architectural style/building type: Modern Movement
23. Landscaping or special setting features: The house is setback from the road by a paved driveway. The house is surrounded by broad lawns and a mix of evergreen and deciduous trees.
24. Associated buildings, features, or objects: A one-car, detached garage is located near the northwest corner of the house. The wood-frame, front-gable garage has a rectangular plan, vertical particleboard siding, overhead metal garage door, one-beside-one sliding sash window, and a front-gable roof clad in asphalt shingles.

IV. ARCHITECTURAL HISTORY

25. Date of Construction: Estimate: _____ Actual: 1972
    Source of information: Eagle County Assessor Records
26. Architect: Unknown
    Source of information: N/A
27. Builder/Contractor: Unknown
    Source of information: N/A
28. Original owner: Unknown
    Source of information: N/A
29. Construction history (include description and dates of major additions, alterations, or demolitions):
    This building was constructed in 1972 on land platted as part of the Fifth Addition to the Bighorn Subdivision. Based on Eagle County Assessor data, field survey, and research at the Town of Vail, alterations include replacement of a section of stairs on the front (northwest) facade at an unknown date and a 1983 addition to the southeast corner of the house. The building does not appear to have had any major demolitions.
30. Original location X Moved ____ Date of move(s):

V. HISTORICAL ASSOCIATIONS

31. Original use(s): Domestic – Single dwelling
32. Intermediate use(s): N/A

33. Current use(s): Domestic – Single dwelling
34. Site type(s): Residence
35. Historical background: This building was constructed in 1972 on land platted as part of the Fifth Addition to the Bighorn Subdivision. The Bighorn Subdivision is in East Vail, located approximately 4 miles east of the town of Vail, separated by the Vail Golf Club along the south side of Interstate Highway (I-) 70. Vail Village and the Vail Ski Area opened in 1962. The founders of Vail Village envisioned the area as a luxury ski resort reminiscent of the alpine villages found throughout the Swiss Alps, Austrian Tyrol, and other mountainous regions of Central Europe. The design of buildings within the village was small in scale and reflected rustic and Swiss chalet stylistic influences such as low-pitched gable roofs with overhanging eaves; wood structural system, exterior cladding, decorative brackets, and bargeboards; and balconies. Although development in East Vail commenced with the platting of the Bighorn Subdivision in December 1962, period newspaper articles suggest these plats were largely speculative at the time rather than part of an integrated development plan with Vail Village. East Vail is located approximately four miles east of Vail Village and the earliest residences constructed in the Bighorn Subdivision were not built until several years later. Historic aerials indicate that by 1969 construction in the Bighorn Subdivision was well underway, with the earliest development occurring along Spruce Way, Bighorn Road, and Columbine Way.

    Throughout the 1960s an increasing demand for housing near Vail for vacation homes resulted in continual construction in the new “suburb” of East Vail. The 1960s was a time of architectural experimentation and new eye-catching modernist residential designs began appearing throughout neighborhoods and resorts in the form of condominiums and residences. One of the most influential modernist designs during this period was Sea Ranch. In 1963 architect Charles Moore, along with his partners at the Moore, Turnbull, Lyndon, and Whitaker (MLTW) architectural group and architect Joseph Esherick, designed a cutting-edge condominium development along California’s Sonoma Coastline called Sea Ranch. The vertically oriented buildings consisted of voluminous geometric masses clad in wood siding assembled into a single building with multi-directional shed roofs. The development was environmentally sensitive, using natural materials and reflective of its natural surroundings. The slopes of the shed roofs matched nearby windswept trees; the geometric massing appeared as landform on the landscape; its various projections, voids (windows), and angles referenced the nearby cliffs and escarpment; and the barn-like appearance paid homage to the agricultural heritage of the area and site. The distinctive modernist design of Sea Ranch came to be known as the “Shed style” and similar condominiums, office buildings, and private residences used elements of the style across the country from the mid-1960s through the 1970s.

    Construction of private residences and condominiums in the Gore Creek Valley continually increased and as land values rose, investors purchased lots and built new homes. In 1970 the Town of Vail passed its first zoning ordinance, established subdivision standards, and began annexing land throughout the valley in an attempt to control development. The house at 5177 was constructed in 1972 during this time of transition between uncontrolled growth and increasing concern by locals about the environmental impact of tourism and development throughout the Gore Creek Valley. Building permit research at the Town of Vail and other archival research did not

indicate the name of the architect or contractor. In 1976 a similar, though less complex, example of the Shed style was constructed next door at 5187 Gore Circle. The two homes appear to be unrelated because of the construction dates, and they are not exact copies.

36. Sources of information:

Bighorn Subdivision Fifth Addition, Eagle County Recorder, Reception #105002, November 25, 1966.

Eagle County Assessor Data.

Eagle Valley Enterprise, 1962-1964.

Lyndon, Donlyn, and Jim Alinder. *The Sea Ranch: Fifty Years of Architecture, Landscape, Place, and Community on the Northern California Coast.* New York: Princeton Architectural Press, 2004.

Nationwide Environmental Title Research, LLC. *historicaeriels.com*, 1999. https://www.historicaerials.com/viewer.

McAlester, Virginia and Lee. *A Field Guide to American Houses*. New York: Alfred A. Knopf, Inc., 1984.

Philpott, William. *Vacationland: Tourism and Environment in the Colorado High Country*. Seattle, Wash.: University of Washington Press, 2014.

Seibert, Peter W. *Vail: Triumph of a Dream*. Boulder, Colo.: Mountain Sports Press, 2003.

Simonton, June. *Vail: Story of a Colorado Mountain Valley*. Dallas, Tex.: Taylor Publishing Company, 1987.

VI. SIGNIFICANCE

37. Local landmark designation: Yes ____ No __X__ Date of designation: _____
Designating authority: N/A

38. Applicable National Register Criteria:

____ A. Associated with events that have made a significant contribution to the broad pattern of our history;

____ B. Associated with the lives of persons significant in our past;

___ C. Embodies the distinctive characteristics of a type, period, or method of construction, or represents the work of a master, or that possess high artistic values, or represents a significant and distinguishable entity whose components may lack individual distinction; or

____ D. Has yielded, or may be likely to yield, information important in history or prehistory.

____ Qualifies under Criteria Considerations A through G (see Manual)

__X__ Does not meet any of the above National Register criteria

39. Area(s) of significance: N/A

40. Period of significance: N/A

41. Level of significance: National ____ State ____ Local _____

42. Statement of significance: This building at 5177 Gore Circle was constructed in 1972 and has been a private residence since that time. Due to its recent date of construction, the building was evaluated for the National Register of Historic Places (National Register) applying *Criteria Consideration G: Properties that Have Achieved*

Significance Within the Past Fifty Years. Accordingly, this building must possess exceptional importance to be eligible for the National Register. Research and field review did not reveal exceptional importance through direct association with significant activities, events, or persons in the Gore Creek Valley and East Vail. As such, this building does not possess significance under *Criteria A* or *B*.

Under *Criterion C*, the house was constructed in the distinctive modernist Shed style of architecture and reflects defining characteristics of the style, such as voluminous geometric massing, multi-directional shed roofs with no eaves, wood siding, and windows that appear as voids across the exterior wall surface. The home is an intact, modest example of the Shed style but is not yet 50 years old and does not demonstrate exceptional importance under *Criterion C*, applying *Criteria Consideration G*. Therefore, it is not eligible for inclusion in the National Register at this time. Once the building reaches the age threshold for inclusion in the National Register, the eligibility of the home should be reevaluated under *Criterion C*.

The building is not likely to contain information important to history or prehistory beyond what is already documented and does not possess significance under *Criterion D*. The house is not yet 50 years old and does not demonstrate exceptional importance and is not eligible for inclusion in the National Register.

43. Assessment of historic physical integrity related to significance: Due to a lack of significance, historic physical integrity was not assessed.

VII. NATIONAL REGISTER ELIGIBILITY ASSESSMENT

44. National Register eligibility field assessment:
Eligible ____ Not Eligible _X___ Need Data ___

45. Is there National Register district potential? Yes ___ No _X_
Discuss: The building at 5177 Gore Circle is one of many residences constructed in East Vail during a period of growth between 1962 and the mid-1970s. In 1976 a similar, though less complex, example of the Shed style was constructed next door at 5187 Gore Circle. The two homes appear to be unrelated based on research and the four years separating their construction dates. They also have different designs. These two homes and others in the area do not represent a cohesive collection of resources due to a combination of factors, including a lack of visual continuity among resources, infill development, extensive exterior alterations to the majority of the earlier (1960s and 1970s) buildings, and an overall lack of cohesion in terms of scale and architectural styles and forms. For these reasons, this grouping of resources collectively lacks significance and there is no potential for a National Register historic district.
If there is National Register district potential, is this building: N/A Contributing ___ Noncontributing ___

46. If the building is in existing National Register district, is it: N/A Contributing ___ Noncontributing ___

VIII. RECORDING INFORMATION

47. Photograph numbers: 599-600, 602
Negatives filed at: Mead & Hunt, Inc.

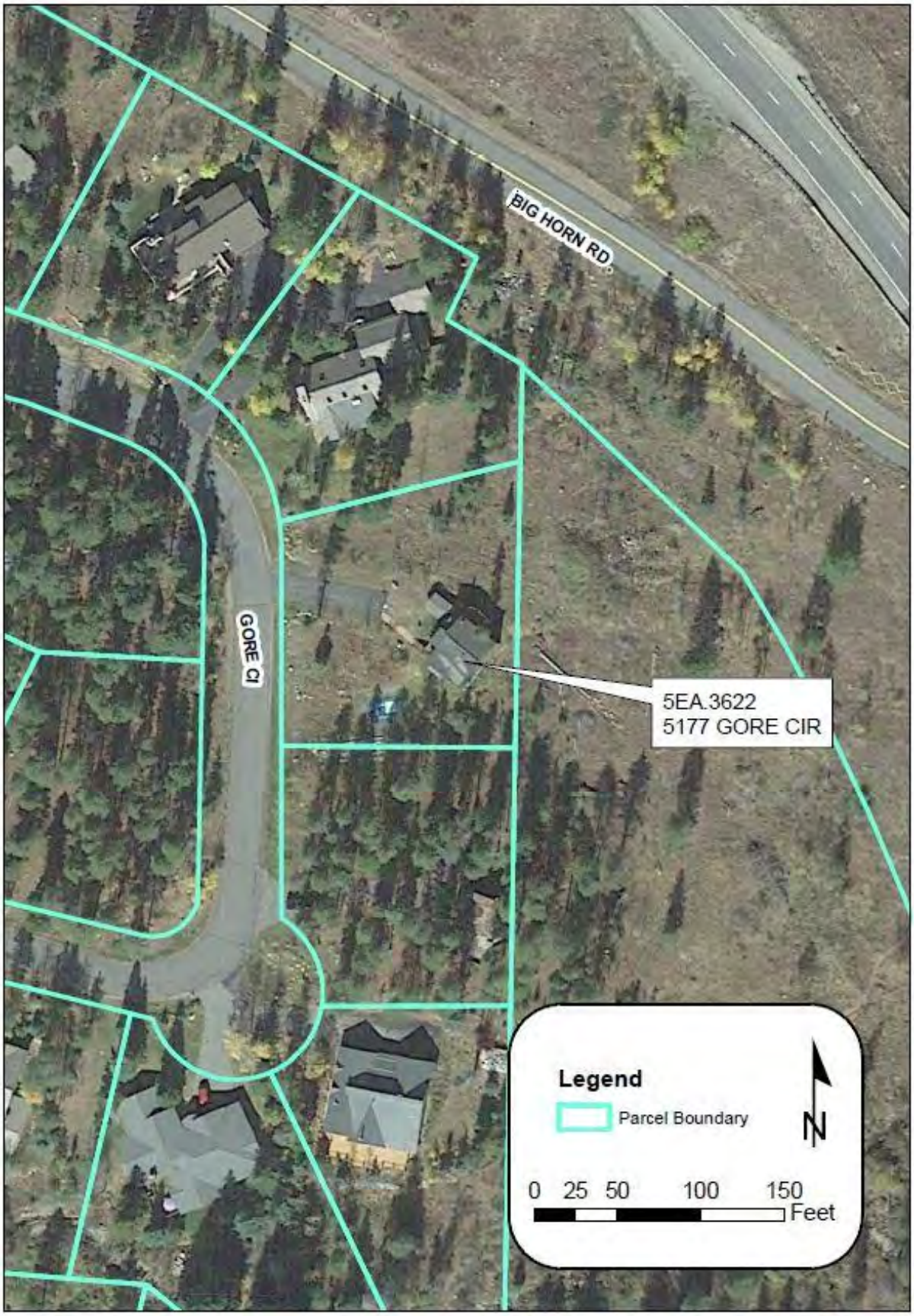
Resource Number: 5EA.3622
Temporary Resource Number: N/A

48. Report title: Historic Resources Inventory Report: I-70 West Vail Pass Auxiliary Lanes Environmental Assessment, Mead & Hunt, Inc., 2018.
49. Date(s): June 2018
50. Recorder(s): Timothy Smith and Alex Borger, Cultural Resource Specialists
51. Organization: Mead & Hunt, Inc.
52. Address: 1743 Wazee Street, Suite 400, Denver, CO 80202
53. Phone number(s): (303) 729-3777

NOTE: Please include a sketch map, a photocopy of the USGS quad map indicating resource location, and photographs.

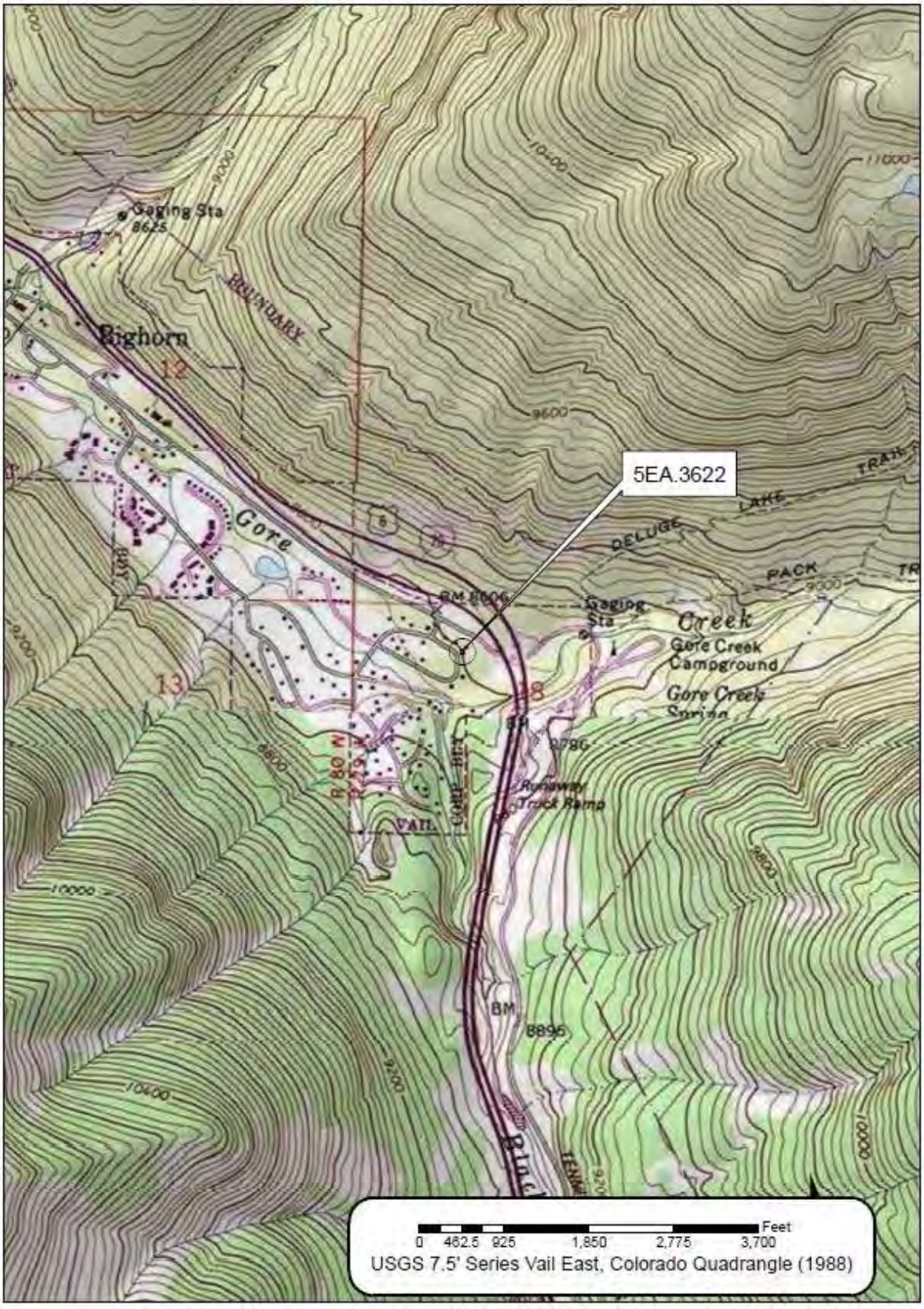
Resource Number: 5EA.3622
Temporary Resource Number: N/A

Sketch Map



Resource Number: 5EA.3622
Temporary Resource Number: N/A

USGS Quad Map



Resource Number: 5EA.3622
Temporary Resource Number: N/A

Address:	5177 Gore Circle		
Photographer:	A. Borger	**Photograph Date:**	June 2018

The front (northwest) elevation, view facing east.

The front (northwest) and side (southwest) elevations, view facing northeast.

Resource Number: 5EA.3622
Temporary Resource Number: N/A

Address:	5177 Gore Circle		
Photographer:	A. Borger	**Photograph Date:**	June 2018

Detail illustrating the horizontal and diagonal wood cladding as well as the range of window types, including wood-frame fixed and casement examples, view facing northeast.

Resource Number: 5EA.3623
Temporary Resource Number: N/A

OAHP1403
Rev. 9/98

COLORADO CULTURAL RESOURCE SURVEY

Architectural Inventory Form

Official eligibility determination
(OAHP use only)
Date _____Initials _____
_____ Determined Eligible- NR
_____ Determined Not Eligible- NR
_____ Determined Eligible- SR
_____ Determined Not Eligible- SR
_____ Need Data
_____ Contributes to eligible NR District
_____ Noncontributing to eligible NR District

I. IDENTIFICATION

1. Resource number: 5EA.3623
2. Temporary resource number: N/A
3. County: Eagle
4. City: Vail
5. Historic building name: House
6. Current building name: Ciarallo and Dijk Residence
7. Building address: 5187 Gore Circle
8. Owner name and address:
   Christopher L. Ciarallo and Claudia Van Dijk
   677 North Gilpin Street
   Denver, CO 80218

II. GEOGRAPHIC INFORMATION

9. P.M. Sixth Township 5S Range 79W
   _____ ¼ of _____ ¼ of NW ¼ of NW ¼ of section 18
10. UTM reference
    Zone 13 ; 390144 mE 4387086 mN
11. USGS quad name: Vail East
    Year: 1988 Map scale: 7.5' X 15'____ Attach photo copy of appropriate map section.
12. Lot(s): 10 Block: 3
    Addition: Bighorn 5th Addition Year of Addition: 1966
13. Boundary Description and Justification: The boundary is an irregular polygon and consistent with the legal lot for the property and encompasses the house and its setting.

III. Architectural Description

14. Building plan (footprint, shape): Irregular plan
15. Dimensions in feet: Length 60’ x Width 58’
16. Number of stories: 2
17. Primary external wall material(s): Wood – Vertical siding
18. Roof configuration: Shed roof
19. Primary external roof material: Asphalt roof

20. Special features: None
21. General architectural description: This elevated, two-story house has an irregular polygonal plan and is set on concrete pylons. The massing for the home consists of several different voluminous geometric masses. The house has a wood-frame structural system and exterior walls clad in vertical wood siding and a series of multi-directional shed roofs. Fenestration consists primarily of wood-frame, fixed, casement, and one-beside-one sliding sash windows; fixed-frame clerestory windows are located in the flat portions of the shed roofs. Windows appear as voids across the exterior walls surfaces. The asymmetrical front (west) facade features multiple voluminous masses and a set of wood stairs with a closed balustrade to access the elevated main entrance, which is sheltered under a shed roof. The side (north and south) elevations feature similar fenestration and features. The rear (east) elevation has a large elevated wood deck set on concrete pylons with a closed railing clad in vertical wood. The north, south, and east elevations were obscured by foliage and trees.
22. Architectural style/building type: Modern Movement
23. Landscaping or special setting features: The house is setback from the road by a paved driveway. The house is surrounded by evergreen and deciduous trees.
24. Associated buildings, features, or objects: None

IV. ARCHITECTURAL HISTORY

25. Date of Construction: Estimate: _____ Actual: 1976
    Source of information: Eagle County Assessor Records
26. Architect: Unknown
    Source of information: N/A
27. Builder/Contractor: Unknown
    Source of information: N/A
28. Original owner: Unknown
    Source of information: Eagle County Assessor
29. Construction history (include description and dates of major additions, alterations, or demolitions):
    This building was constructed on land platted as part of the Fifth Addition to the Bighorn Subdivision in 1976. Based on Eagle County Assessor data, building permits obtained from the Town of Vail, and field survey, the house has undergone some alterations, including an addition to the outside wood deck in 1985 and a 350-square-foot addition and remodel near the northwest corner of the house in 1990.
30. Original location X Moved ___ Date of move(s):

V. HISTORICAL ASSOCIATIONS

31. Original use(s): Domestic – Single dwelling
32. Intermediate use(s): N/A
33. Current use(s): Domestic – Single dwelling
34. Site type(s): Residence
35. Historical background: This building was constructed in 1976 on the plat for the Fifth Addition to the Bighorn Subdivision. The Bighorn Subdivision is located in East Vail, approximately 4 miles east of the town of Vail. Vail

Village and the Vail Ski Area opened in 1962 and were envisioned as a luxury ski resort reminiscent of the Swiss and Austrian alpine villages. Building designs in the village were small-scale and reflected rustic and Swiss chalet stylistic influences such as low-pitched gable roofs with overhanging eaves; wood structural system, exterior cladding, decorative brackets, and bargeboards; and balconies. Although development in East Vail commenced with the platting of the Bighorn Subdivision in December 1962 and subsequent additions, including the Fifth Addition in 1966, period newspaper articles suggest these plats were largely speculative at the time rather than part of an integrated development plan with Vail Village; the earliest residences constructed in the Bighorn Subdivision were not built until several years later after the initial plat. Historic aerials indicate that by 1969 construction in the Bighorn Subdivision was well underway, with the earliest development occurring along Spruce Way, Bighorn Road, and Columbine Way. Initially housing stock in East Vail reflected muted elements of the Swiss chalet style found in nearby Vail Village but some later homes constructed in the 1960s and 1970s featured modernistic designs popular during the time.

Throughout the 1960s statutory recognition of condominium ownership by the Colorado Legislature and increasing demand for housing near Vail for vacation homes resulted in continual construction in the new “suburb” of East Vail. The 1960s was a time of architectural experimentation and new eye-catching modernist residential designs began appearing throughout neighborhoods and resorts in the form of condominiums and residences. One of the most influential modernist designs during this period was Sea Ranch. In 1963 architect Charles Moore, along with his partners at the Moore, Turnbull, Lyndon, and Whitaker (MLTW) architectural group and architect Joseph Esherick, designed a cutting-edge condominium development along California’s Sonoma Coastline called Sea Ranch. The vertically oriented buildings consisted of voluminous geometric masses clad in wood siding assembled into a single building with multi-directional shed roofs. The development was environmentally sensitive, using natural materials and reflective of its natural surroundings. The slopes of the shed roofs matched nearby windswept trees; the geometric massing appeared as landform on the landscape; its various projections, voids (windows), and angles referenced the nearby cliffs and escarpment; and the barn-like appearance paid homage to the agricultural heritage of the area and site. The distinctive modernist design of Sea Ranch came to be known as the “Shed style” and similar condominiums, office buildings, and private residences used elements of the style across the country from the mid-1960s through the 1970s.

Construction of private residences and condominiums in the Gore Creek Valley continually increased and as land values rose, investors purchased lots and built new homes. In 1970 the Town of Vail passed its first zoning ordinance, established subdivision standards, and began annexing land throughout the valley in an attempt to control development. The house at 5187 was constructed in 1976 during this time of transition between uncontrolled growth and increasing concern by locals about the environmental impact of tourism and development throughout the Gore Creek Valley. Building permit research at the Town of Vail and other archival research did not indicate the name of the architect or contractor.

In 1972, a similar but more structurally complex example of the Shed style was constructed next door at 5177 Gore Circle. The two homes appear to be unrelated and are not exact copies.

36. Sources of information:

Bighorn Subdivision Fifth Addition, Eagle County Recorder, Reception #105002, November 25, 1966.

Eagle County Assessor Data.

Eagle Valley Enterprise, 1962-1964.

Lyndon, Donlyn, and Jim Alinder. *The Sea Ranch: Fifty Years of Architecture, Landscape, Place, and Community on the Northern California Coast.* New York: Princeton Architectural Press, 2004.

McAlester, Virginia and Lee. *A Field Guide to American Houses*. New York: Alfred A. Knopf, Inc., 1984.

Nationwide Environmental Title Research, LLC. *historicaeriels.com*, 1999. https://www.historicaerials.com/viewer.

Philpott, William. *Vacationland: Tourism and Environment in the Colorado High Country*. Seattle, Wash.: University of Washington Press, 2014.

Seibert, Peter W. *Vail: Triumph of a Dream*. Boulder, Colo.: Mountain Sports Press, 2003.

Simonton, June. *Vail: Story of a Colorado Mountain Valley*. Dallas, Tex.: Taylor Publishing Company, 1987.

VI. SIGNIFICANCE

37. Local landmark designation: Yes ____ No __X__ Date of designation: _____
Designating authority: N/A

38. Applicable National Register Criteria:

____ A. Associated with events that have made a significant contribution to the broad pattern of our history;

____ B. Associated with the lives of persons significant in our past;

___ C. Embodies the distinctive characteristics of a type, period, or method of construction, or represents the work of a master, or that possess high artistic values, or represents a significant and distinguishable entity whose components may lack individual distinction; or

____ D. Has yielded, or may be likely to yield, information important in history or prehistory.

____ Qualifies under Criteria Considerations A through G (see Manual)

__X__ Does not meet any of the above National Register criteria

39. Area(s) of significance: N/A

40. Period of significance: N/A

41. Level of significance: National ____ State ____ Local _____

42. Statement of significance:

This house at 5187 Gore Circle was constructed in 1976 and has been a private residence since that time. Due to its recent date of construction, the building was evaluated for the National Register of Historic Places (National Register) applying *Criteria Consideration G: Properties that Have Achieved Significance Within the Past Fifty Years*. Accordingly, this building must possess exceptional importance to be eligible for the National Register. Research and field review did not reveal exceptional importance through direct association with

significant activities, events, or persons in the Gore Creek Valley and East Vail. As such, this building does not possess significance under *Criteria A* or *B*.

This house was constructed in the modernist Shed style of architecture and reflects defining characteristics of the style, such as voluminous geometric massing, multi-directional shed roofs with no eaves, wood siding, and windows that appear as voids across the exterior wall surface. The home is a modest example of the Shed style and lacks the complexity of nearby homes built in the same style. The house has been altered as summarized in Item 29, lacks artistic value, is not the work of a master, and does not possess exceptional importance under *Criterion C*.

The building is not likely to contain information important to history or prehistory beyond what is already documented and does not possess significance under *Criterion D*. The house is not yet 50 years old and does not demonstrate exceptional importance and is not eligible for inclusion in the National Register.

43. Assessment of historic physical integrity related to significance: Due to a lack of significance, historic physical integrity was not assessed.

VII. NATIONAL REGISTER ELIGIBILITY ASSESSMENT

44. National Register eligibility field assessment:
Eligible ____ Not Eligible _X___ Need Data ___
45. Is there National Register district potential? Yes ___ No X
Discuss: The building at 5187 Gore Circle is one of many residences constructed in East Vail during a period of growth in the Gore Creek Valley between 1962 and 1980. In 1972 a similar and more complex house with Shed stylistic details was constructed next door at 5177 Gore Circle. The two homes appear to be unrelated based on research and the four years separating their construction dates. They also have different designs. These two homes and others in the area do not represent a cohesive collection of resources due to a combination of factors, including a lack of visual continuity among resources, infill development, extensive exterior alterations to the majority of the earlier (1960s and 1970s) buildings, and an overall lack of cohesion in terms of scale and architectural styles and forms. For these reasons, this grouping of resources collectively lacks significance and there is no potential for a National Register historic district.
If there is National Register district potential, is this building: N/A Contributing ___ Noncontributing ___
46. If the building is in existing National Register district, is it: N/A Contributing ___ Noncontributing ___

VIII. RECORDING INFORMATION

47. Photograph numbers: 608, 614, 617
Negatives filed at: Mead & Hunt, Inc.
48. Report title: Historic Resources Inventory Report: I-70 West Vail Pass Auxiliary Lanes Environmental Assessment, Mead & Hunt, Inc., 2018.
49. Date(s): June 2018

Resource Number: 5EA.3623
Temporary Resource Number: N/A

50. Recorder(s): Timothy Smith and Alex Borger, Cultural Resource Specialists

51. Organization: Mead & Hunt, Inc.

52. Address: 1743 Wazee Street, Suite 400, Denver, CO 80202

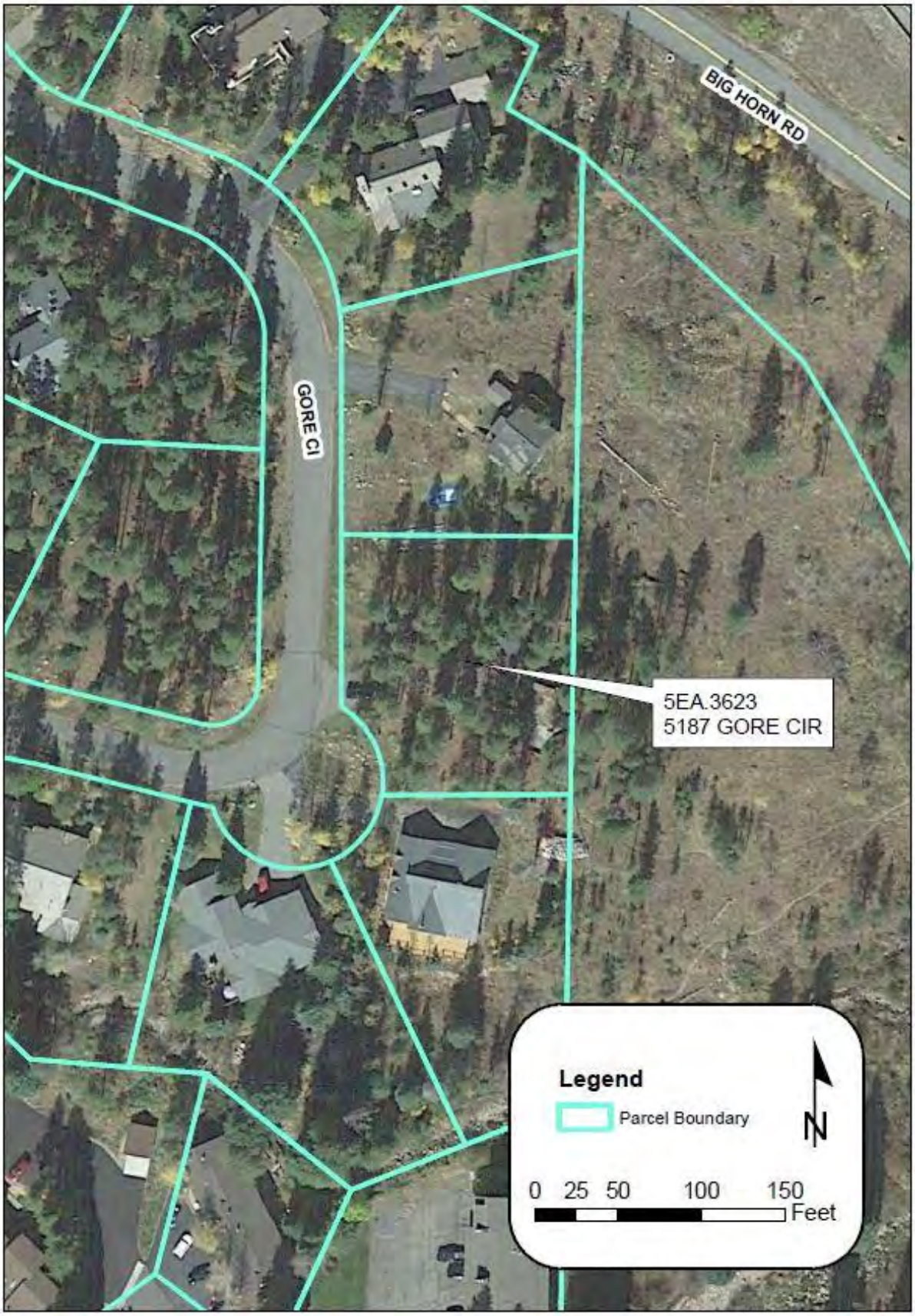
53. Phone number(s): (303) 729-3777

NOTE: Please include a sketch map, a photocopy of the USGS quad map indicating resource location, and photographs.

History Colorado - Office of Archaeology & Historic Preservation
1200 Broadway, Denver, CO 80203 (303) 866-3395

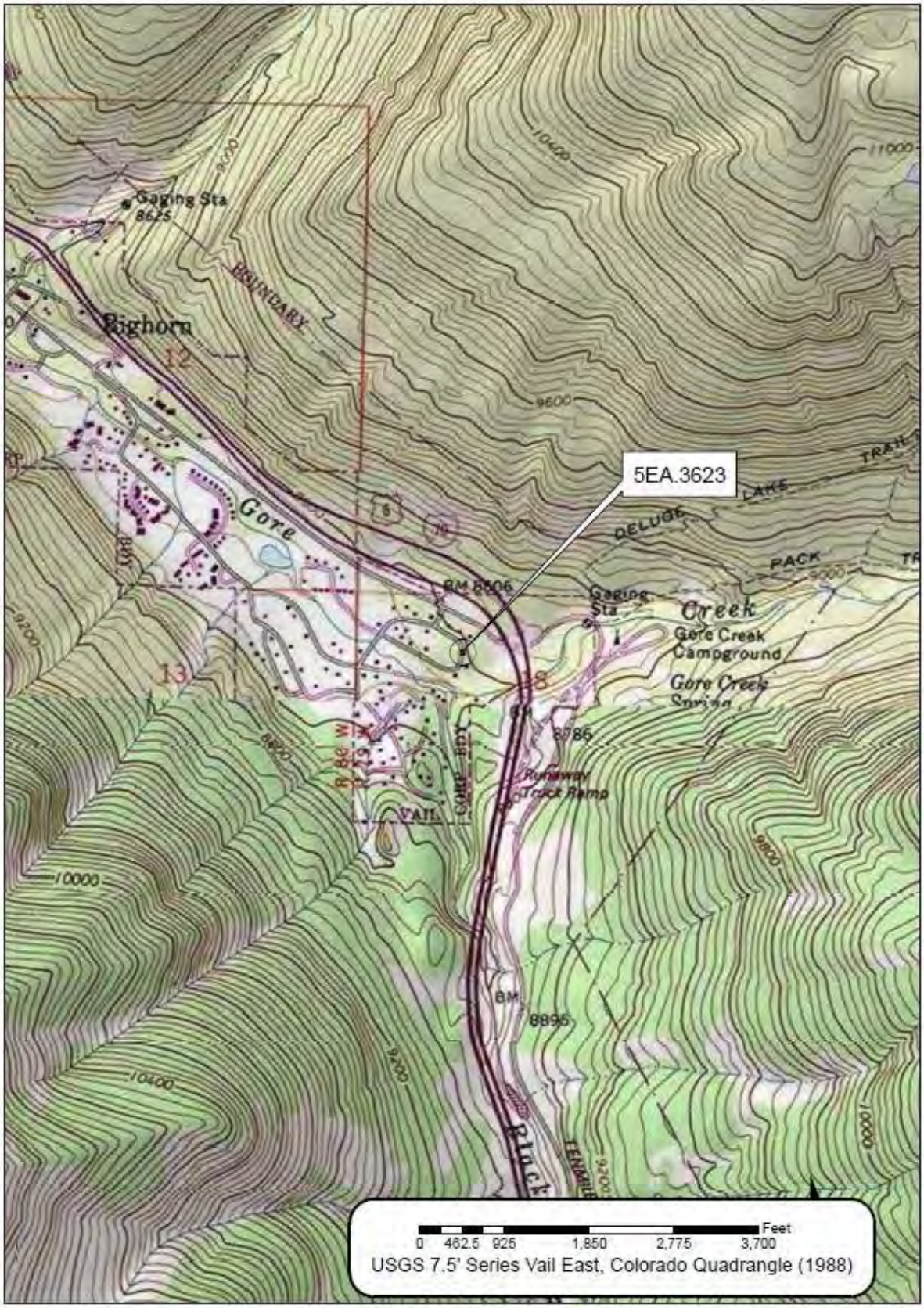
Resource Number: 5EA.3623
Temporary Resource Number: N/A

Sketch Map



Resource Number: 5EA.3623
Temporary Resource Number: N/A

USGS Quad Map



Resource Number: 5EA.3623
Temporary Resource Number: N/A

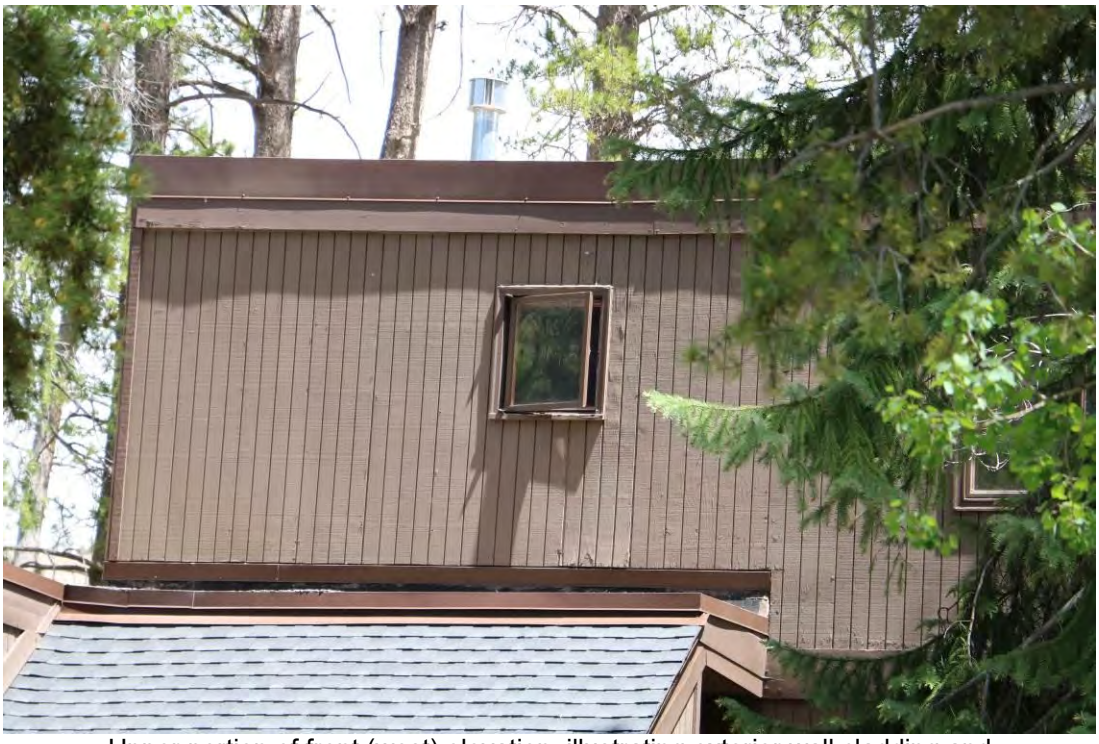
Address:	5187 Gore Circle		
Photographer:	A. Borger	**Photograph Date:**	June 2018

The front (west) elevation, view facing east.

The front (west) and side (south) elevations, view facing northeast.

Resource Number: 5EA.3623
Temporary Resource Number: N/A

Address:	5187 Gore Circle		
Photographer:	A. Borger	**Photograph Date:**	June 2018



Upper portion of front (west) elevation, illustrating exterior wall cladding and casement windows, view facing east.

Resource Number: 5EA.3624
Temporary Resource Number: N/A

OAHP1403
Rev. 9/98

COLORADO CULTURAL RESOURCE SURVEY

Architectural Inventory Form

Official eligibility determination
(OAHP use only)
Date _____Initials _____
_____ Determined Eligible- NR
_____ Determined Not Eligible- NR
_____ Determined Eligible- SR
_____ Determined Not Eligible- SR
_____ Need Data
_____ Contributes to eligible NR District
_____ Noncontributing to eligible NR District

I. IDENTIFICATION

1. Resource number: 5EA.3624
2. Temporary resource number: N/A
3. County: Eagle
4. City: Vail
5. Historic building name: House
6. Current building name: Bloom Residence
7. Building address: 5197 Gore Circle
8. Owner name and address:

II. GEOGRAPHIC INFORMATION

9. P.M. Sixth Township 5S Range 79W
   _____ ¼ of _____ ¼ of SE ¼ of NW ¼ of section 18

10. UTM reference
    Zone 13 ; 390138 mE 4387044 mN

11. USGS quad name: Vail East
    Year: 1988 Map scale: 7.5' X 15'____ Attach photo copy of appropriate map section.

12. Lot(s):____ Block:_____
    Addition: _____Year of Addition: _____

13. Boundary Description and Justification: _____

III. Architectural Description

14. Building plan (footprint, shape):
15. Dimensions in feet: Length_____x Width _____
16. Number of stories:
17. Primary external wall material(s):
18. Roof configuration:
19. Primary external roof material:
20. Special features:

21. General architectural description: This one-and-one-half-story house rests on a concrete foundation and has a rectangular plan. It has a wood-frame structural system and exterior walls clad in stucco and stone veneer. Fenestration consists of metal-frame casement windows. The house has an irregular replacement roof that consists of two front-gable portions connected by a central cross-gable portion. The roof has wide overhanging eaves, exposed beams, and is clad in metal; two small, front-gable wall dormers with triangular vents are located on the roof's west side and recent wood support posts with stone veneer bases accent the front-gable roof above the garage. The front (north) facade features a recessed entry between a garage portion (west) and living portion (east). The garage portion features paired garage bays with replacement wood overhead sliding doors. The living portion features a doorway in the half-story that opens onto a small wood balcony with wood support posts and balustrade. The main entryway is located between the garage and living portions and features a wood door with leaded oval window. The west elevation features metal-frame fixed windows and a wraparound wood deck with wood balusters and metal balustrade. The wraparound wood deck extends to the south elevation; the majority of the south elevation is not visible from the right-of-way. The east elevation features is not visible from the right-of-way.
22. Architectural style/building type: No style.
23. Landscaping or special setting features:
24. Associated buildings, features, or objects:

IV. ARCHITECTURAL HISTORY

25. Date of Construction: Estimate: _____ Actual: 1968
    Source of information: Eagle County Assessor Records
26. Architect:
    Source of information:
27. Builder/Contractor:
    Source of information:
28. Original owner:
    Source of information:
29. Construction history (include description and dates of major additions, alterations, or demolitions):
    This building was constructed on land platted as the Fifth Addition to the Bighorn Subdivision. Based on Eagle County Assessor data and field survey, in 2009 the house underwent a remodel that removed and replaced most of the home's historic fabric. Alterations included replacement exterior wall materials (stucco and stone veneer), a replacement roof with added gable vent dormers and support posts, a porch addition with wood and stone veneer piers, and replacement fenestration.
30. Original location X Moved ____ Date of move(s):

V. HISTORICAL ASSOCIATIONS

31. Original use(s):
32. Intermediate use(s):
33. Current use(s):

34. Site type(s):

35. Historical background: This building was constructed in 1968 as part of the Fifth Addition to the Bighorn Subdivision in East Vail, located approximately 4 miles east of the town of Vail and accessed from Interstate Highway (I-) 70 frontage roads. Vail Village opened in 1962 and was envisioned as a luxury ski resort reminiscent of the alpine villages found throughout the Swiss Alps, Austrian Tyrol, and other mountainous regions of Central Europe. The design of buildings within the village was small in scale and reflected rustic and Swiss chalet stylistic influences such as low-pitched gable roofs with overhanging eaves; wood structural system, exterior cladding, decorative brackets, and bargeboards; and balconies. Although development in East Vail commenced with the platting of the Bighorn Subdivision in December 1962 and continued with subsequent additions, period newspaper articles suggest these plats were largely speculative at the time rather than part of an integrated development plan with Vail Village. East Vail is located approximately four miles east of Vail Village and the earliest residences constructed in the Bighorn Subdivision were not built until several years later. Historic aerials indicate that by 1969 construction in the Bighorn Subdivision was well underway, with the earliest development occurring along Spruce Way, Bighorn Road, and Columbine Way. During the mid-to-late 1960s increasing demand for housing in the Gore Creek Valley by both residents and those in the market for vacation homes, led to continual construction in the new “suburb” of East Vail.

36. Sources of information:

Eagle County Assessor Data.

Mead & Hunt, Inc. *Historic Resources Inventory Report: I-70 West Vail Pass Auxiliary Lanes Environmental Assessment*. 2018.

VI. SIGNIFICANCE

37. Local landmark designation: Yes ___ No __X__ Date of designation: _____
Designating authority: N/A

38. Applicable National Register Criteria:

___ A. Associated with events that have made a significant contribution to the broad pattern of our history;

___ B. Associated with the lives of persons significant in our past;

___ C. Embodies the distinctive characteristics of a type, period, or method of construction, or represents the work of a master, or that possess high artistic values, or represents a significant and distinguishable entity whose components may lack individual distinction; or

___ D. Has yielded, or may be likely to yield, information important in history or prehistory.

___ Qualifies under Criteria Considerations A through G (see Manual)

__X__ Does not meet any of the above National Register criteria

39. Area(s) of significance:

40. Period of significance:

41. Level of significance: National ____ State ____ Local _____

42. Statement of significance: This building at 5197 Gore Circle was constructed in 1968 and has served as a private residence since that time. Research and field review did not indicate this residence has a direct and important association with significant activities, events, or persons associated with development in the Gore Creek Valley and East Vail. As such, this home does not possess significance under *Criteria A* or *B*. The house is altered as summarized in Item 29 and exhibits standard building materials and practices used in recent years, lacks artistic value, is not the work of a master, and does not represent an outstanding example of a property type. Therefore, this building does not possess importance for its architectural design and is not significance under *Criterion C*. The building is not likely to contain information important to history or prehistory beyond what is already documented and does not possess significance under *Criterion D*. Due to the lack of significance, this building is not eligible for inclusion in the National Register.

43. Assessment of historic physical integrity related to significance: Not applicable; this property does not possess historical or architectural significance.

VII. NATIONAL REGISTER ELIGIBILITY ASSESSMENT

44. National Register eligibility field assessment:
Eligible ____ Not Eligible _X___ Need Data ___

45. Is there National Register district potential? Yes ___ No X
Discuss: The building at 5197 Gore Circle is one of many houses constructed in East Vail during a period of growth between 1962 and the mid-1970s. It is located in some proximity to other residences from the same era. However, these buildings do not represent a cohesive collection of resources due to a combination of factors, including a lack of visual continuity among resources, infill development, extensive exterior alterations to the majority of the earlier (1960s and 1970s) buildings, and an overall lack of cohesion in terms of scale and architectural styles and forms. For these reasons, this grouping of resources collectively lacks significance and there is no potential for a National Register historic district.

If there is National Register district potential, is this building: N/A Contributing ___ Noncontributing _____

46. If the building is in existing National Register district, is it: N/A Contributing ___ Noncontributing ___

VIII. RECORDING INFORMATION

47. Photograph numbers:
Negatives filed at:

48. Report title:

49. Date(s): August 2018

50. Recorder(s): Timothy Smith and Alex Borger, Cultural Resource Specialists

51. Organization: Mead & Hunt, Inc.

52. Address: 1743 Wazee Street, Suite 400, Denver, CO 80202

53. Phone number(s): (303) 729-3777

Resource Number: 5EA.3624
Temporary Resource Number: N/A

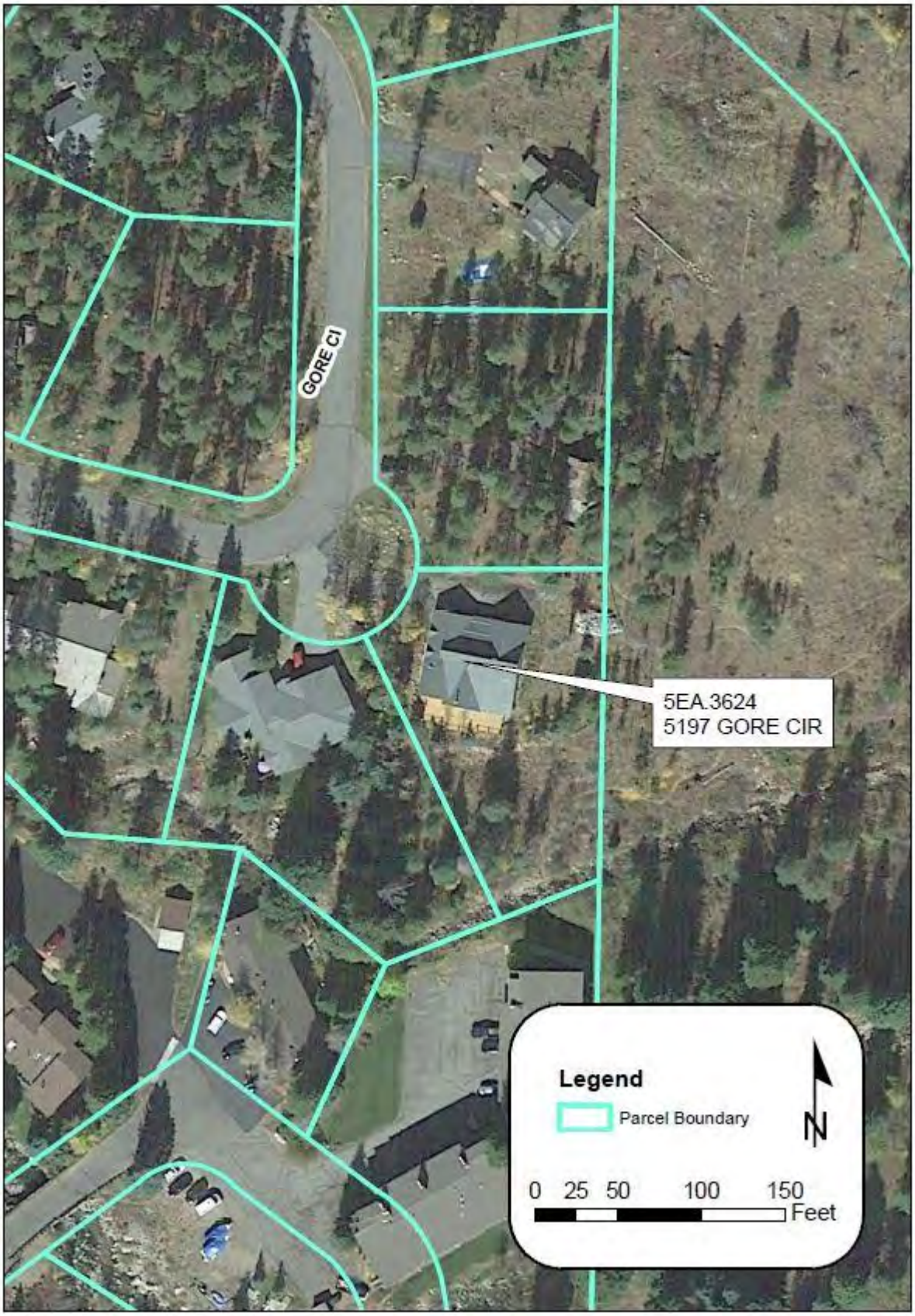
NOTE: Please include a sketch map, a photocopy of the USGS quad map indicating resource location, and photographs.

History Colorado - Office of Archaeology & Historic Preservation
1200 Broadway, Denver, CO 80203 (303) 866-3395

Please note: This form is an Architectural Inventory Form (Lite). Several fields on this form were not completed due to extensive alterations to the exterior of this property.

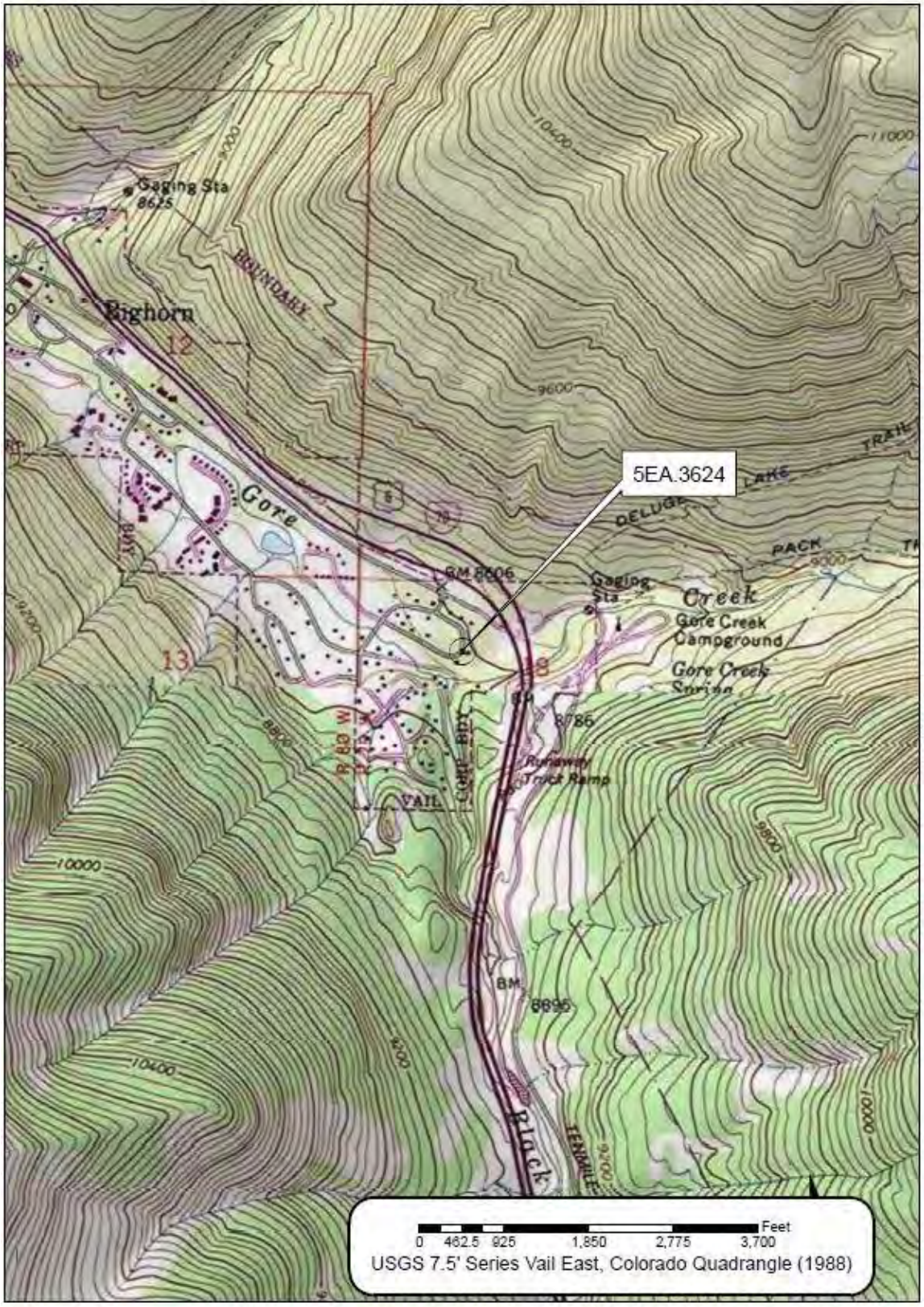
Resource Number: 5EA.3624
Temporary Resource Number: N/A

Sketch Map



Resource Number: 5EA.3624
Temporary Resource Number: N/A

USGS Quad Map



Resource Number: 5EA.3624
Temporary Resource Number: N/A

Address:	4110 Spruce Way		
Photographer:	T. Smith	**Photograph Date:**	June 2018

The front (north) and side (west) elevations, view facing southeast.

Detail of the front (north) elevation illustrating the range of replacement materials on the house, view facing southeast.

Resource Number: 5EA.3625
Temporary Resource Number: N/A

OAHP1403
Rev. 9/98

COLORADO CULTURAL RESOURCE SURVEY

Architectural Inventory Form

Official eligibility determination
(OAHP use only)
Date _____Initials _____
_____ Determined Eligible- NR
_____ Determined Not Eligible- NR
_____ Determined Eligible- SR
_____ Determined Not Eligible- SR
_____ Need Data
_____ Contributes to eligible NR District
_____ Noncontributing to eligible NR District

I. IDENTIFICATION

1. Resource number: 5EA.3625
2. Temporary resource number: N/A
3. County: Eagle
4. City: Vail
5. Historic building name: House
6. Current building name: Cocchiarella Residence
7. Building address: 5198 Gore Circle
8. Owner name and address:

II. GEOGRAPHIC INFORMATION

9. P.M. Sixth Township 5S Range 79W
   _____ ¼ of _____ ¼ of SE ¼ of NW ¼ of section 18

10. UTM reference
    Zone 13 ; 390108 mE 4387035 mN

11. USGS quad name: Vail East
    Year: 1988 Map scale: 7.5' X 15'____ Attach photo copy of appropriate map section.

12. Lot(s):____ Block:_____
    Addition: _____Year of Addition: _____

13. Boundary Description and Justification: _____

III. Architectural Description

14. Building plan (footprint, shape):
15. Dimensions in feet: Length_____x Width _____
16. Number of stories:
17. Primary external wall material(s):
18. Roof configuration:
19. Primary external roof material:
20. Special features:

21. General architectural description: This one-story house rests on a concrete foundation and has an irregular plan. It has a wood-frame structural system and exterior walls clad in vertical wood siding. Fenestration is wood-frame and includes fixed, multi-light, double-hung, and casement windows. The house has an irregular hip roof with an integrated side-gable wing and multiple small gable extensions over entryways, garage doors, and windows; the roof features overhanging eaves and is clad in asphalt shingles. The northwest (front) elevation features the main entryway, which consists of a front-gable portico supported by non-original log posts, and an integrated two-car garage with two separate bays with replacement wood overhead sliding doors; the east garage bay is recessed and features a recently added decorative log trim. The northeast elevation features vertical wood siding, several windows, and a metal-frame garage access door. The southwest and southeast elevations were not visible from the right-of-way due to tree coverage.
22. Architectural style/building type: No style.
23. Landscaping or special setting features:
24. Associated buildings, features, or objects:

IV. Architectural History

25. Date of Construction: Estimate: _____ Actual: 1969
    Source of information: Eagle County Assessor Records
26. Architect:
    Source of information:
27. Builder/Contractor:
    Source of information:
28. Original owner:
    Source of information:
29. Construction history (include description and dates of major additions, alterations, or demolitions):
    This building was constructed as part of the Fifth Addition to the Bighorn Subdivision in 1969. Alterations include replacement doors, added decorative trim, and a porch addition with non-original log posts.
30. Original location X Moved ____ Date of move(s):

V. Historical Associations

31. Original use(s):
32. Intermediate use(s):
33. Current use(s):
34. Site type(s):
35. Historical background: This building was constructed on land platted as the Fifth Addition to the Bighorn Subdivision in East Vail, located approximately 4 miles east of the town of Vail and accessed from Interstate Highway (I-) 70 frontage roads. Vail Village opened in 1962. Its founders envisioned the area as a luxury ski resort reminiscent of the alpine villages found throughout the Swiss Alps, Austrian Tyrol, and other mountainous regions of Central Europe. The design of buildings within the village was small in scale and reflected rustic and Swiss chalet stylistic influences such as low-pitched gable roofs with overhanging eaves; wood structural

system, exterior cladding, decorative brackets, and bargeboards; and balconies. Although development in East Vail commenced with the platting of the Bighorn Subdivision in December 1962 and then subsequent additions, period newspaper articles suggest these plats were largely speculative at the time rather than part of an integrated development plan with Vail Village. East Vail is located approximately four miles east of Vail Village and the earliest residences constructed in the Bighorn Subdivision were not built until several years later. Historic aerials indicate that by 1969 construction in the Bighorn Subdivision was well underway, with development along Spruce Way, Bighorn Road, Columbine Way, and Gore Circle. This house was constructed in 1969 during this period of immense growth and development in the Gore Creek Valley.

36. Sources of information:

Eagle County Assessor Data.

Mead & Hunt, Inc. *Historic Resources Inventory Report: I-70 West Vail Pass Auxiliary Lanes Environmental Assessment*. 2018.

VI. SIGNIFICANCE

37. Local landmark designation: Yes ___ No __X__ Date of designation: _____
Designating authority: N/A

38. Applicable National Register Criteria:

___ A. Associated with events that have made a significant contribution to the broad pattern of our history;

___ B. Associated with the lives of persons significant in our past;

___ C. Embodies the distinctive characteristics of a type, period, or method of construction, or represents the work of a master, or that possess high artistic values, or represents a significant and distinguishable entity whose components may lack individual distinction; or

___ D. Has yielded, or may be likely to yield, information important in history or prehistory.

___ Qualifies under Criteria Considerations A through G (see Manual)

__X__ Does not meet any of the above National Register criteria

39. Area(s) of significance:

40. Period of significance:

41. Level of significance: National ___ State ___ Local _____

42. Statement of significance: This building at 5198 Gore Circle was constructed in 1969 and has served as a private residence since that time. Research and field review did not indicate this residence has a direct and important association with significant activities, events, or persons associated with development in the Gore Creek Valley and East Vail. As such, this home does not possess significance under *Criteria A* or *B*. The house is altered as summarized in Item 29 and exhibits standard building materials and practices used in recent years, lacks artistic value, is not the work of a master, and does not represent an outstanding example of a property type. Therefore, this building does not possess importance for its architectural design and is not significance

under *Criterion C*. The building is not likely to contain information important to history or prehistory beyond what is already documented and does not possess significance under *Criterion D*. Due to the lack of significance, this building is not eligible for inclusion in the National Register.

43. Assessment of historic physical integrity related to significance: Not applicable; this property does not possess historical or architectural significance.

VII. NATIONAL REGISTER ELIGIBILITY ASSESSMENT

44. National Register eligibility field assessment:
Eligible ____ Not Eligible _X___ Need Data ____

45. Is there National Register district potential? Yes ___ No X
Discuss: The building at 5198 Gore Circle is one of many houses constructed in East Vail during a period of growth between 1962 and the mid-1970s. It is located in some proximity of other homes from the same era but these buildings do not represent a cohesive collection of resources due to a combination of factors, including a lack of visual continuity among resources, infill development, extensive exterior alterations to the majority of the earlier (1960s and 1970s) buildings, and an overall lack of cohesion in terms of scale and architectural styles and forms. For these reasons, this grouping of resources collectively lacks significance and there is no potential for a National Register historic district.
If there is National Register district potential, is this building: N/A Contributing ___ Noncontributing _____

46. If the building is in existing National Register district, is it: N/A Contributing ___ Noncontributing ___

VIII. RECORDING INFORMATION

47. Photograph numbers:
Negatives filed at:

48. Report title:

49. Date(s): August 2018

50. Recorder(s): Timothy Smith and Alex Borger, Cultural Resource Specialists

51. Organization: Mead & Hunt, Inc.

52. Address: 1743 Wazee Street, Suite 400, Denver, CO 80202

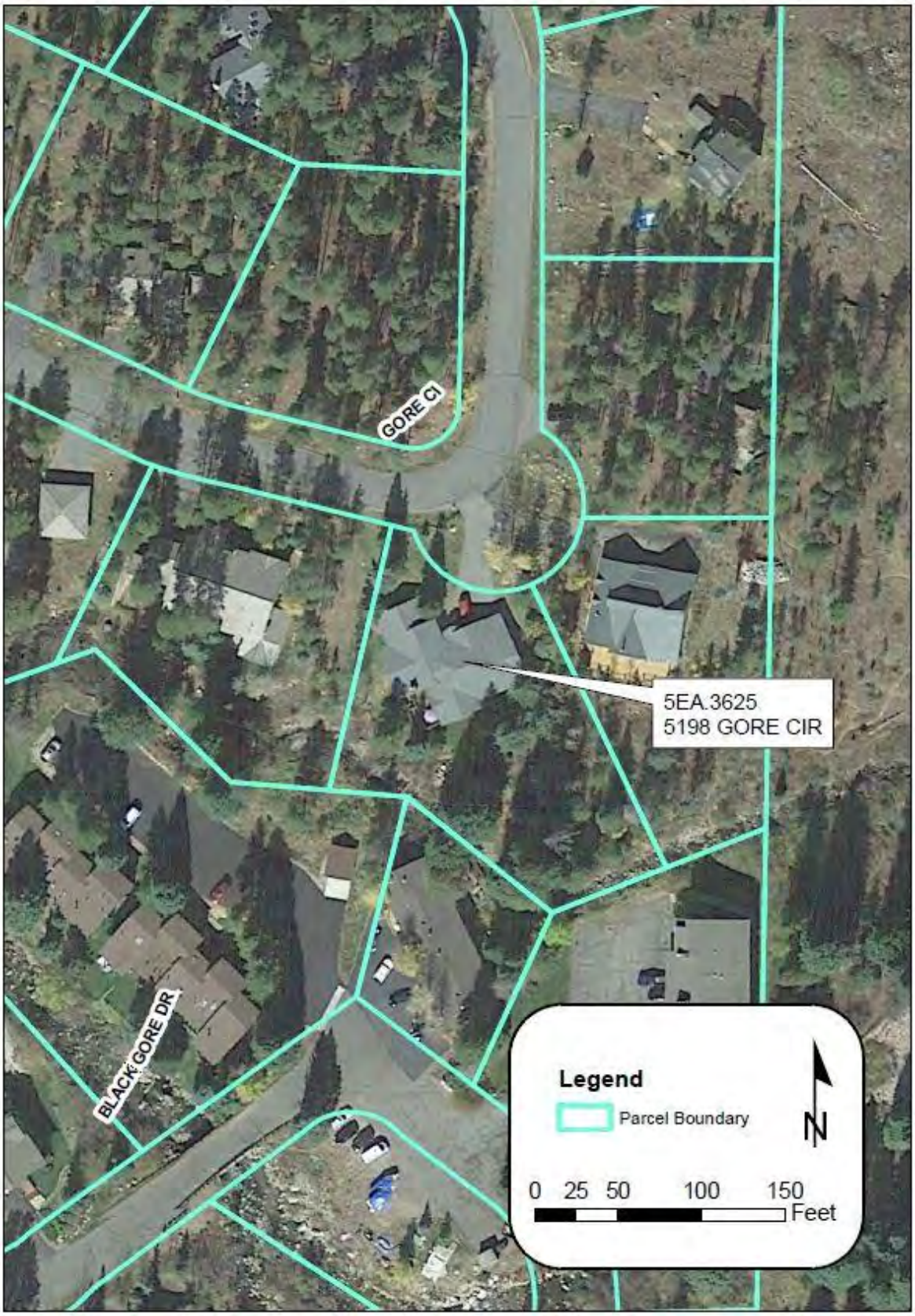
53. Phone number(s): (303) 729-3777

NOTE: Please include a sketch map, a photocopy of the USGS quad map indicating resource location, and photographs.

Please note: This form is an Architectural Inventory Form (Lite). Several fields on this form were not completed due to extensive alterations to the exterior of this property.

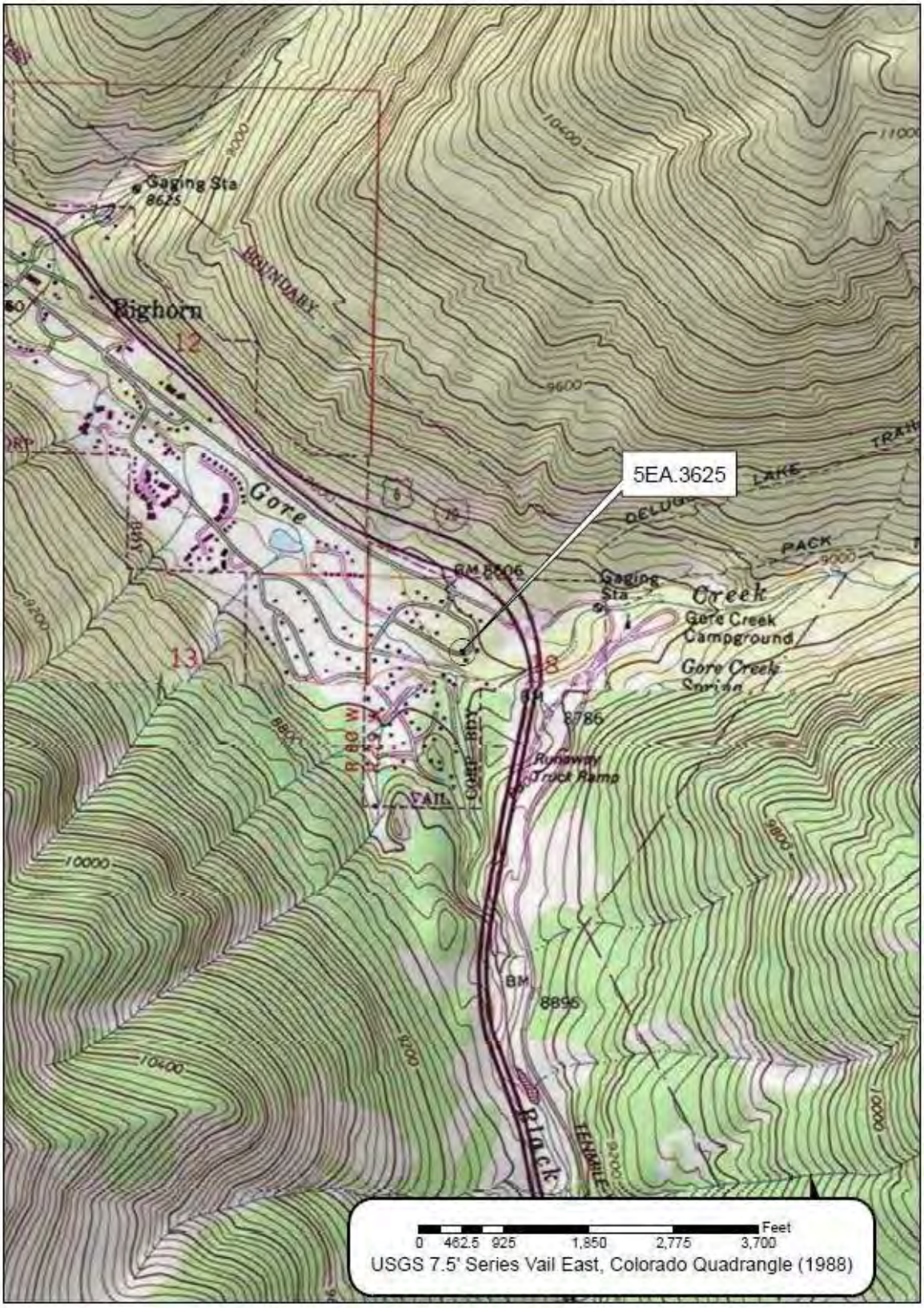
Resource Number: 5EA.3625
Temporary Resource Number: N/A

Sketch Map



Resource Number: 5EA.3625
Temporary Resource Number: N/A

USGS Quad Map



Resource Number: 5EA.3625
Temporary Resource Number: N/A

Address:	5198 Gore Circle		
Photographer:	A. Borger	**Photograph Date:**	June 2018

Front (northwest) and side (northeast) elevations with garage bays and main entrance, view facing south.

Front (northwest) elevation, view facing southeast.

Resource Number: 5EA.3626
Temporary Resource Number: N/A

OAHP1403
Rev. 9/98

COLORADO CULTURAL RESOURCE SURVEY

Architectural Inventory Form

Official eligibility determination
(OAHP use only)
Date _____Initials _____
_____ Determined Eligible- NR
_____ Determined Not Eligible- NR
_____ Determined Eligible- SR
_____ Determined Not Eligible- SR
_____ Need Data
_____ Contributes to eligible NR District
_____ Noncontributing to eligible NR District

I. IDENTIFICATION

1. Resource number: 5EA.3626
2. Temporary resource number: N/A
3. County: Eagle
4. City: Vail
5. Historic building name: Frost Townhouses
6. Current building name: Frost Townhouses
7. Building address: 5187 Black Gore Drive
8. Owner name and address:

JOHN FEE
5187 BLACK GORE DR UNIT 2
VAIL, CO 81657-5458

WALTER F., II & MELISSA A. BLESER
2120 PERRY ST
DENVER, CO 80212-1159

LARRY O. & PATRICIA T. DURBIN
8101 E DARTMOUTH AVE UNIT 6
DENVER, CO 80231-4258

J.W., JR & BARBARA J. PATAI
7969 S VINCENNES WAY
ENGLEWOOD, CO 80112-3332

II. GEOGRAPHIC INFORMATION

9. P.M. Sixth Township 5S Range 79W
_____ ¼ of _____ ¼ of _____ ¼ of _____ ¼ of section 18
10. UTM reference
Zone 13 ; 390102 mE 4386985 mN
11. USGS quad name: Vail East
Year: 1988 Map scale: 7.5' X 15'____ Attach photo copy of appropriate map section.
12. Lot(s): N/A Block: N/A
Addition: Frost Townhomes Year of Addition: 1973
13. Boundary Description and Justification: The boundary is an irregular polygon that coincides with the legal lot for the property and encompasses the building and its setting.

III. Architectural Description

14. Building plan (footprint, shape): Rectangular plan
15. Dimensions in feet: Length 100’ x Width 36’
16. Number of stories: 2

17. Primary external wall material(s): Wood – Vertical siding
18. Roof configuration: Side-gable roof
19. Primary external roof material: Wood Roof – Shake roof
20. Special features: None
21. General architectural description: This two-story townhouse has a concrete foundation and a rectangular plan that includes four units. The building has a wood-frame structural system and walls clad in vertical wood siding. Fenestration consists of metal and vinyl, one-beside-one, sliding sash windows located exclusively on the second story. The side-gable roof is clad in standing seam metal and has three shed roof dormers on the southwest-facing slope. The front (southwest) facade features front-gable porticos with square wood supports that shelter each of the four unit entrances and a replacement wood deck across the entire facade (no balustrade). Unit entrances have replacement wood doors that feature panels and six lights. The rear (northeast) elevation has vinyl patio doors (not sliding); metal, one-beside-one, sliding sash windows; and second-story balconies with wood balustrades. The side (northwest) elevation features a bay window and the other side (southeast) elevation features an attached, facade-length storage shed with shed roof and vertical wood siding.
22. Architectural style/building type: No style
23. Landscaping or special setting features: The building is surrounded by scattered deciduous trees and a large paved parking lot on the southwest side of the lot. Low stone planters are located along a wood deck that extends along the front (southwest) elevation.
24. Associated buildings, features, or objects: A front-gable, non-original, metal storage shed is located adjacent to the southeast elevation.

IV. ARCHITECTURAL HISTORY

25. Date of Construction: Estimate: _____ Actual: 1973
    Source of information: Eagle County Assessor Records
26. Architect: Unknown
    Source of information: N/A
27. Builder/Contractor: Unknown
    Source of information: N/A
28. Original owner: Unknown
    Source of information: N/A
29. Construction history (include description and dates of major additions, alterations, or demolitions):
    This building was constructed in 1973 as part of the Frost Townhouses development. Based on Eagle County Assessor data and field survey, the building has not undergone any alterations since its construction. The building does not appear to have major additions or demolitions.
30. Original location X Moved ____ Date of move(s):

V. HISTORICAL ASSOCIATIONS

31. Original use(s): Domestic – Multiple dwelling

32. Intermediate use(s): N/A
33. Current use(s): Domestic – Multiple dwelling
34. Site type(s): Townhouses
35. Historical background: This building is located in East Vail, located approximately 4 miles east of the town of Vail. Vail was envisioned as a luxury ski resort reminiscent of the alpine villages found throughout the Swiss Alps, Austrian Tyrol, and other mountainous regions of Central Europe and opened in 1962. The design of buildings within the village was small in scale and reflected rustic and Swiss chalet stylistic influences such as low-pitched gable roofs with overhanging eaves; wood structural system, exterior cladding, decorative brackets, and bargeboards; and balconies.

    In 1963 the Colorado Legislature passed the Condominium Ownership Act, which statutorily recognized condominium ownership and facilitated the development of condominium complexes throughout the Gore Creek Valley, including East Vail. Historic aerials indicate that by 1969 construction of condominiums and townhomes in East Vail was well underway, with the earliest development occurring along Spruce Way and Bighorn Road. During the late 1960s and early 1970s the high demand for housing combined with the lasting impact of the Condominium Ownership Act led to continual construction in East Vail. As land values rose, investors continued to purchase lots and build condominiums to maximize profits.

    In response to the ever-increasing demand for housing, development, and concern over the environmental impacts of uncontrolled growth, in 1970 the Town of Vail passed its first zoning ordinance, established subdivision standards, and began annexing land throughout the valley in its attempt to control development. However, the speed of development continued and in 1973 the Town of Vail drafted a master plan, the *Vail Plan*, to rewrite the zoning ordinance, modify vehicular and pedestrian transportation systems, acquire and develop areas for community recreation, and create an overall landscaping plan to reforest the town and unite its many different architectural styles. As indicated in the *Vail Plan*, the town had reached a point of crisis due to congestion and had lost contact with nature. The *Vail Plan* did not include East Vail but the townhouse located at 5187 Black Gore Drive was constructed in 1973 during this time of increasing concern about the potential impact of uncontrolled growth and increasing development and tourism on the quality of life in Vail and throughout the Gore Creek Valley.

36. Sources of information:

Eagle County Assessor Data.

Eagle Valley Enterprise, 1962-1964.

Nationwide Environmental Title Research, LLC. *historicaeriels.com*, 1999. https://www.historicaerials.com/viewer.

Philpott, William. *Vacationland: Tourism and Environment in the Colorado High Country*. Seattle, Wash.: University of Washington Press, 2014.

Seibert, Peter W. *Vail: Triumph of a Dream*. Boulder, Colo.: Mountain Sports Press, 2003.

Simonton, June. *Vail: Story of a Colorado Mountain Valley*. Dallas, Tex.: Taylor Publishing Company, 1987.

VI. SIGNIFICANCE

37. Local landmark designation: Yes ____ No __X__ Date of designation: _____
    Designating authority: N/A
38. Applicable National Register Criteria:

    ____ A. Associated with events that have made a significant contribution to the broad pattern of our history;

    ____ B. Associated with the lives of persons significant in our past;

    ____ C. Embodies the distinctive characteristics of a type, period, or method of construction, or represents the work of a master, or that possess high artistic values, or represents a significant and distinguishable entity whose components may lack individual distinction; or

    ____ D. Has yielded, or may be likely to yield, information important in history or prehistory.

    ____ Qualifies under Criteria Considerations A through G (see Manual)

    __X__ Does not meet any of the above National Register criteria
39. Area(s) of significance: N/A
40. Period of significance: N/A
41. Level of significance: National ____ State ____ Local _____
42. Statement of significance: The townhouse at 5187 Black Gore Drive was constructed in 1973. Due to its recent date of construction, the building was evaluated for the National Register of Historic Places (National Register) applying *Criteria Consideration G: Properties that Have Achieved Significance Within the Past Fifty Years*. Accordingly, this building must possess exceptional important to be eligible for the National Register. This building has served as owner- and renter-occupied townhouses since its original construction. However, research and field review has not revealed exceptional importance through direct association with significant activities, events, persons, or architecture associated with condominium development in the Gore Creek Valley and East Vail. As such, this building does not possess significance under *Criteria A* or *B*. The building exhibits standard building materials and practices, lacks artistic value, and is not the work of a master. Therefore, this building does not possess exceptional importance for its architectural design and is not significance under *Criterion C*. The building is not likely to contain information important to history or prehistory beyond what is already documented and does not possess significance under *Criterion D*. Due to the lack of significance, this building is not eligible for inclusion in the National Register.
43. Assessment of historic physical integrity related to significance: Due to a lack of significance, historic physical integrity was not assessed.

VII. NATIONAL REGISTER ELIGIBILITY ASSESSMENT

44. National Register eligibility field assessment:
    Eligible ____ Not Eligible _X___ Need Data ____
45. Is there National Register district potential? Yes ___ No X
    Discuss: The building at 5187 Black Gore Drive is one of many residential properties constructed in East Vail during a period of growth between 1962 and the mid-1970s. It is located in some proximity to other homes but these buildings do not represent a cohesive collection of resources due to a combination of factors, including a lack of visual continuity among resources, infill development, extensive exterior alterations to the majority of the

earlier (1960s and 1970s) buildings, and an overall lack of cohesion in terms of scale and architectural styles and forms. For these reasons, this grouping of resources collectively lacks significance and there is no potential for a National Register historic district.

If there is National Register district potential, is this building: N/A Contributing ___ Noncontributing _____

46. If the building is in existing National Register district, is it: N/A Contributing ___ Noncontributing ___

VIII. RECORDING INFORMATION

47. Photograph numbers: 636, 640, 642, 646
    Negatives filed at: Mead & Hunt, Inc.
48. Report title: Historic Resources Inventory Report: I-70 West Vail Pass Auxiliary Lanes Environmental Assessment, Mead & Hunt, Inc., 2018.
49. Date(s): June 2018
50. Recorder(s): Timothy Smith and Alex Borger, Cultural Resource Specialists
51. Organization: Mead & Hunt, Inc.
52. Address: 1743 Wazee Street, Suite 400, Denver, CO 80202
53. Phone number(s): (303) 729-3777

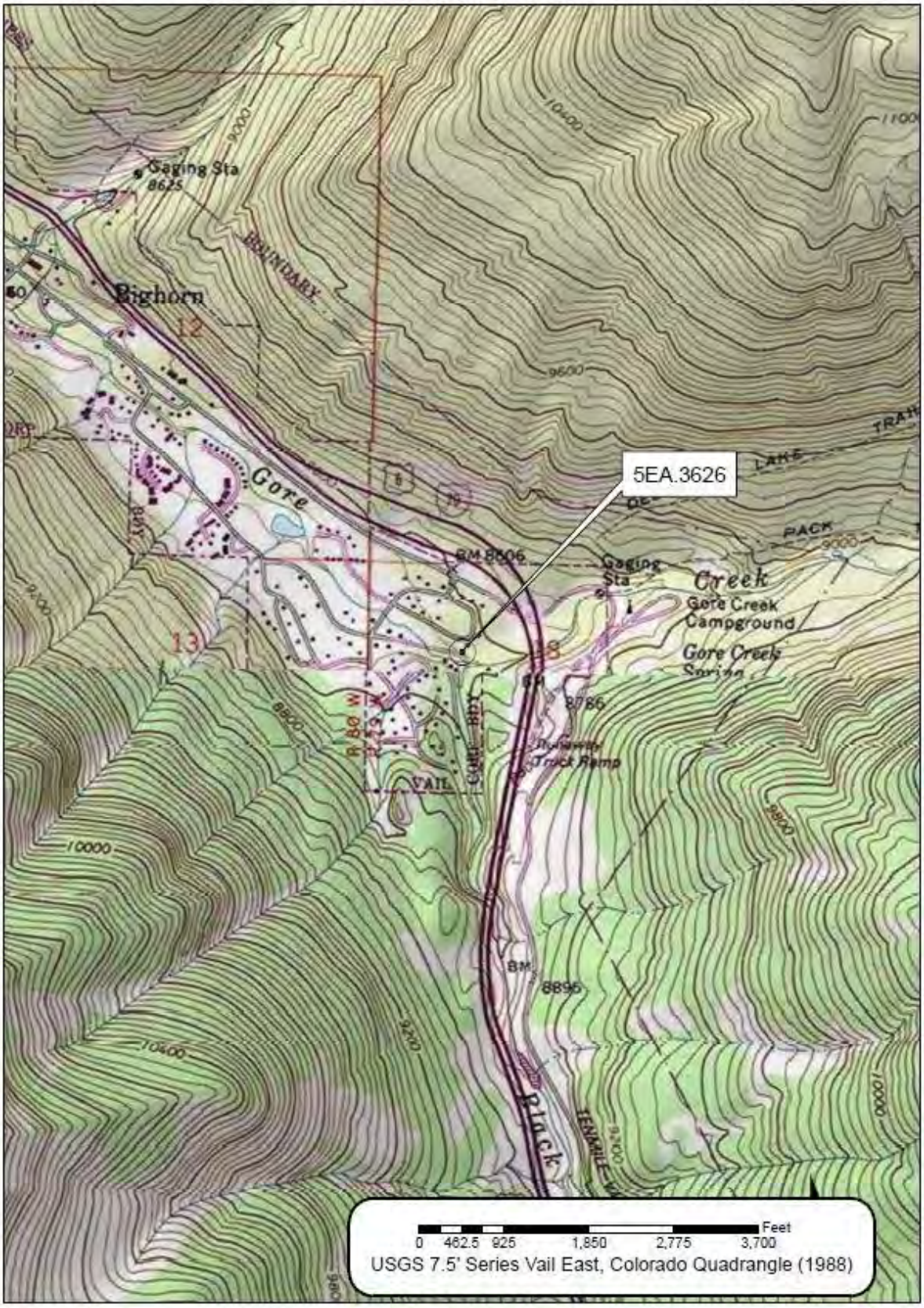
NOTE: Please include a sketch map, a photocopy of the USGS quad map indicating resource location, and photographs.

Resource Number: 5EA.3626
Temporary Resource Number: N/A

Sketch Map

Resource Number: 5EA.3626
Temporary Resource Number: N/A

USGS Quad Map



Resource Number: 5EA.3626
Temporary Resource Number: N/A

Address:	5187 Black Gore Drive		
Photographer:	A. Borger	**Photograph Date:**	June 2018

Front (southwest) and side (southeast) elevations, view facing northeast.

Front (southwest) and side (northeast) elevations, view facing east.

Resource Number: 5EA.3626
Temporary Resource Number: N/A

Address:	5187 Black Gore Drive		
Photographer:	A. Borger	**Photograph Date:**	June 2018

Side (southeast) and rear (northeast) elevations, view facing northwest.

Detail of unit entrances, porticos, non-original wood deck, and stone planters along the front (southwest) elevation, view facing east.

Resource Number: 5EA.3627
Temporary Resource Number: N/A

OAHP1403
Rev. 9/98

COLORADO CULTURAL RESOURCE SURVEY

Architectural Inventory Form

Official eligibility determination
(OAHP use only)
Date _____Initials _____
_____ Determined Eligible- NR
_____ Determined Not Eligible- NR
_____ Determined Eligible- SR
_____ Determined Not Eligible- SR
_____ Need Data
_____ Contributes to eligible NR District
_____ Noncontributing to eligible NR District

I. IDENTIFICATION

1. Resource number: 5EA.3627
2. Temporary resource number: N/A
3. County: Eagle
4. City: Vail
5. Historic building name: Heather of Vail Condominiums
6. Current building name: Heather of Vail Condominiums
7. Building address: 5197 Black Gore Drive
8. Owner name and address: Multiple

II. GEOGRAPHIC INFORMATION

9. P.M. Sixth Township 5S Range 79W
   _____ ¼ of _____ ¼ of SE ¼ of SE ¼ of section 18
10. UTM reference
    Zone 13 ; 390155 mE 4386982 mN
11. USGS quad name: Vail East
    Year: 1988 Map scale: 7.5' X 15'____ Attach photo copy of appropriate map section.
12. Lot(s): N/A Block: N/A
    Addition: Heather of Vail Condominiums Year of Addition: 1974
13. Boundary Description and Justification: The boundary is an irregular polygon and consistent with the legal lot for the property and encompasses the buildings and their setting.

III. Architectural Description

14. Building plan (footprint, shape): Rectangular plan
15. Dimensions in feet: Length 98’ x Width 52’
16. Number of stories: 3
17. Primary external wall material(s): Stucco and wood siding
18. Roof configuration: Shed roof
19. Primary external roof material: Asphalt roof
20. Special features: None
21. General architectural description: This condominium complex consists of two three-story buildings each with a rectangular plan, wood-frame structural systems, and approximately 30 units. The buildings rest of concrete

foundations and feature irregular side-gable roofs with side-gable projects at each end; roof surfaces are clad in asphalt shingles. Exterior walls are clad in vertical and diagonal wood siding. Fenestration varies and includes metal-frame tripartite windows, fixed, one-beside-one sliding sash, and fixed-frame with lower awning (hoppers) in projections. Wood staircases are located on the end of each building. First-story unit entrances feature eight-panel wood-frame doors with tripartite windows. Second- and third-story units feature sliding-glass patio doors that open onto balconies with closed railings on the front facade; the rear elevation of both buildings feature metal railing. Each building has three interior chimneys clad in vertical wood siding. Located at each end of both building are large fixed frame windows.

22. Architectural style/building type: Modern Movement
23. Landscaping or special setting features: The townhouse buildings are surrounded by paved parking lots on the west side and a mix of deciduous and evergreen trees on the east.
24. Associated buildings, features, or objects: None

IV. ARCHITECTURAL HISTORY

25. Date of Construction: Estimate: _____ Actual: 1974
    Source of information: Eagle County Assessor Records
26. Architect: Unknown
    Source of information: N/A
27. Builder/Contractor: Unknown
    Source of information: N/A
28. Original owner: Unknown
    Source of information: Eagle County Assessor Records
29. Construction history (include description and dates of major additions, alterations, or demolitions):
    These condominiums were constructed in 1974. Railings were replaced in 1988 and replacement aluminum windows were installed in 2006. Based on Eagle County Assessor data, building permit information from the Town of Vail, and field survey, the buildings appear to have no other major alterations, additions, or demolitions.
    Original location X Moved ___ Date of move(s):

V. HISTORICAL ASSOCIATIONS

31. Original use(s): Domestic – Multiple dwelling
32. Intermediate use(s): N/A
33. Current use(s): Domestic – Multiple dwelling
34. Site type(s): Residence
35. Historical background: The condominiums were built in 1974 as part of the Heather of Vail condominium development. The condominium complex is located in East Vail, approximately 4 miles east of the town of Vail, separated by the Vail Golf Club and other housing along the south side of Interstate Highway (I-) 70. Vail Village opened in 1962 and in 1963 the Colorado Legislature passed the Condominium Ownership Act, which statutorily recognized condominium ownership and facilitated the development of condominium complexes throughout the Gore Creek Valley, including East Vail. Historic aerials indicate that by 1969 construction of condominiums in

East Vail was well underway, with the earliest development occurring in the Bighorn Subdivision along Spruce Way and Bighorn Road. Elements of early condominium designs in East Vail reflected muted elements of the Swiss chalet style found in nearby Vail Village. However, architects across the country began experimenting with new eye-catching modernist designs in the 1960s for both single-family residential and condominium complexes. One of the most influential modernist designs during this period was Sea Ranch along California's Central Coast. In 1963 architect Charles Moore along with his partners at the Moore, Turnbull, Lyndon, and Whitaker (MLTW) architectural group and architect Joseph Esherick designed a cutting-edge condominium development along California's Sonoma Coastline called Sea Ranch. The vertically oriented buildings consisted of voluminous geometric masses clad in wood siding assembled into a single building with multi-directional shed roofs. The development was environmentally sensitive using natural materials and reflective of its natural surroundings. The slopes of the shed roofs matched nearby windswept trees; the geometric massing appeared as landform on the landscape; its various projections, voids (windows), and angles referenced the nearby cliffs and escarpment; and the barn-like appearance paid homage to the agricultural heritage of the area and site. The distinctive modernist design of Sea Ranch came to be known as the "Shed style" and similar condominiums, office buildings, and private residences were constructed across the country from the mid-1960s through the 1970s. The condominium complex at 5197 Black Gore Drive reflects muted elements of the Shed style.

Throughout the early 1970s the high demand for housing combined with the lasting impact of the Condominium Ownership Act led to continual construction in the new "suburb" of East Vail. As land values rose investors continued to purchase lots and build condominiums to maximize profits. In response to the ever-increasing demand for housing, development, and concern over the environmental impacts of uncontrolled growth, in 1970, the Town of Vail passed its first zoning ordinance, established subdivision standards, and began annexing land throughout the valley in its attempt to control development. However, the speed of development continued and in 1973 the Town of Vail drafted a master plan, the *Vail Plan*, to rewrite the zoning ordinance, modify vehicular and pedestrian transportation systems, acquire and develop areas for community recreation, and create an overall landscaping plan to reforest the town and unite its many different architectural styles. As indicated in the *Vail Plan*, the town had reached a point of crisis due to congestion and had lost contact with nature. The *Vail Plan* did not include East Vail but the condominium at 5197 Black Gore Drive was constructed in 1974 during this time of increasing concern about the potential impact of uncontrolled growth and increasing development and tourism on the quality of life in Vail and throughout the Gore Creek Valley. Building permit research at the Town of Vail and other archival research did not indicate the name of the architect or contractor.

36. Sources of information:

Eagle County Assessor Data

Eagle Valley Enterprise, 1962-1964

Lyndon, Donlyn, and Jim Alinder. *The Sea Ranch: Fifty Years of Architecture, Landscape, Place, and Community on the Northern California Coast.* New York: Princeton Architectural Press, 2004.

McAlester, Virginia and Lee. *A Field Guide to American Houses*. New York: Alfred A. Knopf, Inc., 1984.

Nationwide Environmental Title Research, LLC. *historicaeriels.com*, 1999. https://www.historicaerials.com/viewer.

Philpott, William. *Vacationland: Tourism and Environment in the Colorado High Country*. Seattle, Wash.: University of Washington Press, 2014.

Royston, Hanamoto, Beck & Abey (landscape architects) and Livington & Blayney (planners). *The Vail Plan*. Vail, Colo.: Town of Vail, August 1973.

Seibert, Peter W. *Vail: Triumph of a Dream*. Boulder, Colo.: Mountain Sports Press, 2003.

Simonton, June. *Vail: Story of a Colorado Mountain Valley*. Dallas, Tex.: Taylor Publishing Company, 1987.

VI. SIGNIFICANCE

37. Local landmark designation: Yes ____ No __X__ Date of designation: _____
Designating authority: N/A

38. Applicable National Register Criteria:

____ A. Associated with events that have made a significant contribution to the broad pattern of our history;

____ B. Associated with the lives of persons significant in our past;

___ C. Embodies the distinctive characteristics of a type, period, or method of construction, or represents the work of a master, or that possess high artistic values, or represents a significant and distinguishable entity whose components may lack individual distinction; or

____ D. Has yielded, or may be likely to yield, information important in history or prehistory.

____ Qualifies under Criteria Considerations A through G (see Manual)

__X__ Does not meet any of the above National Register criteria

39. Area(s) of significance: N/A

40. Period of significance: N/A

41. Level of significance: National ____ State ____ Local _____

42. Statement of significance: This condominium complex at 5197 Black Gore Drive was constructed in 1974. Due to its recent date of construction, the complex was evaluated for the National Register of Historic Places (National Register) applying *Criteria Consideration G: Properties that Have Achieved Significance Within the Past Fifty Years*. Accordingly, this complex must possess exceptional importance to be eligible for the National Register. Research and field review did not reveal exceptional importance through direct association with significant activities, events, or persons in the Gore Creek Valley and East Vail. As such, this complex does not possess significance under *Criteria A* or *B*. Under *Criterion C*, the complex displays muted elements of the modernist Shed style of architecture, including voluminous geometric massing, shed roofs with no eaves, and wood siding. However, the complex has been altered as summarized in Item 29 and does not appear to be distinctive among other Shed-style buildings in the area or serve as a distinctive example of this architectural style. The building lacks important artistic value, is not the work of a master, and does not demonstrate exceptional importance under *Criterion C*, applying *Criteria Consideration G*. The complex is not likely to contain

information important to history or prehistory beyond what is already documented and does not possess significance under *Criterion D*. Therefore, this building complex is not eligible for inclusion in the National Register.

43. Assessment of historic physical integrity related to significance: Due to a lack of significance, historic physical integrity was not assessed.

VII. NATIONAL REGISTER ELIGIBILITY ASSESSMENT

44. National Register eligibility field assessment:
Eligible ____ Not Eligible _X___ Need Data ____

45. Is there National Register district potential? Yes ___ No X
Discuss: The property at 5197 Black Gore Drive is one of many condominium complexes constructed in East Vail during a period of growth between 1962 and the mid-1970s. It is located in proximity to other homes and the condominium at 5187 Black Gore Drive but these buildings do not represent a cohesive collection of resources due to a combination of factors, including a lack of visual continuity among resources, infill development, extensive exterior alterations to the majority of the earlier (1960s and 1970s) buildings, and an overall lack of cohesion in terms of scale and architectural styles and forms. For these reasons, this grouping of resources collectively lacks significance and there is no potential for a National Register historic district.
If there is National Register district potential, is this building: N/A Contributing ___ Noncontributing ___

46. If the building is in existing National Register district, is it: N/A Contributing ___ Noncontributing ___

VIII. RECORDING INFORMATION

47. Photograph numbers: 650, 651, 654, 656
Negatives filed at: Mead & Hunt, Inc.

48. Report title: Historic Resources Inventory Report: I-70 West Vail Pass Auxiliary Lanes Environmental Assessment, Mead & Hunt, Inc., 2018.

49. Date(s): June 2018

50. Recorder(s): Timothy Smith and Alex Borger, Cultural Resource Specialists

51. Organization: Mead & Hunt, Inc.

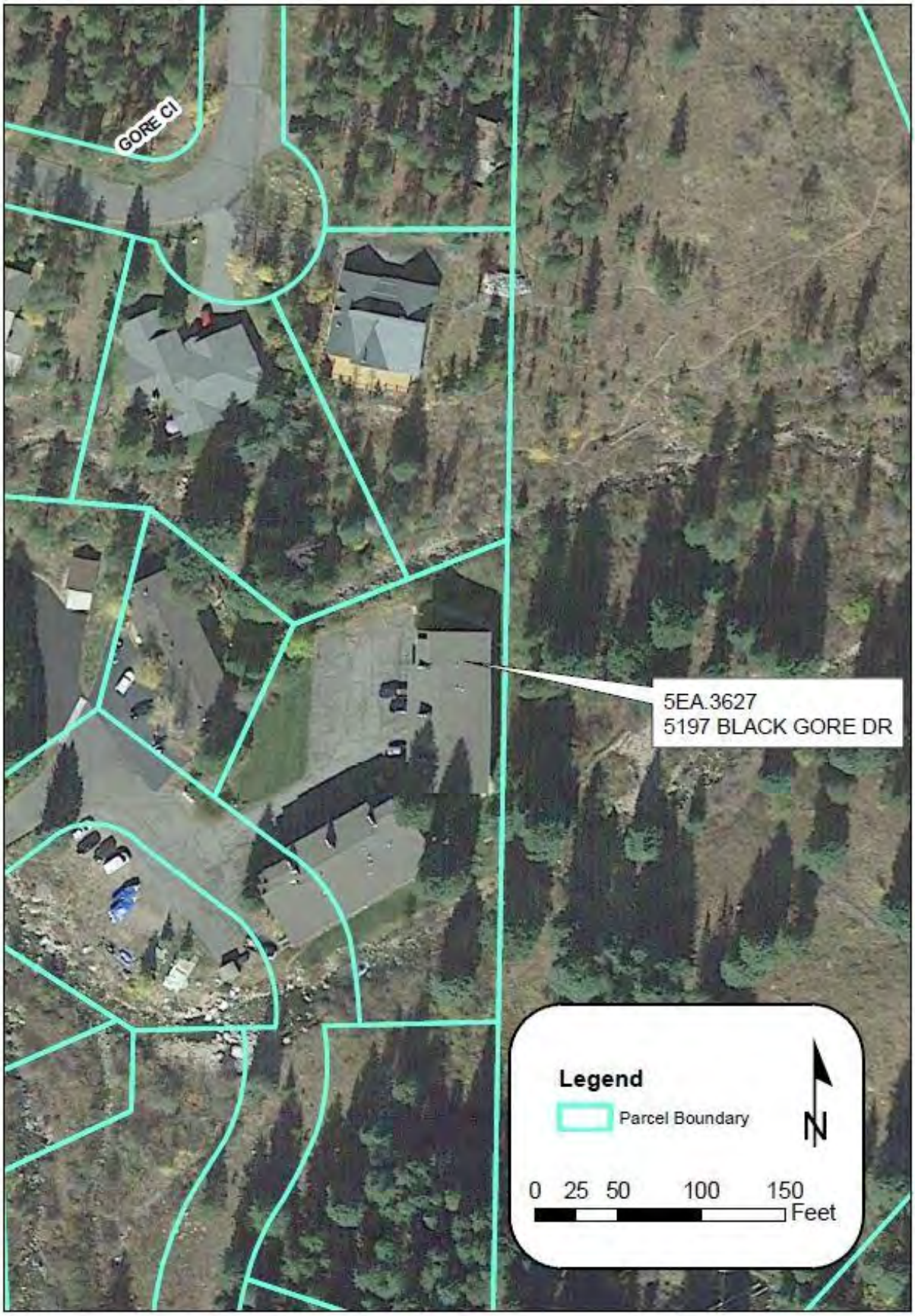
52. Address: 1743 Wazee Street, Suite 400, Denver, CO 80202

53. Phone number(s): (303) 729-3777

NOTE: Please include a sketch map, a photocopy of the USGS quad map indicating resource location, and photographs.

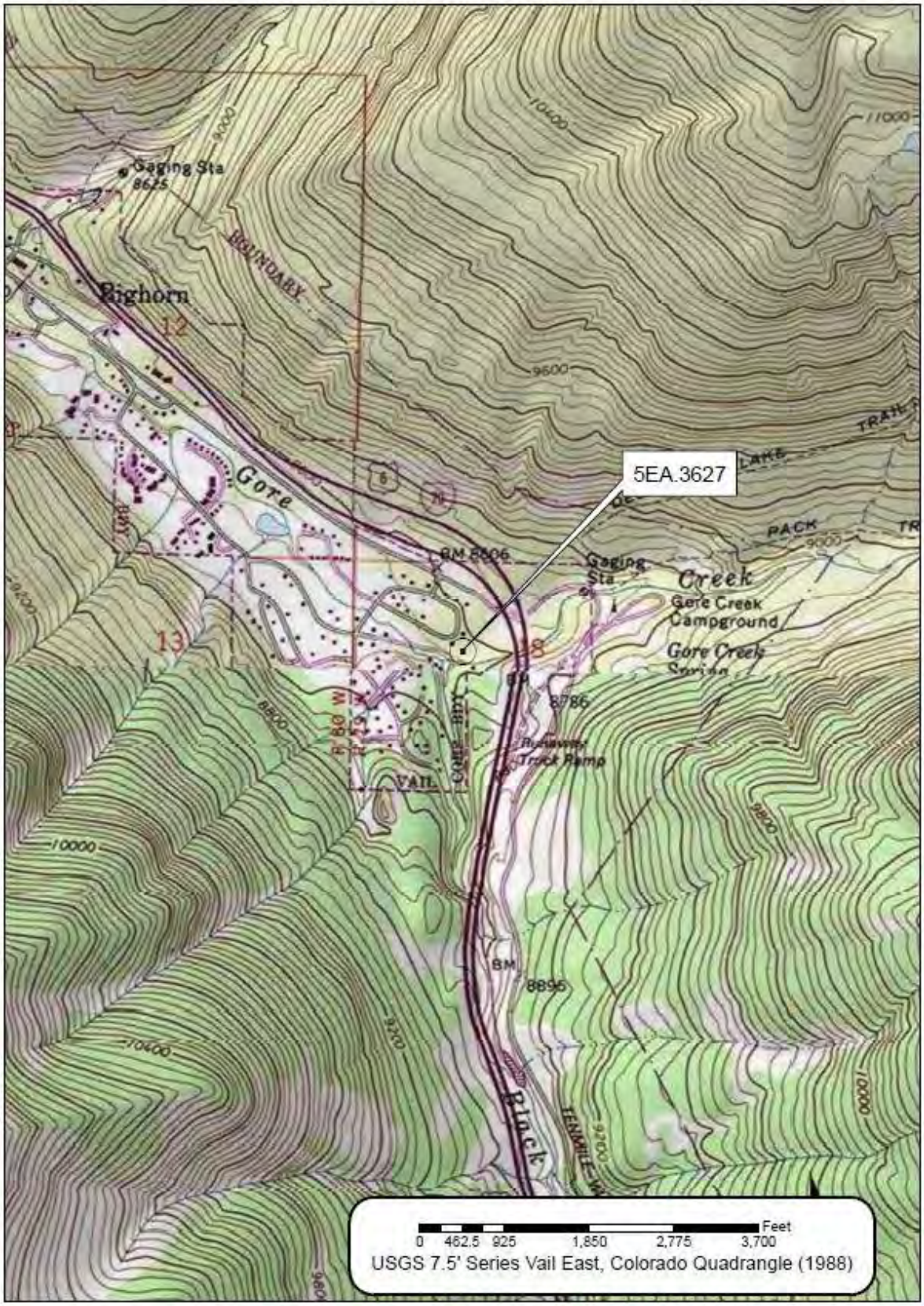
Resource Number: 5EA.3627
Temporary Resource Number: N/A

Sketch Map



Resource Number: 5EA.3627
Temporary Resource Number: N/A

USGS Quad Map



Resource Number: 5EA.3627
Temporary Resource Number: N/A

Address:	5197 Black Gore Drive		
Photographer:	A. Borger	**Photograph Date:**	June 2018

The front (northwest) elevations for both buildings, view facing east.

Side (northeast) elevation, view facing southwest.

Resource Number: 5EA.3627
Temporary Resource Number: N/A

Address:	5197 Black Gore Drive		
Photographer:	A. Borger	**Photograph Date:**	June 2018

Side (southwest) elevation, view facing east.

Rear (southeast) elevation, view facing northeast.

Attachment 4: Determinations of Effect

This attachment presents the determinations of effect for the 25 properties with potential historic significance identified in the Area of Potential Effects (APE) for the I-70 West Vail Pass Auxiliary Lanes Environmental Assessment in Vail, Eagle and Summit Counties, Colorado. The APE and historic properties discussed in this section have been depicted in Attachment 1, Area of Potential Effects Maps, and Attachment 5, West Vail Pass Plan Sheets. Attachment 5 also includes more details on the effects discussed in this section, including the APE and properties that are within the extents shown on the plans. Some of the properties in the APE between I-70 and Bighorn Road are not shown in Attachment 5 because no work will take place near the properties.

The following properties have been determined to be not eligible for the National Register of Historic Places (National Register) and are located outside of the footprint of the West Vail Pass Auxiliary Lanes. As such, the determination of effect is **No Historic Properties Affected** for the following properties:

- 5EA.3605
- 5EA.3606
- 5EA.3608
- 5EA.3609
- 5EA.3610
- 5EA.3611
- 5EA.3612
- 5EA.3613
- 5EA.3614
- 5EA.3615
- 5EA.3616
- 5EA.3617
- 5EA.3618
- 5EA.3619
- 5EA.3620
- 5EA.3621
- 5EA.3622
- 5EA.3623
- 5EA.3624
- 5EA.3625
- 5EA.3626
- 5EA.3627

Bradley Residence (5EA.3607)

The Bradley Residence has been determined eligible under National Register *Criterion C: Architecture* as an intact and unique example of A-frame construction. It is located at 4396 Columbine Drive, north of I-70 in East Vail. The structure and parcel boundary are visible on Sheet 4 of Attachment 5, West Vail Pass Plan Sheets. The widening will take place on the north side of the highway, which will bring the Interstate closer to this historic property. The property boundary is approximately 80 feet north of the limits of construction and will not be subject to direct impacts as a result of the widening. Potential indirect impacts include changes in noise, access, and the historic setting. Noise analysis for the project included a receiver at 4396 Columbine, which found noise levels at the property are currently 65 decibels. The No Action Alternative will result in a noise level of 67.4 decibels, and the Proposed Action will result in a noise level of 69.5 decibels, an increase of 4.5 decibels from the existing level. An increase of 3 decibels is perceptible to the human ear. The noise levels for the No Action and Proposed Action exceed CDOT Noise Abatement Criteria for residential properties of 66 decibels; however, this increase is not considered substantial as it is not 10 decibels or greater. CDOT determined that a noise barrier was feasible but not reasonable due to cost. Access to the house will be maintained on Columbine Drive, which is accessed from an underpass of the Interstate. The house is currently protected from views of the Interstate by a dense stand of trees and is located slightly higher than the Interstate. These conditions will be maintained as I-70 will remain at its current grade. The noise increase from the existing condition to the Proposed Action exceeds the 3-decibel increase, which is what CDOT typically uses as a threshold in evaluating effects to historic properties based on noise. In this case, the increase would be perceptible to the human ear, but would not change or modify any of the character-defining features of the property as it will continue to convey significance under *Criterion C* as an intact, unique example of the A-frame building type in Vail. As such, the determination of effect is **No Adverse Effect** for 5EA.3607.

US 6 (5EA.2587)

The former corridor of US 6 is hard to discern within the project area. In some locations the former highway has been replaced by the Vail Pass Recreational Trail and in others by the current I-70 alignment. It has been assessed as a non-supporting segment of the overall highway, which has been determined eligible for the National Register. As such, this effect determination focuses on impacts to the resource as a whole and not just the segment identified in the project area.

Ten miles of the Vail Pass Recreational Trail are present within the West Vail Pass project area. The project design proposes to realign 2 miles of the trail between MP 185 and 187 (refer to sheets 16-19 of Attachment 5 for the realigned section, which has been highlighted in hot pink). This section of the trail is directly adjacent to I-70, and in an area where the original grade of US 6 was replaced by I-70. The trail will be moved closer to Black Gore

Creek, requiring easements from the White River National Forest, which will also result in a buffer between the trail and the highway. Other sections of US 6 that follow the recreational trail will remain unchanged.

Due to changes to this segment of US 6 that have resulted in diminished integrity, the proposed action will have a minor impact to the resource as a whole. It will continue to convey significance as a transportation corridor eligible under *Criterion A* in the areas of Transportation and Politics/Government for its association with WPA and PWA projects between 1937 and 1941. As such, the determination of effect is **No Adverse Effect** for 5EA.2587.

Vail Pass Segment, I-70 (5EA.1826.4/5ST.892.5)
The Vail Pass I-70 segment is a linear historic district eligible for the National Register under *Criteria A* and *C* applying *Criteria Consideration G*. All of the impacts described will take place between the summit of Vail Pass and East Vail, which is referred to as West Vail Pass.

CDOT has determined the proposed design for the West Vail Pass Auxiliary Lanes will have an **Adverse Effect** to the historic property based on the current level of design, which is estimated to be less than five percent of the final engineering plans. As designs are refined, additional information will be provided to update the determination of effect and consult with SHPO, FHWA, and Section 106 consulting parties regarding appropriate measures to mitigate the adverse effect.

Details on the adverse effect determination are organized into the following sections and are discussed in greater detail below:

1. Commitment to the Context Sensitive Solutions (CSS) process.

2. Known effects (based on current level of engineering design) to contributing features of the linear historic corridor, including road alignment, bridges, retaining walls, embankments, sculpted rock cuts, landscape features, runaway truck ramps, access ramps, culverts, the Vail Pass Recreational Trail, Black Lake No. 1 and No. 2, and the Vail Pass Rest Area.

3. Known avoidance alternatives and minimization of impacts to the historic property.

1. Commitment to Context Sensitive Solutions Process
CDOT will follow the I-70 Mountain Corridor CSS process, which has been further refined for the West Vail Pass area and provided as Attachment 6. Critical issues that will be discussed as part of the CSS Process related to historic properties include:

- Impacts to the local communities.

- Maintaining the context sensitive design of the road while modernizing the facility.

- Impacts to high quality views in the project corridor.

Plans to address critical issues of concern relative to historic properties include:

- Adherence to the Section 106 Programmatic Agreement for the I-70 Mountain Corridor to mitigate adverse effects to historic properties. A supplement to the PA will be developed specifically for this project.

- Adherence to *the I-70 Mountain Corridor Aesthetics Guidance*: This document defines the I-70 Mountain corridor as a whole, rather than defining it in construction phases or funding increments. This ensures that all projects follow the guidance during design efforts. As part of the CSS process, aesthetic design will be integrated with engineering rather than tagged on as a decorative afterthought applied to predetermined solutions. The Vail Pass portion is within the Crest of the Rockies Design Segment (see Attachment 6), which includes numerous approaches to preserving the existing environment and

landscape of Vail Pass. The design team for the project is committing to adhering to the guidelines as much as feasible during the process.

Adherence to the Visual Impact Assessment (VIA) recommendations to preserve and enhance the visual characteristics of Vail Pass. The VIA has not been finished but it will be provided to your office when it is complete to determine if consultation should occur based on additional changes or modifications to the resource.

2. *Known effects to contributing features*

Known effects to the road alignment, bridges, retaining walls, embankments, sculpted rock cuts, landscape features, runaway truck ramps, access ramps, culverts, the Vail Pass Recreational Trail, Black Lake No. 1 and No. 2, and the Vail Pass Rest Area are discussed in this section.

Road Alignment

Federal Interstate Highway design standards have changed since the construction of Vail Pass. Originally the curves were designed for a 55 mile per hour (mph) speed but the current speed limit is 65 mph. The proposed plan is to construct one auxiliary lane on both the EB and WB lanes of Vail Pass in addition to two 12-foot-wide through travel lanes. According to the American Association of State Highway and Transportation Officials (AASHTO) 2011 Policy on Geometric Design of Highways and Streets (*Green Book*), Chapter 8-Freeways, "An auxiliary lane is the portion of the roadway adjoining the through lanes for speed change, turning, storage for turning, weaving, truck climbing, and other purposes that supplement through-traffic movement." The typical design for the roadway was designed for a mountainous freeway with two lanes, with the addition of an auxiliary lane. The future design speed for the lanes within the I-70 Mountain Corridor will be 65 mph.

Designers calculated different widths for the inside and outside shoulders of the new freeway corridor based on standards in the *Green Book*. Designers recommend the typical roadway to have a 10-foot outside shoulder and a 6-foot inside shoulder, two 12-foot-wide through-traffic lanes, and one 12-foot-wide auxiliary lane in each direction. This will require a minimum widening of the current roadway approximately 14 feet in each direction. These widths increase in some areas to provide sight distance at curves, or to offer additional room for chain-up for trucks, emergency truck ramps, heavy tow staging, or maintenance staging. Reduced shoulders will also be considered in areas where a reduction of impacts is necessary.

The steepness of the terrain and tight curves of the existing roadway also influenced alignment shifts to avoid designing new fill slopes and retaining walls on the downhill side of the roadway. Small shifts in alignment are recommended to fix safety concerns and operational issues, and to allow the auxiliary lanes and bridges to be constructed on separate alignments so current traffic can be maintained on the existing alignment during construction. The construction will probably occur in phases, with EB lanes being constructed before or after the WB lanes.

Refer to Attachment 5 for locations of alignment shifts and widening, which are indicated on the plans on pages 4-10, 14-20, and 23.

Bridges

There are 16 bridges on the west side of Vail Pass that are noted in Attachment 5. These include two concrete box girders that serve as wildlife underpasses, eight concrete box girder segmented bridges, and six continuous steel box girder tubs. All date to between 1973 and 1978 and are near the end of their expected life span of 40 years. Designers have noted whether a bridge is steel or concrete bridge type, has the potential to remain in place, or if the bridge should be widened or replaced based on its alignment in Attachment 5 on pages 5, 9-11, and 13-16.

The segmental concrete box girders have required repairs and retrofitting through the years, including joint replacements and replacement and repair of post-tensioned cables. The steel girders are experiencing fatigue that will need to be addressed as part of the final design. Final decisions regarding the bridges on the corridor will

be made with detailed engineering designs, structure selection reports, and life cycle cost analyses estimating maintenance needs for existing bridges once the project is funded for final design and construction.

The addition of an auxiliary lane in each direction requires widening existing bridges, which currently carry two lanes of traffic. Some of the bridges will also need to be replaced due to alignment corrections if the bridges are located on substandard curves. Realigning has also been recommended in some locations for construction staging, which will allow new bridges to be built while traffic continues to use the current alignment of I-70. Existing bridges may be widened or replaced with wider structures. Widening can be done to the left, right, or symmetrically. One option for widening includes adding a girder line next to the existing bridge, supported by struts or brackets along the lengths of the bridge, which would modify the current appearance of the bridge but leave the original superstructure intact if it is in acceptable condition. Another option of full replacement includes replacing the superstructure on the existing piers.

Retaining walls

There are several types of retaining walls present in the corridor. The condition assessment for all of the walls has not been done, but numerous precast concrete walls are noticeably deteriorating. The height and terracing of fill walls will be evaluated on a case-by-case basis as part of final design efforts. Some retaining walls will need to be replaced due to realignment of the roadway or deteriorated condition. If a current retaining wall is considered to be in acceptable condition, it will be maintained and/or modified to meet the roadway design. Designers have identified walls in East Vail that will not be impacted based on current design information. For more details, please refer to Attachment 5, which includes numerous notes on whether existing walls can remain or will be replaced based on the level of design at this time.

Embankment, sculpted rock cuts, landscape features, emergency truck ramps, access ramps, and culverts

Designers purposely avoided embankments, sculpted rock cuts, and landscape features unless there are no other alternatives to correcting substandard curves or other safety and operational deficiencies of the highway. Efforts have been made to widen to one side of the highway or towards the median rather than impacting embankments. The current level of design has made preservation of embankments a high priority. However, widening will have an impact on embankments, and has been noted in Attachment 5 on pages 8-22, 24-25.

The emergency truck ramps require realignment and improvements, but these will be done in the same location as the existing emergency truck ramps. Similarly, access ramps and culverts will be replaced and improved as necessary.

Vail Pass Recreational Trail

Ten miles of the Vail Pass Recreational Trail are present within the West Vail Pass project area. The project design proposes to realign 2 miles of the trail between MP 185 and 187 (refer to sheets 16-19 of Attachment 5 for the realigned section). This section of the trail is directly adjacent to I-70, and in an area where the original grade of US 6 was replaced by I-70. The trail in this section will be moved closer to Black Gore Creek, requiring easements from the White River National Forest, which will also result in a buffer between the trail and the highway. Other sections of the recreational trail will remain unchanged.

Black Lakes No. 1 and No. 2, and the Vail Pass Rest Area.

There are currently no known impacts to Black Lakes No. 1 and No. 2 and the Vail Pass Rest Area.

Summary of effects to Vail Pass:

CDOT has determined the proposed improvements to the West Vail Pass segment of I-70 meet the criteria of adverse effect as outlined in Section 800.5(a)(2)(i) for the following reasons:

- While the general location of the roadway will remain the same and most of the work will take place within existing ROW, these shifts in the location of the road and the associated widening will change and modify the original design of the roadbed.
- Designers have noted whether a bridge has the potential to remain in place, or if the bridge should be widened or replaced based on its alignment. Until more design is undertaken, the final decisions of

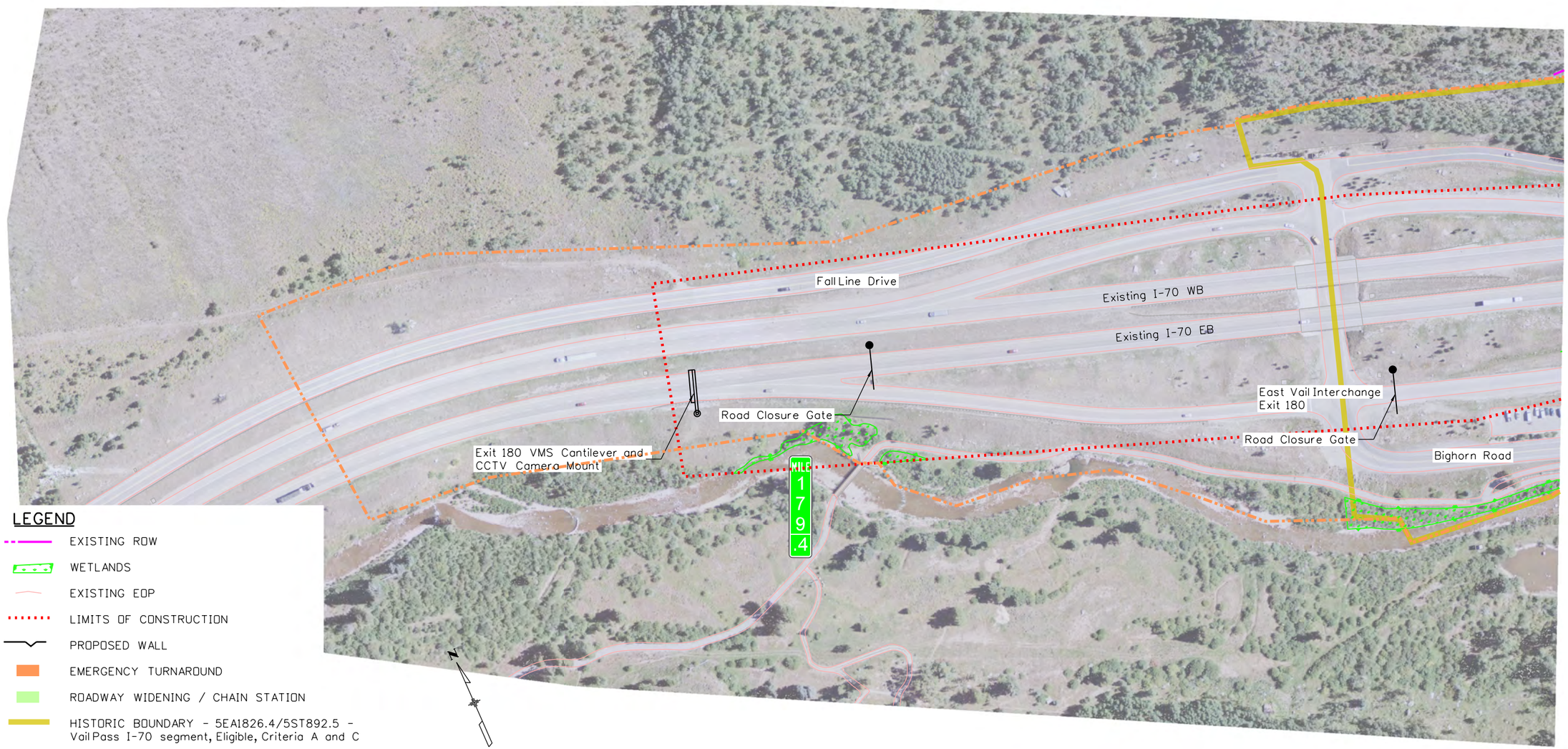
whether the bridges will be replaced, widened, or remain in place is unknown. The widening for the auxiliary lanes will result in replacements of some of the bridges or widening that will change and modify the current appearance of the bridges.

- The work will require replacement of some of the retaining walls, while others will be preserved and rehabilitated.
- The work will require replacement and modification of embankment, sculpted rock cuts, landscape features, emergency truck ramps, access ramps, and culverts, while others will be preserved and rehabilitated.
- The work requires realigning a portion of the recreation trail.

3. Known avoidance alternatives and minimization of impacts to the historic property

The two alternatives that are being analyzed in the EA are the No Action Alternative and the Proposed Action Alternative. The two avoidance alternatives are the No Action Alternative and Moving I-70 to a Different Corridor. These will be explored in an Individual Section 4(f) Evaluation that will be prepared for the historic linear corridor. Minimization and least-harm alternatives to the historic property will also be evaluated. The analysis will discuss whether contributing features of the historic linear corridor can remain in-place or be modified to meet the project's design standards, CSS process, and other goals related to the purpose and need.

** FOR TECHNICAL TEAM REVIEW ONLY; NOT FOR PUBLIC DISTRIBUTION. CONCEPTUAL DESIGN SUBJECT TO CHANGE **



LEGEND

- EXISTING ROW
- WETLANDS
- EXISTING EOP
- LIMITS OF CONSTRUCTION
- PROPOSED WALL
- EMERGENCY TURNAROUND
- ROADWAY WIDENING / CHAIN STATION
- HISTORIC BOUNDARY - 5EA1826.4/5ST892.5 - Vail Pass I-70 segment, Eligible, Criteria A and C
- IMPACTED EMBANKMENT
- APE BOUNDARY

Print Date: 9/20/2019	Sheet Revisions		
File Name: 21685DES_Plan2_2.dgn	Date:	Comments	Init.
Horiz. Scale: 1:200 Vert. Scale: As Noted			
Unit Information			
wood. Colorado Center Tower 2, 2000 S. Colorado Blvd Suite 2-1000, Denver, CO 80222			

R-X

Colorado Department of Transportation
714 Grand Avenue
P.O. Box 298
Eagle, CO 81631
Phone: 970-328-6385 FAX: 970-328-2368
Region 3 KB

As Constructed	PLAN SHEET			Project No./Code
No Revisions:	Designer: XXXXXXXX	Structure Numbers		NHPP 0701-240
Revised:	Detailer: XXXXXXXX			21685
Void:	Sheet Subset: XXXXXXX	Subset Sheets: XXX of XXX		Sheet Number

West Vail Pass Plan
T. Bowman
T. Bowman
WVP Plan

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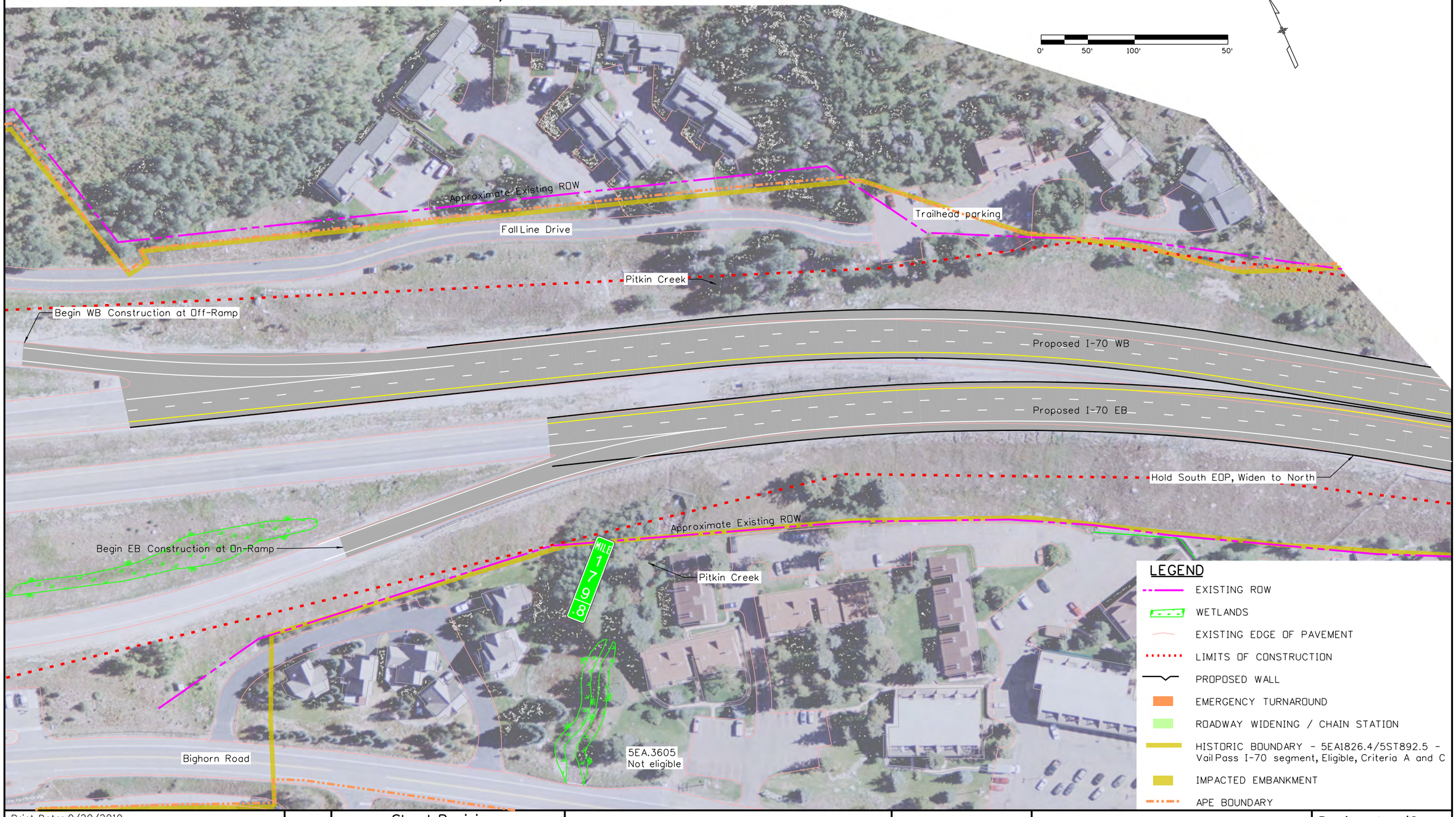

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Horiz. Scale: 1:100	Vert. Scale: As Noted
Unit Information	

wood.
Colorado Center Tower 2
2000 S. Colorado Blvd Suite 2-1000
Denver, CO 80222

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Sheet Revisions

Date:	Comments	Init.

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Region 3 KB

As Constructed

No Revisions:	
Revised:	
Void:	

West Vail Pass Plan

Designer:	T. Bowman	Structure Numbers	
Detailer:	T. Bowman		
Sheet Subset:	WVP Plan	Subset Sheets:	2 of 26

Project No./Code
NHPP 0701-240
21685
Sheet Number

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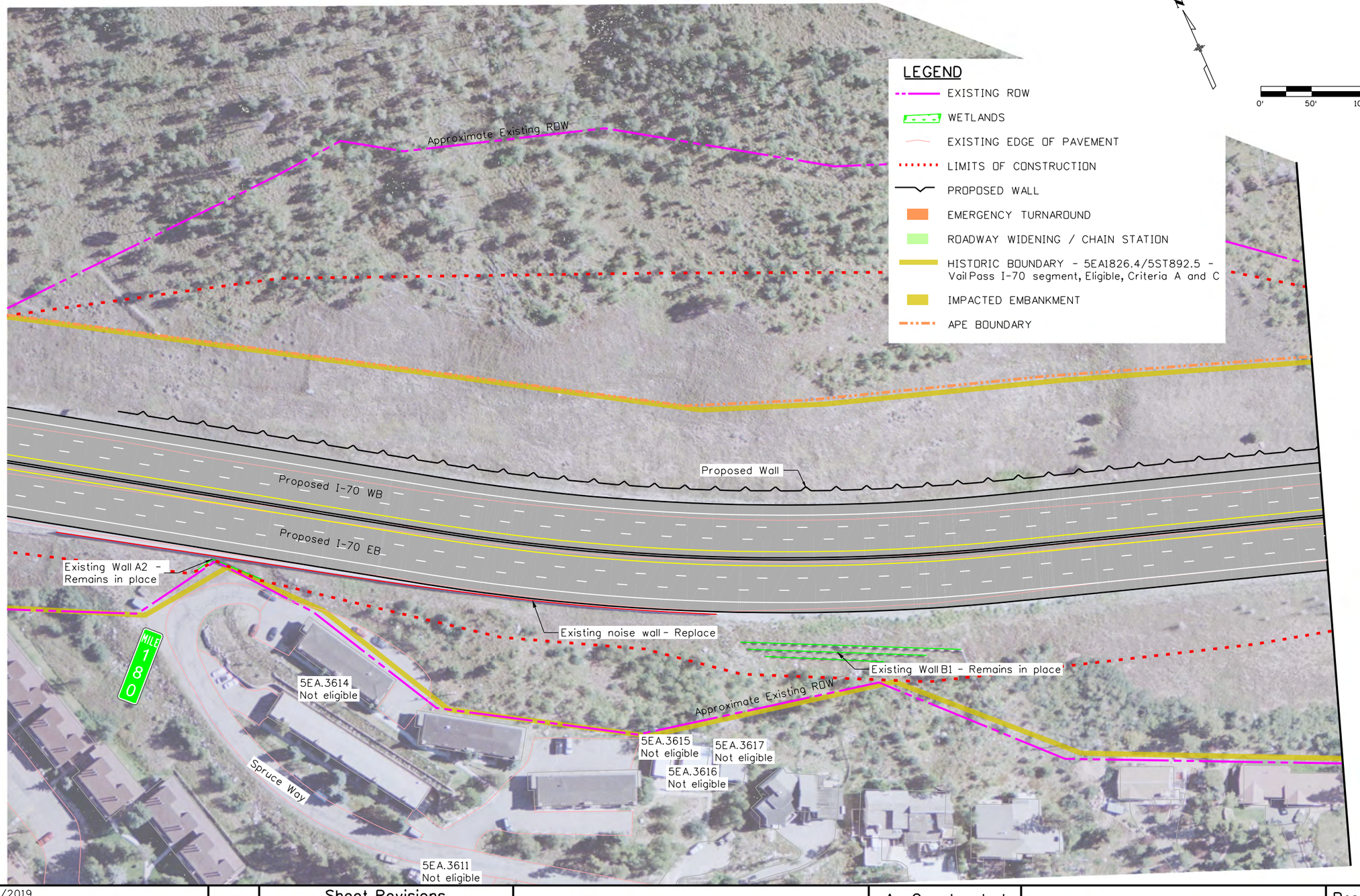

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Print Date: 9/20/2019	R-X	Sheet Revisions			Colorado Department of Transportation
File Name: 21685DES_Plan3_2.dgn		Date:	Comments	Init.	714 Grand Avenue
Horiz. Scale: 1:100 Vert. Scale: As Noted					P.O. Box 298
Unit Information					Eagle, CO 81631
wood. Colorado Center Tower 2, 2000 S. Colorado Blvd Suite 2-1000, Denver, CO 80222					Phone: 970-328-6385 FAX: 970-328-2368
					Region 3 KB

As Constructed	West Vail Pass Plan			Project No./Code
No Revisions:				NHPP 0701-240
Revised:	Designer: T. Bowman	Structure Numbers		21685
Void:	Detailer: T. Bowman			Sheet Number
	Sheet Subset: WVP Plan	Subset Sheets:	3 of 26	

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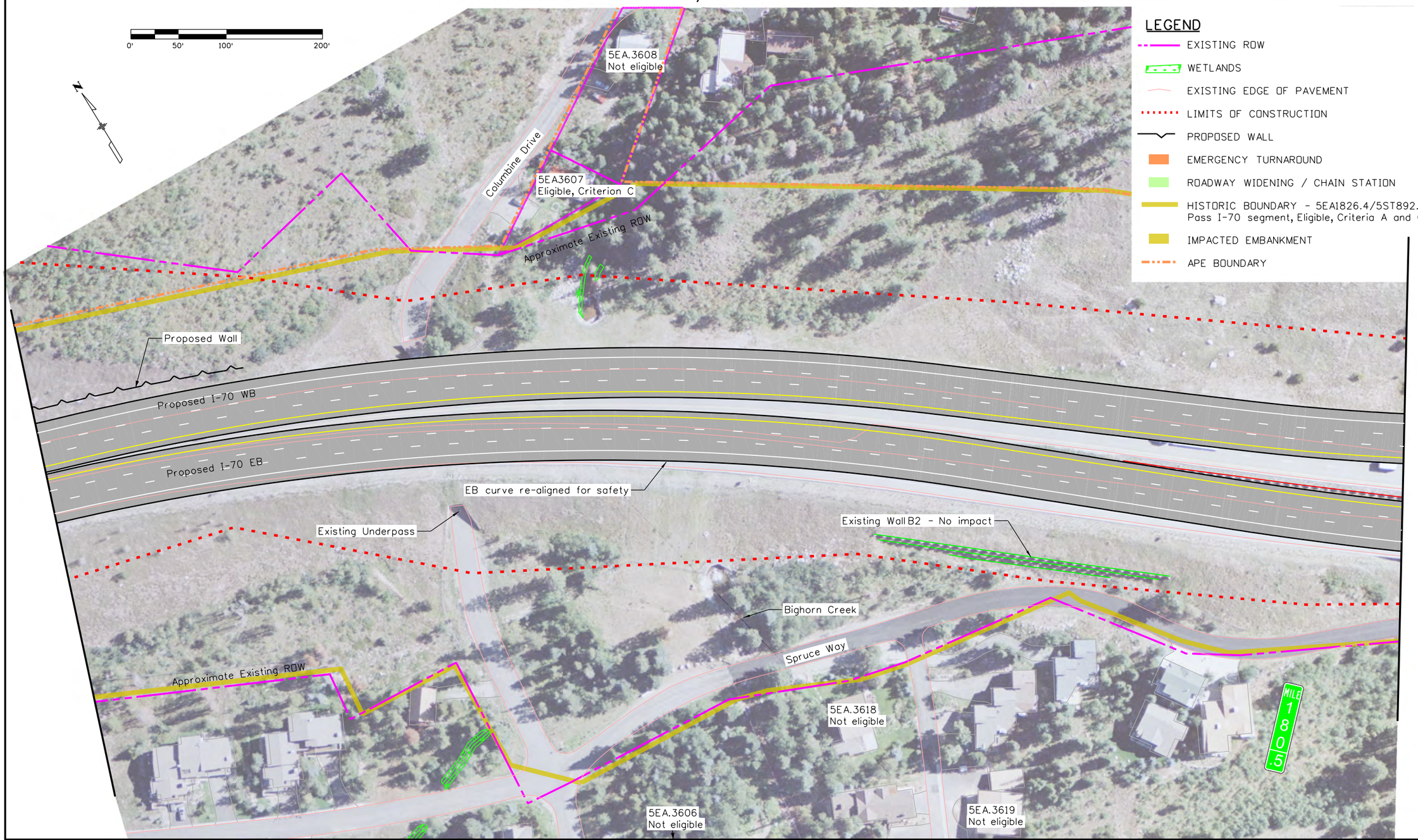

LEGEND

- EXISTING ROW
- WETLANDS
- EXISTING EDGE OF PAVEMENT
- LIMITS OF CONSTRUCTION
- PROPOSED WALL
- EMERGENCY TURNAROUND
- ROADWAY WIDENING / CHAIN STATION
- HISTORIC BOUNDARY - 5EA1826.4/5ST892.5 - Vail Pass I-70 segment, Eligible, Criteria A and C
- IMPACTED EMBANKMENT
- APE BOUNDARY

tyler.bowman 11:59:55 AM P:\Project\Transportation\CDOT R3\CDOT R3 VailPass\9.0 CADD\9.02 Design\OverallPlan Layouts\Bridge and Wall Callout Plans\21685DES_Plan4_1.dgn

Print Date: 9/20/2019
File Name: 21685DES_Plan4_1.dgn
Horiz. Scale: 1:100 Vert. Scale: As Noted
Unit Information

wood.
Colorado Center Tower 2
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Denver, CO 80222

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Sheet Revisions		
Date:	Comments	Init.

Colorado Department of Transportation
714 Grand Avenue
P.O. Box 298
Eagle, CO 81631
Phone: 970-328-6385 FAX: 970-328-2368
Region 3 KB

As Constructed
No Revisions:
Revised:
Void:

West Vail Pass Plan

Designer: T. Bowman
Detailer: T. Bowman
Sheet Subset: WVP Plan
Structure Numbers:
Subset Sheets: 4 of 26

Project No./Code
NHPP 0701-240
21685
Sheet Number

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0' 50' 100' 200'

N

Proposed Wall

Existing Wall FF1 - Remove

Proposed I-70 WB

Bridge F-11-AX (Concrete)
Can be widened if final alignment allows

Existing I-70 WB

Existing Wall B3 - Remove

Existing Wall B5 - Remove

Bridge F-11-AW (Concrete)
Can be widened if final alignment allows

Proposed I-70 EB

Existing Wall B4 - May require modifications to accomodate roadway, subject to final design

Hold EB South EOP, widen North

Approximate Existing ROW

Spruce Way

5EA.3620
Not eligible

MILE 180.7

Bighorn Road

Streamside Circle

LEGEND

- EXISTING ROW
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- HISTORIC BOUNDARY - 5EA1826.4/5ST892.5 - Vail Pass I-70 segment, Eligible, Criteria A and C
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Horiz. Scale: 1:100 Vert. Scale: As Noted
Unit Information

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Sheet Revisions		
Date:	Comments	Init.

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West Vail Pass Plan

Designer: T. Bowman
Detailer: T. Bowman
Sheet Subset: WVP Plan
Structure Numbers:
Subset Sheets: 5 of 26

Project No./Code
NHPP 0701-240
21685
Sheet Number

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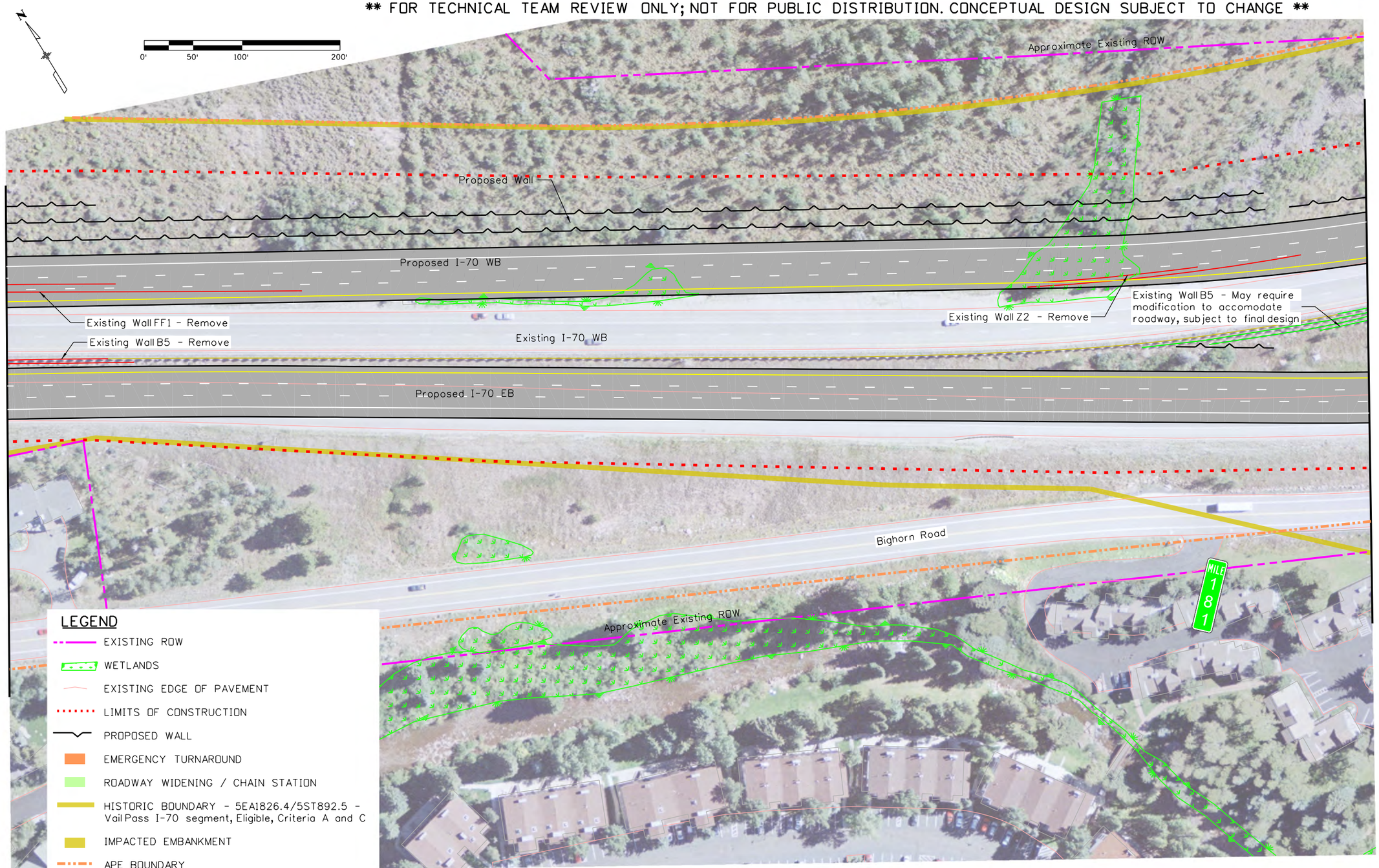

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wood. Colorado Center Tower 2, 2000 S. Colorado Blvd Suite 2-1000, Denver, CO 80222			

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No Revisions:
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Void:

West Vail Pass Plan

Designer:	T. Bowman	Structure Numbers	
Detailer:	T. Bowman		
Sheet Subset:	WVP Plan	Subset Sheets:	6 of 26

Project No./Code
NHPP 0701-240
21685
Sheet Number

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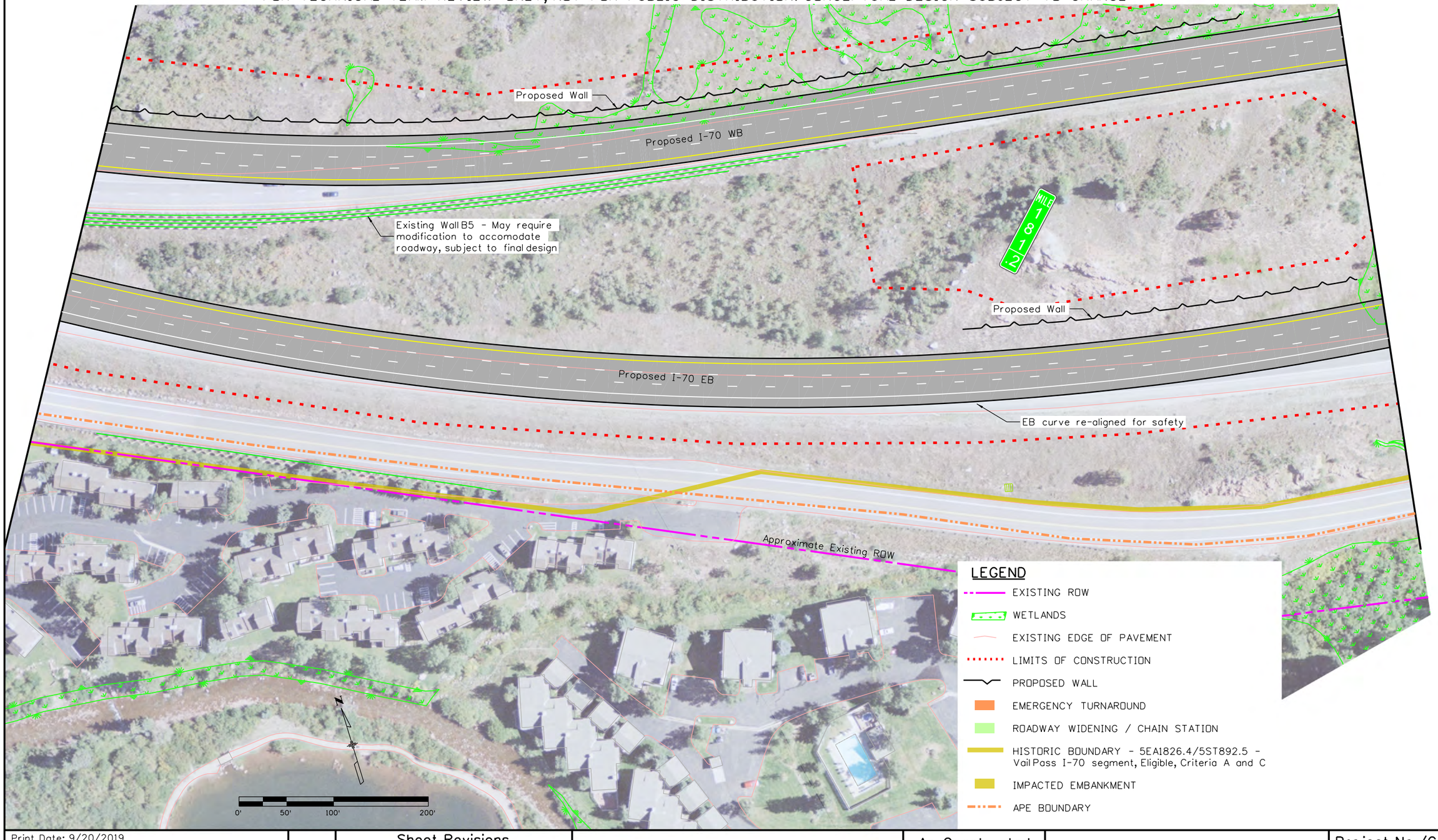

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wood. Colorado Center Tower 2, 2000 S. Colorado Blvd Suite 2-1000, Denver, CO 80222				

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Eagle, CO 81631
Phone: 970-328-6385 FAX: 970-328-2368
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As Constructed	West Vail Pass Plan			Project No./Code
No Revisions:				NHPP 0701-240
Revised:	Designer: T. Bowman	Structure Numbers		21685
Void:	Detailer: T. Bowman			Sheet Number
	Sheet Subset: WVP Plan	Subset Sheets:	7 of 26	

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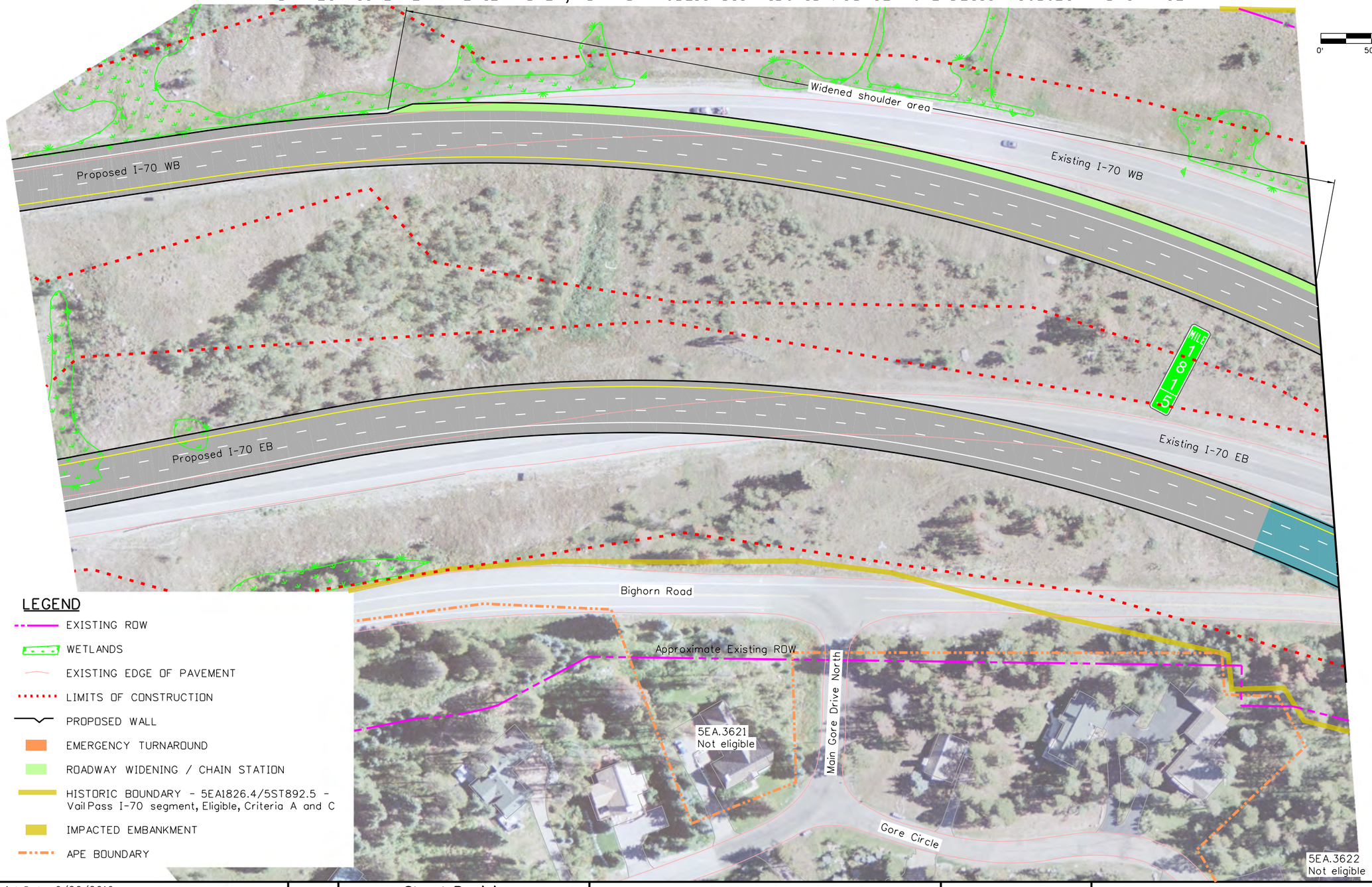

LEGEND

- EXISTING ROW
- WETLANDS
- EXISTING EDGE OF PAVEMENT
- LIMITS OF CONSTRUCTION
- PROPOSED WALL
- EMERGENCY TURNAROUND
- ROADWAY WIDENING / CHAIN STATION
- HISTORIC BOUNDARY - 5EA1826.4/5ST892.5 - Vail Pass I-70 segment, Eligible, Criteria A and C
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- APE BOUNDARY

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Horiz. Scale: 1:100 Vert. Scale: As Noted			
Unit Information			
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Sheet Revisions

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West Vail Pass Plan

Designer:	T. Bowman	Structure Numbers	
Detailer:	T. Bowman		
Sheet Subset:	WVP Plan	Subset Sheets:	8 of 26

Project No./Code

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21685
Sheet Number

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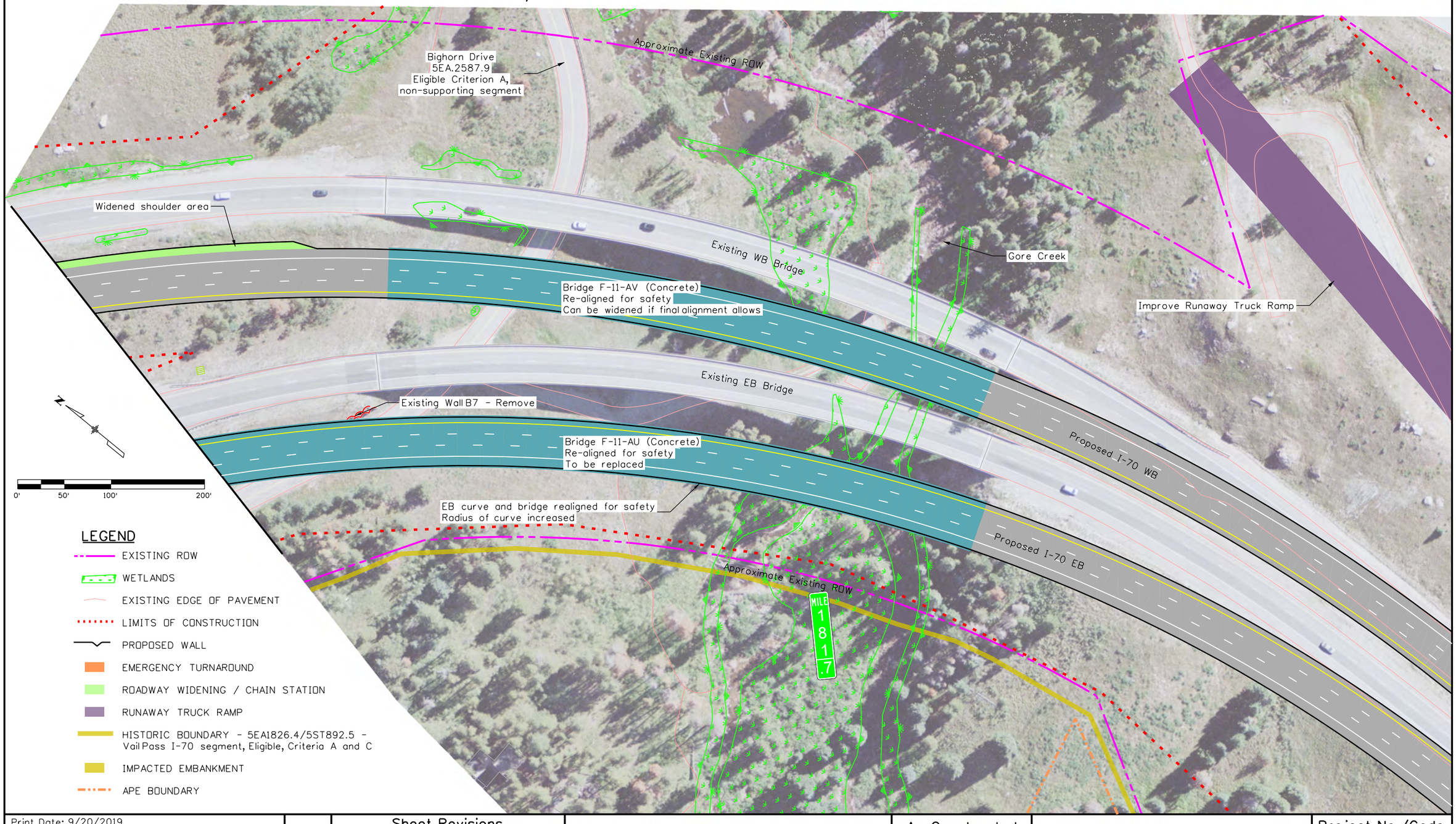

LEGEND

- EXISTING ROW
- WETLANDS
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- HISTORIC BOUNDARY - 5EA1826.4/5ST892.5 - Vail Pass I-70 segment, Eligible, Criteria A and C
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- APE BOUNDARY

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Unit Information	

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Sheet Revisions

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West Vail Pass Plan

Designer:	T. Bowman	Structure Numbers	
Detailer:	T. Bowman		
Sheet Subset:	WVP Plan	Subset Sheets:	9 of 26

Project No./Code
NHPP 0701-240
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Sheet Number

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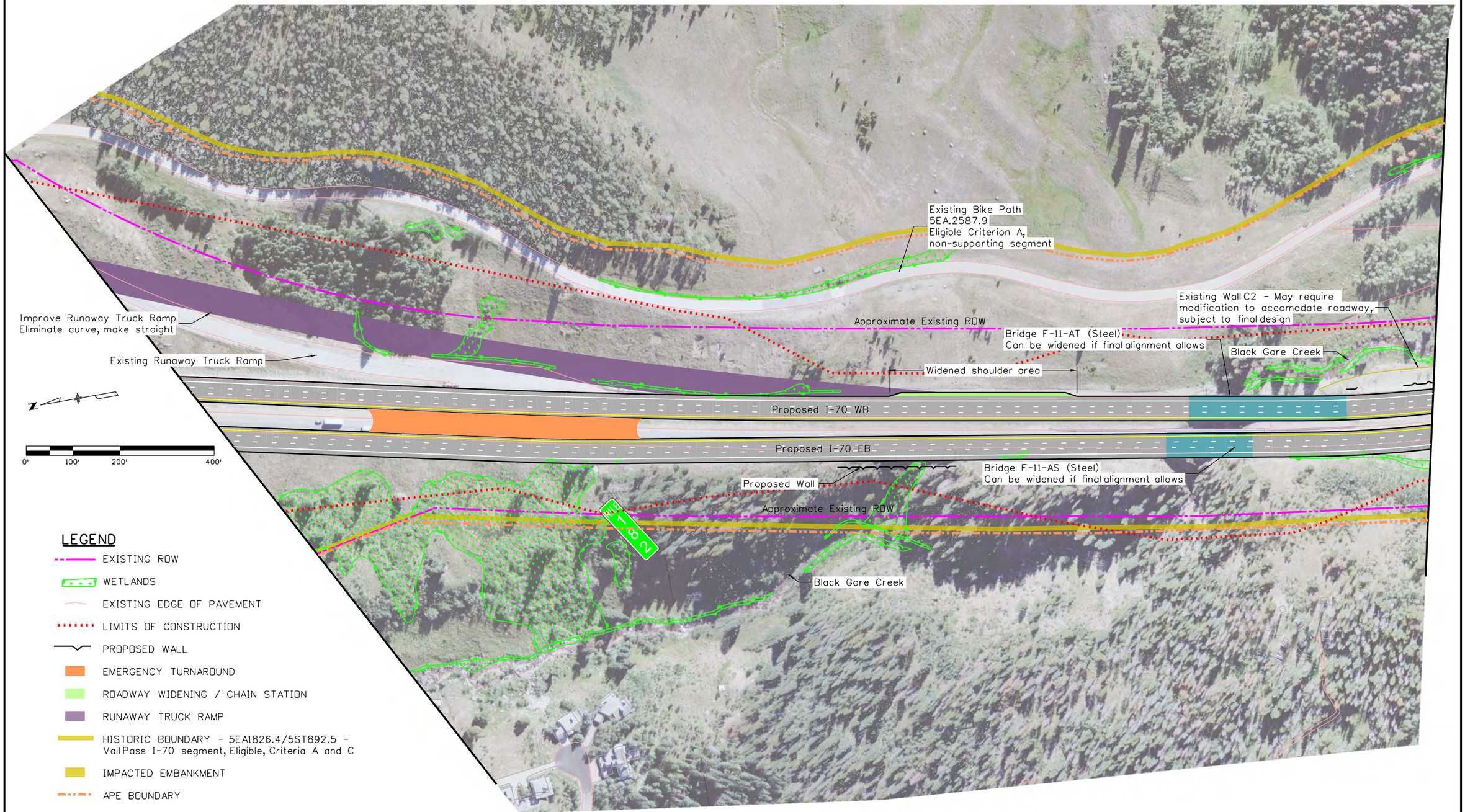

LEGEND

- EXISTING ROW
- WETLANDS
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- APE BOUNDARY

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Print Date: 9/20/2019			
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Unit Information			

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West Vail Pass Plan

Designer:	T. Bowman	Structure Numbers	
Detailer:	T. Bowman		
Sheet Subset:	WVP Plan	Subset Sheets:	10 of 26

Project No./Code
NHPP 0701-240
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Sheet Number

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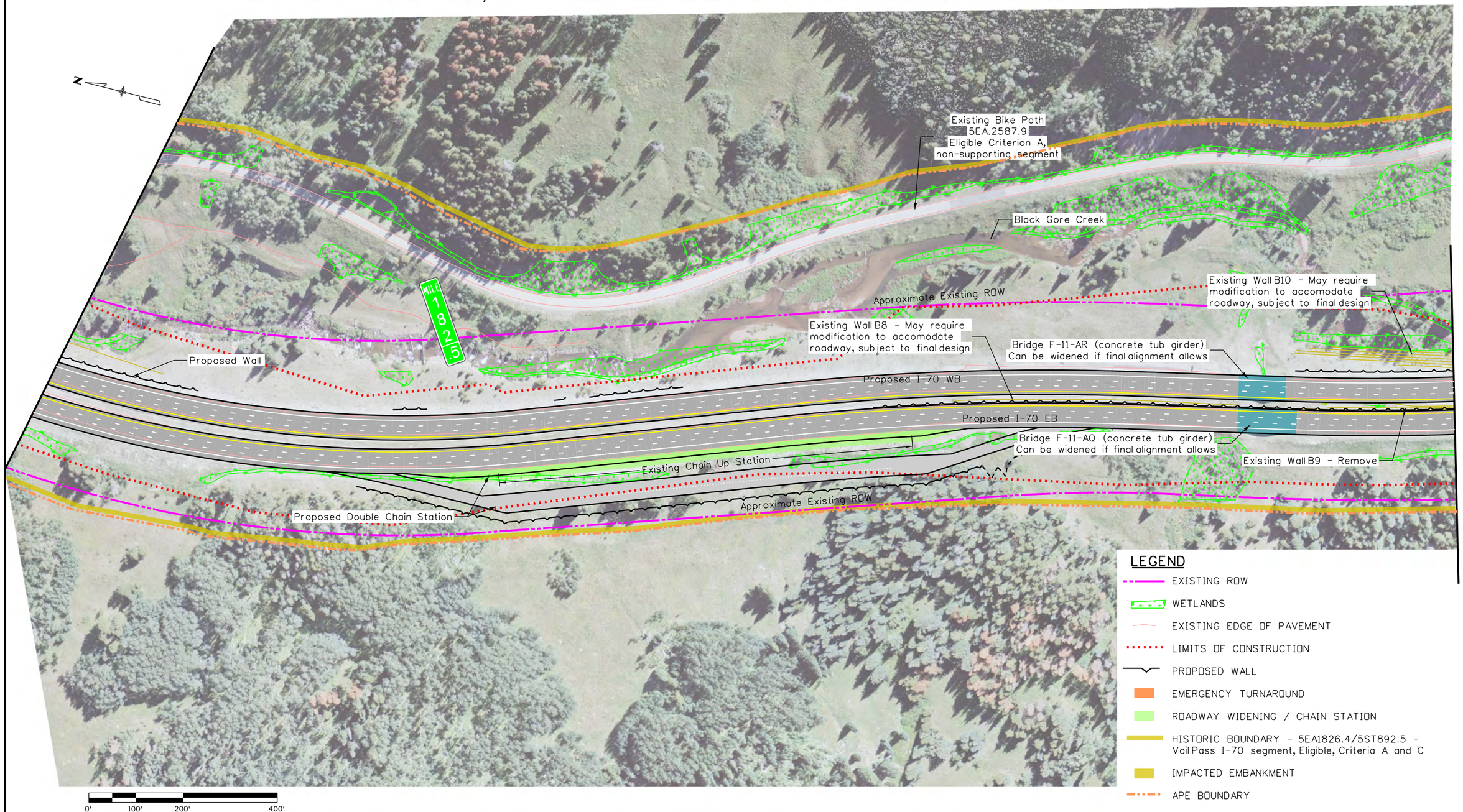

LEGEND

- EXISTING ROW
- WETLANDS
- EXISTING EDGE OF PAVEMENT
- LIMITS OF CONSTRUCTION
- PROPOSED WALL
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- HISTORIC BOUNDARY - 5EA1826.4/5ST892.5 - Vail Pass I-70 segment, Eligible, Criteria A and C
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- APE BOUNDARY

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Unit Information	R-X		Void:
wood. Colorado Center Tower 2 2000 S. Colorado Blvd Suite 2-1000 Denver, CO 80222			

West Vail Pass Plan			Project No./Code
Designer: T. Bowman	Structure Numbers		NHPP 0701-240
Detailer: T. Bowman			21685
Sheet Subset: WVP Plan	Subset Sheets: 11 of 26		Sheet Number

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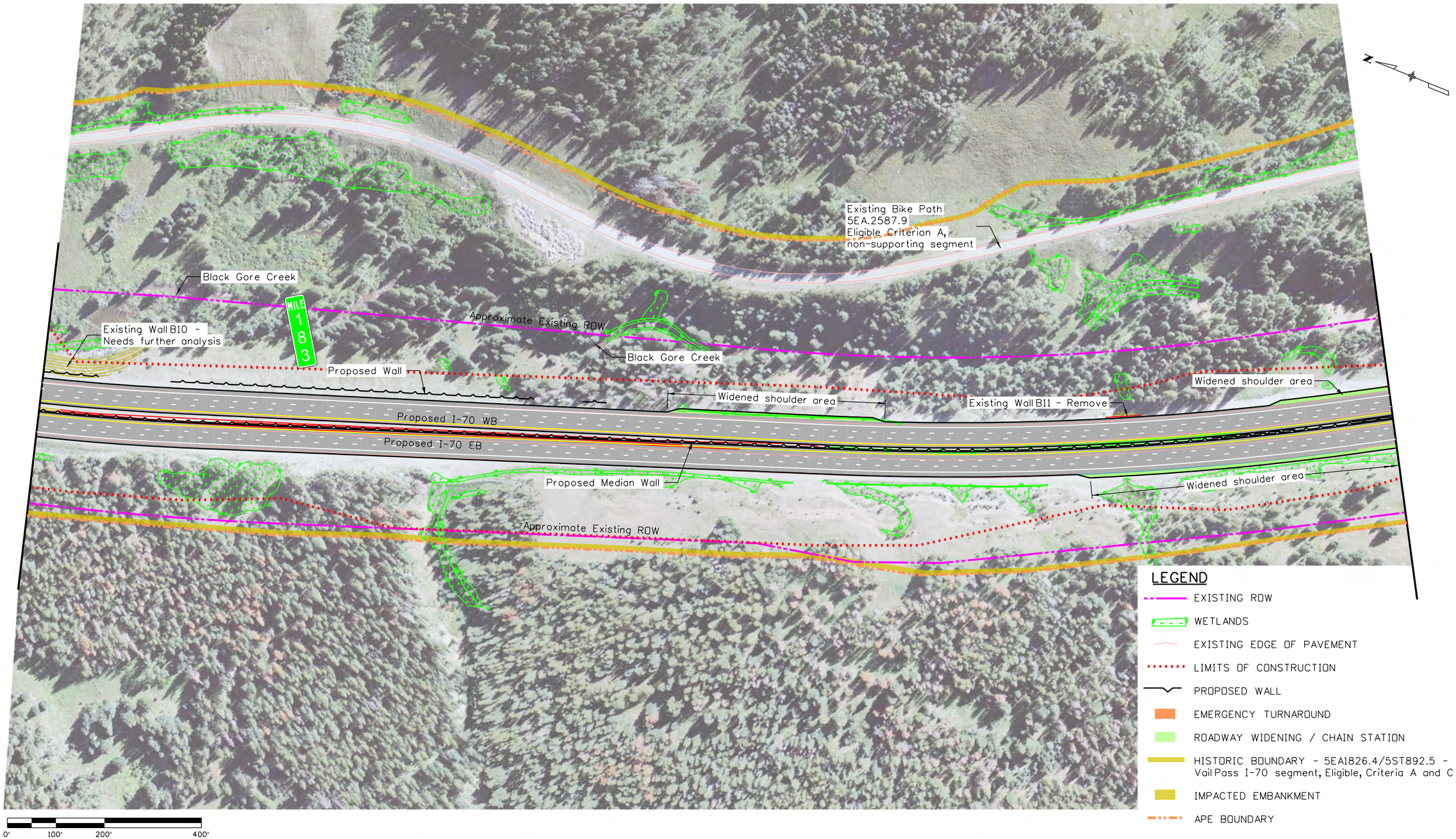

LEGEND

- EXISTING ROW
- WETLANDS
- EXISTING EDGE OF PAVEMENT
- LIMITS OF CONSTRUCTION
- PROPOSED WALL
- EMERGENCY TURNAROUND
- ROADWAY WIDENING / CHAIN STATION
- HISTORIC BOUNDARY - 5EA1826.4/5ST892.5 - Vail Pass I-70 segment, Eligible, Criteria A and C
- IMPACTED EMBANKMENT
- APE BOUNDARY

Print Date: 9/20/2019
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Horiz. Scale: 1:200 Vert. Scale: As Noted
Unit Information

wood.
Colorado Center Tower 2
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Sheet Revisions		
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714 Grand Avenue
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No Revisions:
Revised:
Void:

West Vail Pass Plan

Designer: T. Bowman
Detailer: T. Bowman
Sheet Subset: WVP Plan
Structure Numbers:
Subset Sheets: 12 of 26

Project No./Code
NHPP 0701-240
21685
Sheet Number

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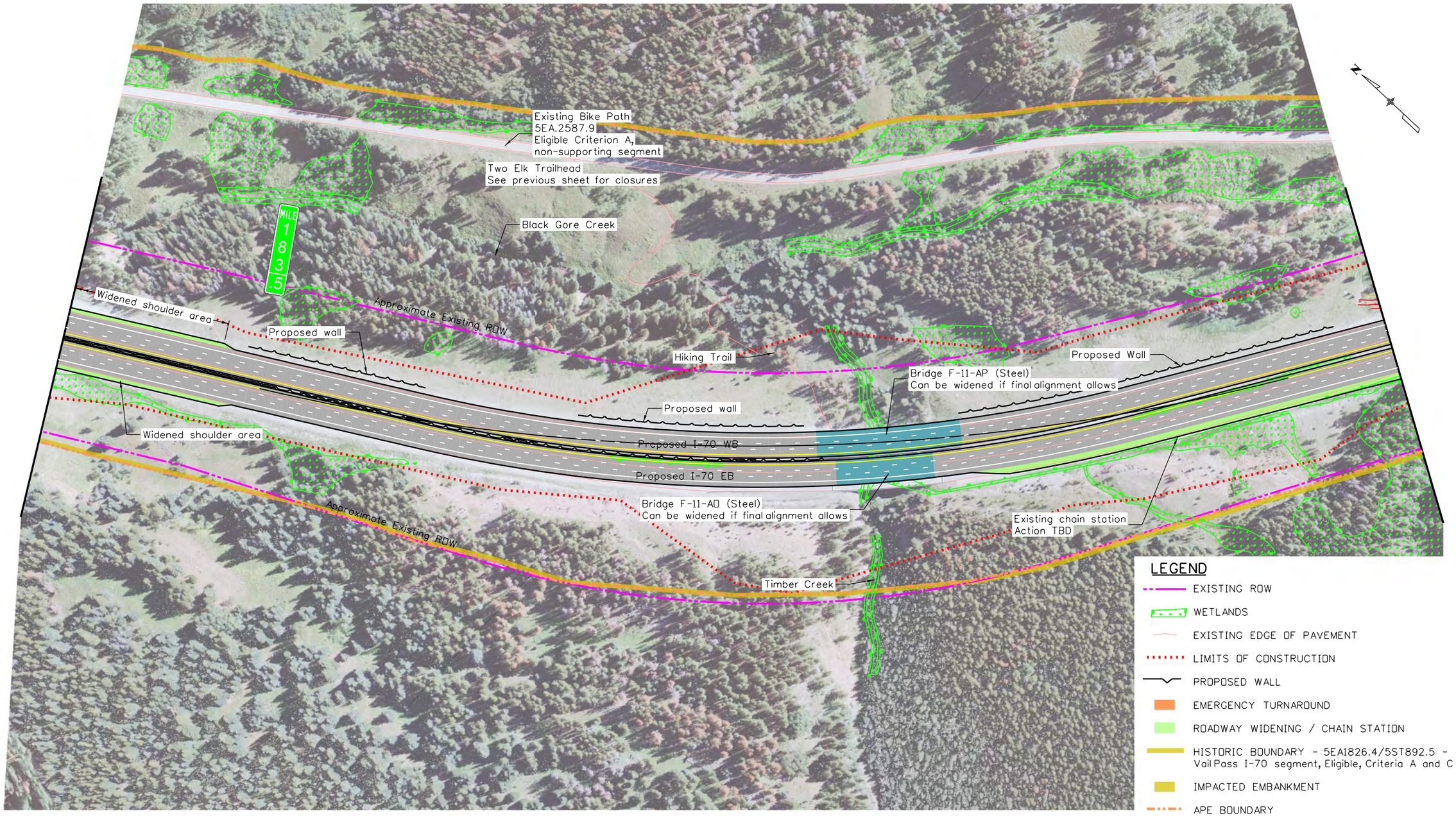

LEGEND

- EXISTING ROW
- WETLANDS
- EXISTING EDGE OF PAVEMENT
- LIMITS OF CONSTRUCTION
- PROPOSED WALL
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- HISTORIC BOUNDARY - 5EA1826.4/5ST892.5 - Vail Pass I-70 segment, Eligible, Criteria A and C
- IMPACTED EMBANKMENT
- APE BOUNDARY

Print Date: 9/20/2019	Sheet Revisions		
File Name: 21685DES_Plan10.dgn	Date:	Comments	Init.
Horiz. Scale: 1:200 Vert. Scale: As Noted			
Unit Information			
wood. Colorado Center Tower 2, 2000 S. Colorado Blvd Suite 2-1000, Denver, CO 80222			

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No Revisions:	West Vail Pass Plan		Project No./Code
Revised:	Designer: T. Bowman	Structure Numbers	NHPP 0701-240
Void:	Detailer: T. Bowman		21685
	Sheet Subset: WVP Plan	Subset Sheets: 13 of 26	Sheet Number

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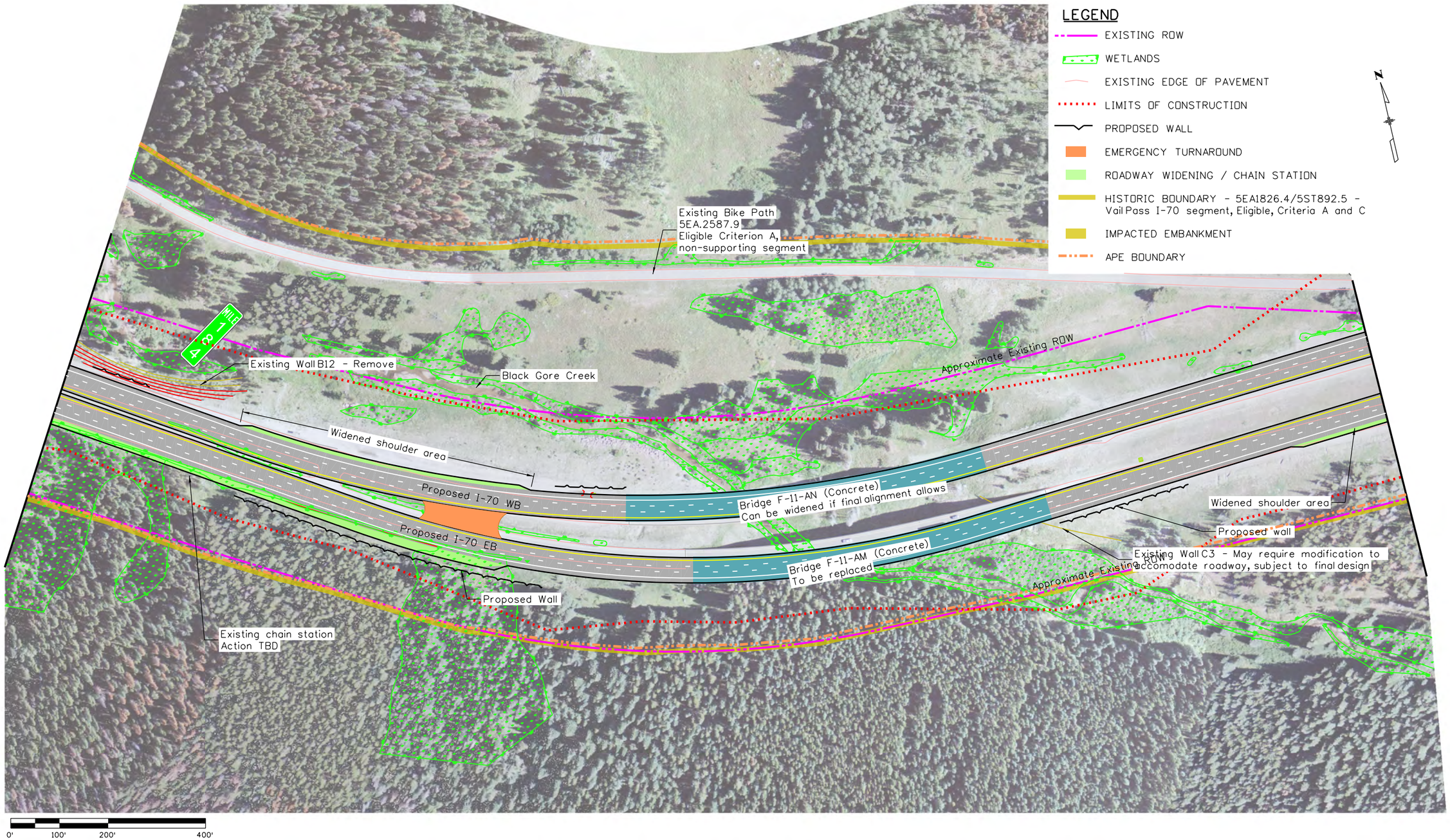

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West Vail Pass Plan

Designer:	T. Bowman	Structure Numbers	
Detailer:	T. Bowman		
Sheet Subset:	WVP Plan	Subset Sheets:	14 of 26

Project No./Code
NHPP 0701-240
21685
Sheet Number

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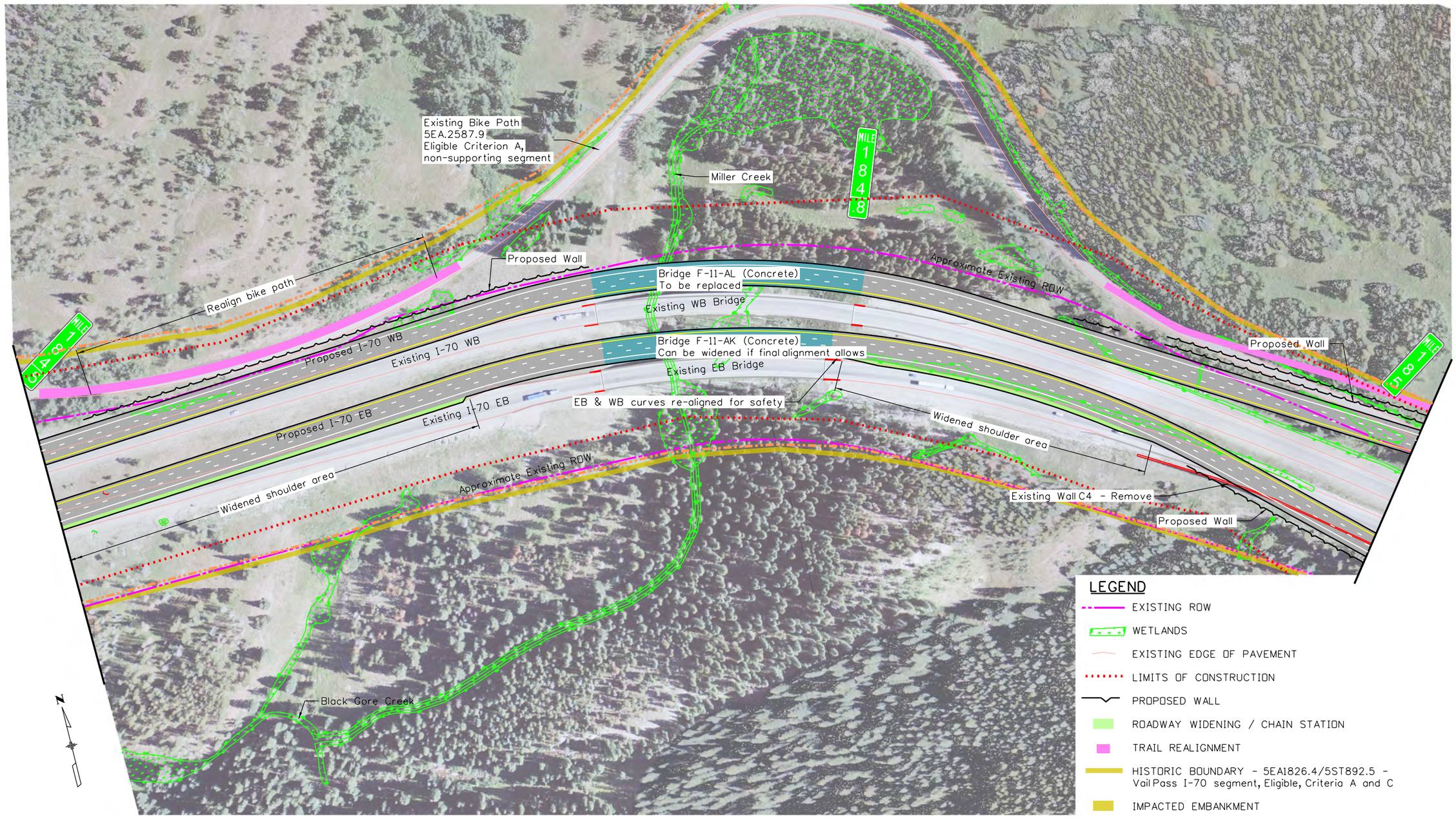

LEGEND

- EXISTING ROW
- WETLANDS
- EXISTING EDGE OF PAVEMENT
- LIMITS OF CONSTRUCTION
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Horiz. Scale: 1:200 Vert. Scale: As Noted	R-X	Region 3 KB	Revised:
Unit Information			Void:
wood. Colorado Center Tower 2 2000 S. Colorado Blvd Suite 2-1000 Denver, CO 80222			

West Vail Pass Plan			Project No./Code
			NHPP 0701-240
Designer: T. Bowman	Structure Numbers		21685
Detailer: T. Bowman			
Sheet Subset: ROADWAY	Subset Sheets: 15 of 26		Sheet Number

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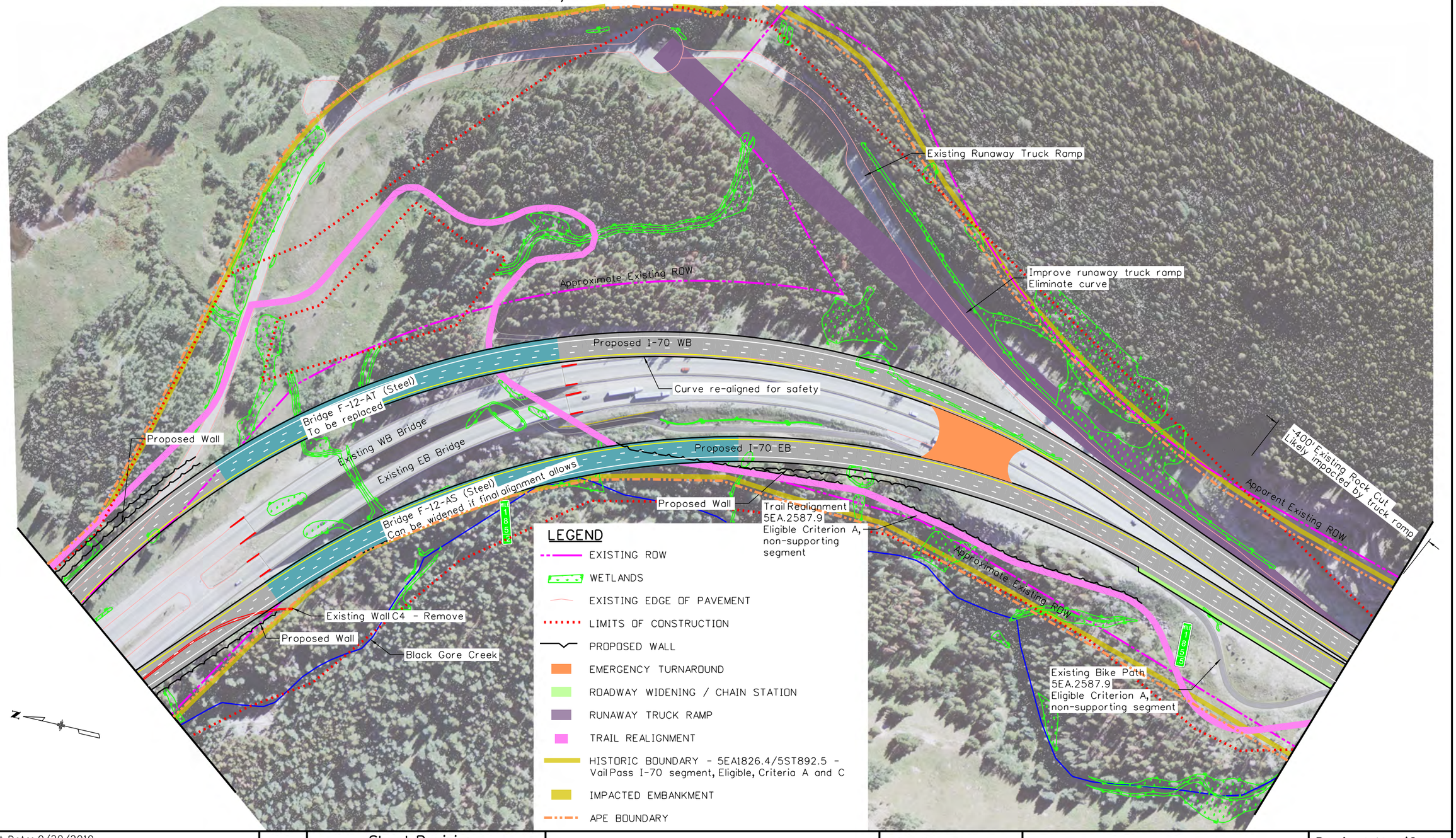

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Print Date: 9/20/2019		Sheet Revisions			Colorado Department of Transportation
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Horiz. Scale: 1:200 Vert. Scale: As Noted	R-X				P.O. Box 298
Unit Information: 0' 100' 200' 400'					Eagle, CO 81631
wood. Colorado Center Tower 2, 2000 S. Colorado Blvd Suite 2-1000, Denver, CO 80222					Phone: 970-328-6385 FAX: 970-328-2368
					Region 3 KB

As Constructed	West Vail Pass Plan			Project No./Code
No Revisions:				NHPP 0701-240
Revised:	Designer: T. Bowman	Structure Numbers		21685
Void:	Detailer: T. Bowman			Sheet Number
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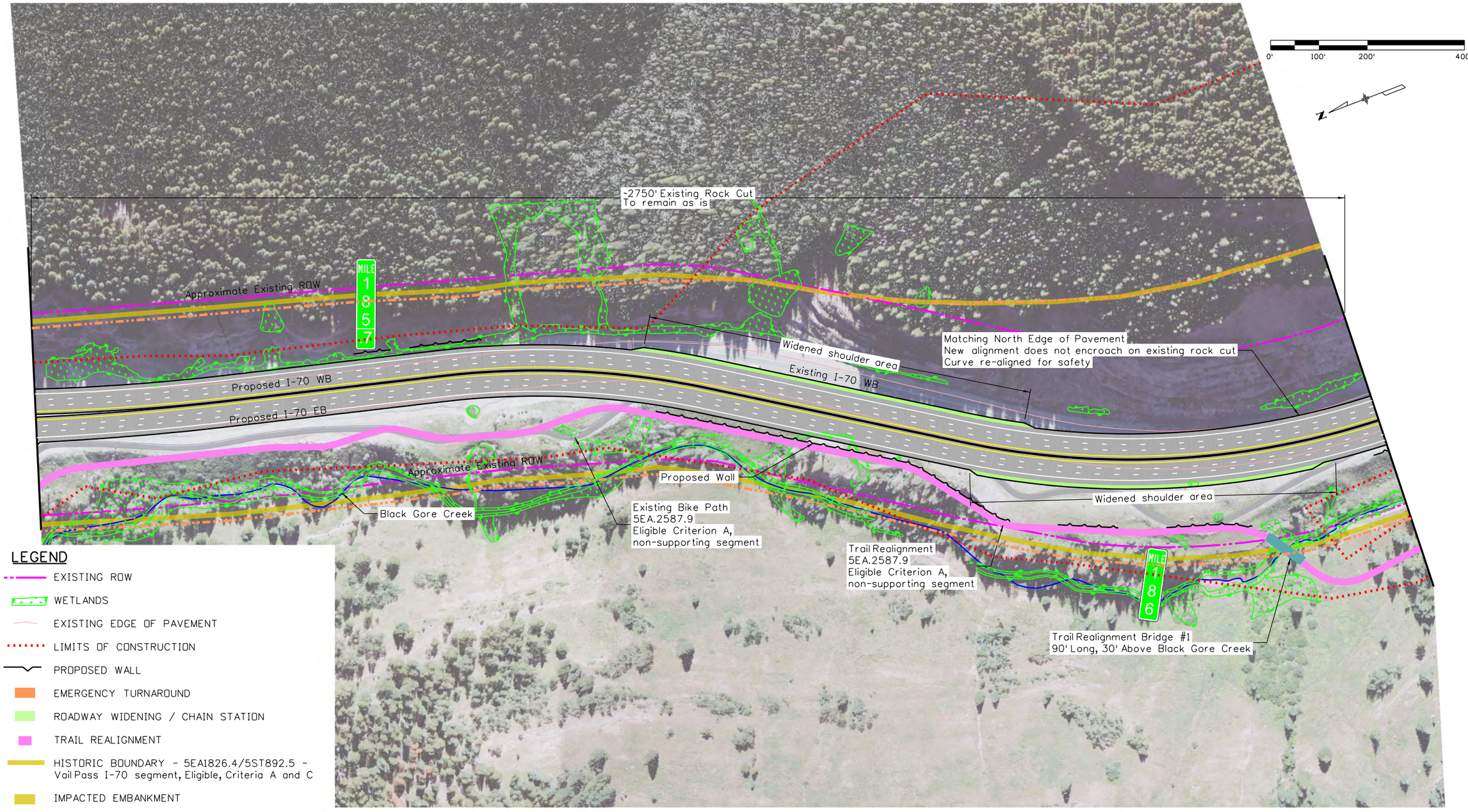

LEGEND

- EXISTING ROW
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Horiz. Scale: 1:200 Vert. Scale: As Noted	R-X		
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Void:

West Vail Pass Plan

Designer:	T. Bowman	Structure Numbers	
Detailer:	T. Bowman		
Sheet Subset:	WVP Plan	Subset Sheets:	17 of 26

Project No./Code
NHPP 0701-240
21685
Sheet Number

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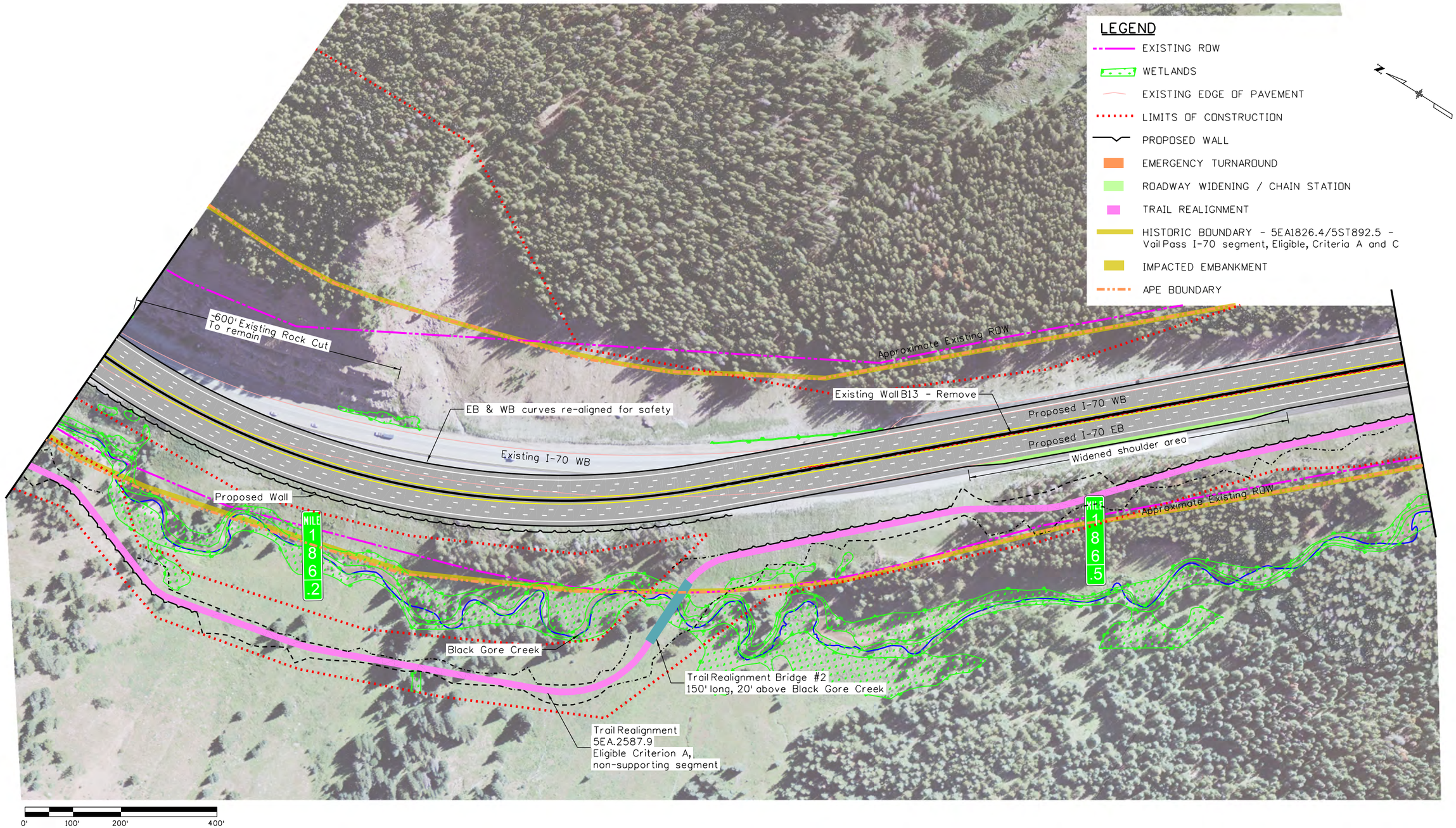

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Print Date: 9/20/2019	R-X	Sheet Revisions	
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LEGEND

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- WETLANDS
- EXISTING EDGE OF PAVEMENT
- LIMITS OF CONSTRUCTION
- PROPOSED WALL
- EMERGENCY TURNAROUND
- ROADWAY WIDENING / CHAIN STATION
- TRAIL REALIGNMENT
- HISTORIC BOUNDARY - 5EA1826.4/5ST892.5 - Vail Pass I-70 segment, Eligible, Criteria A and C
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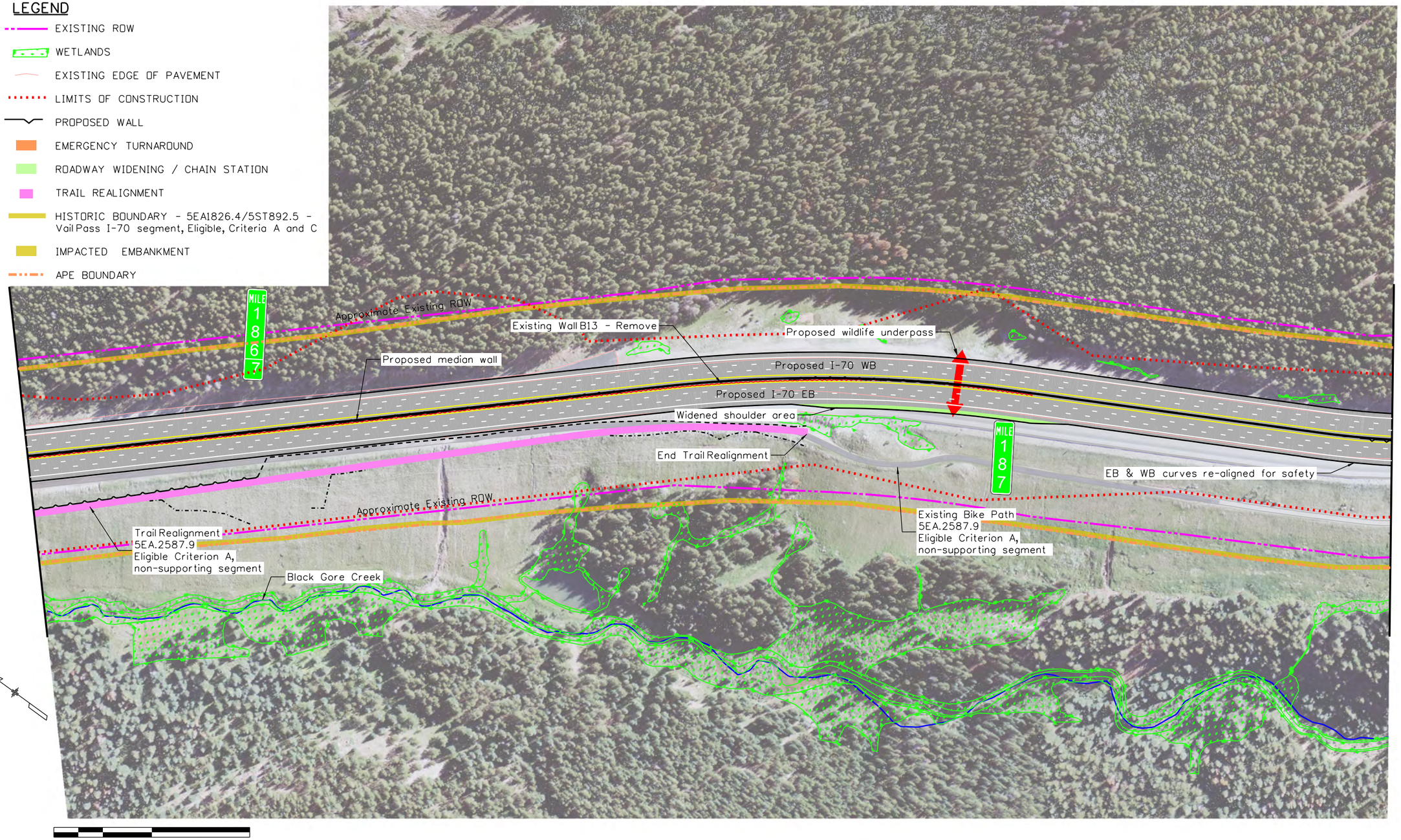
- APE BOUNDARY



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Detailer: T. Bowman
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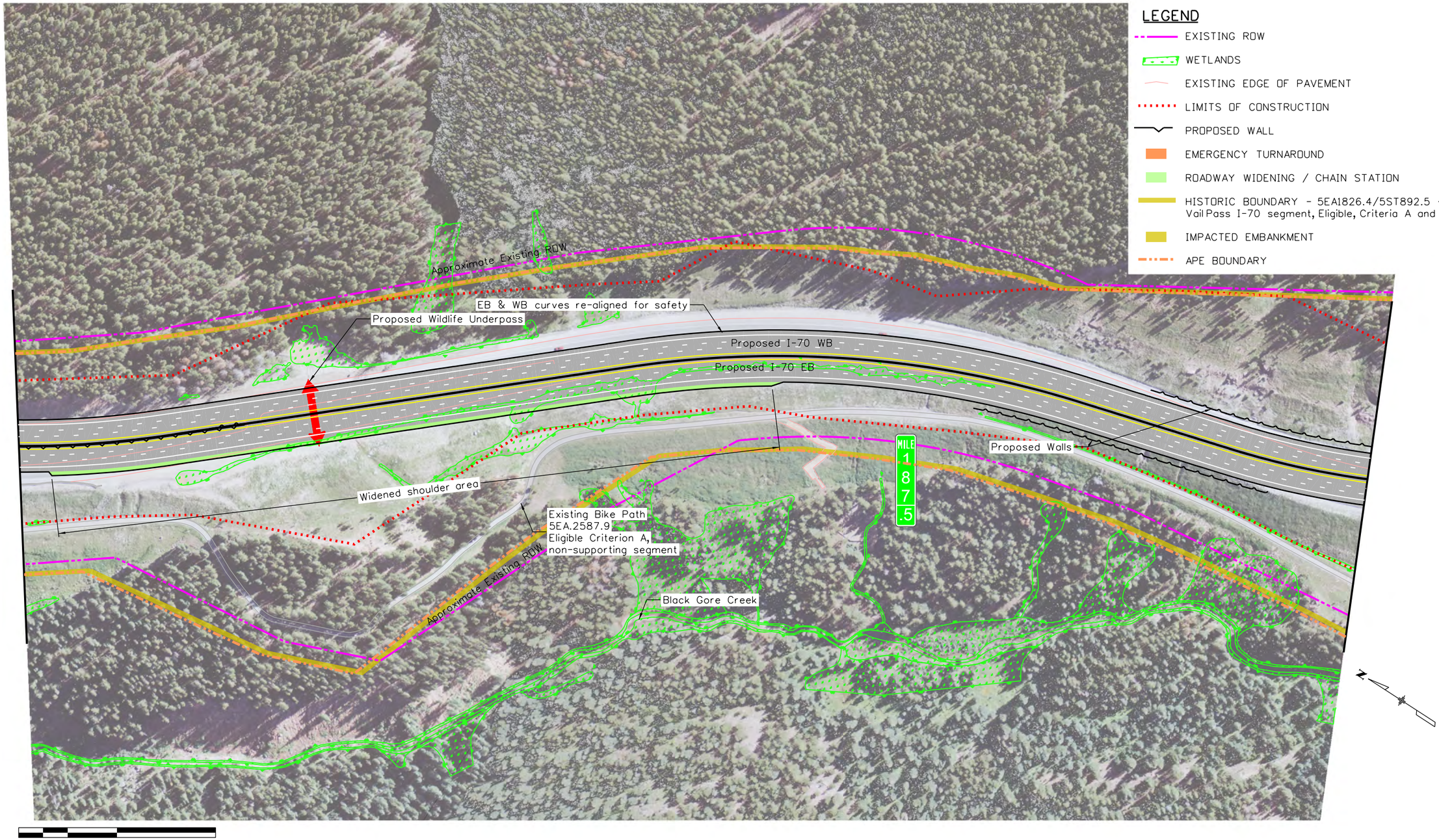

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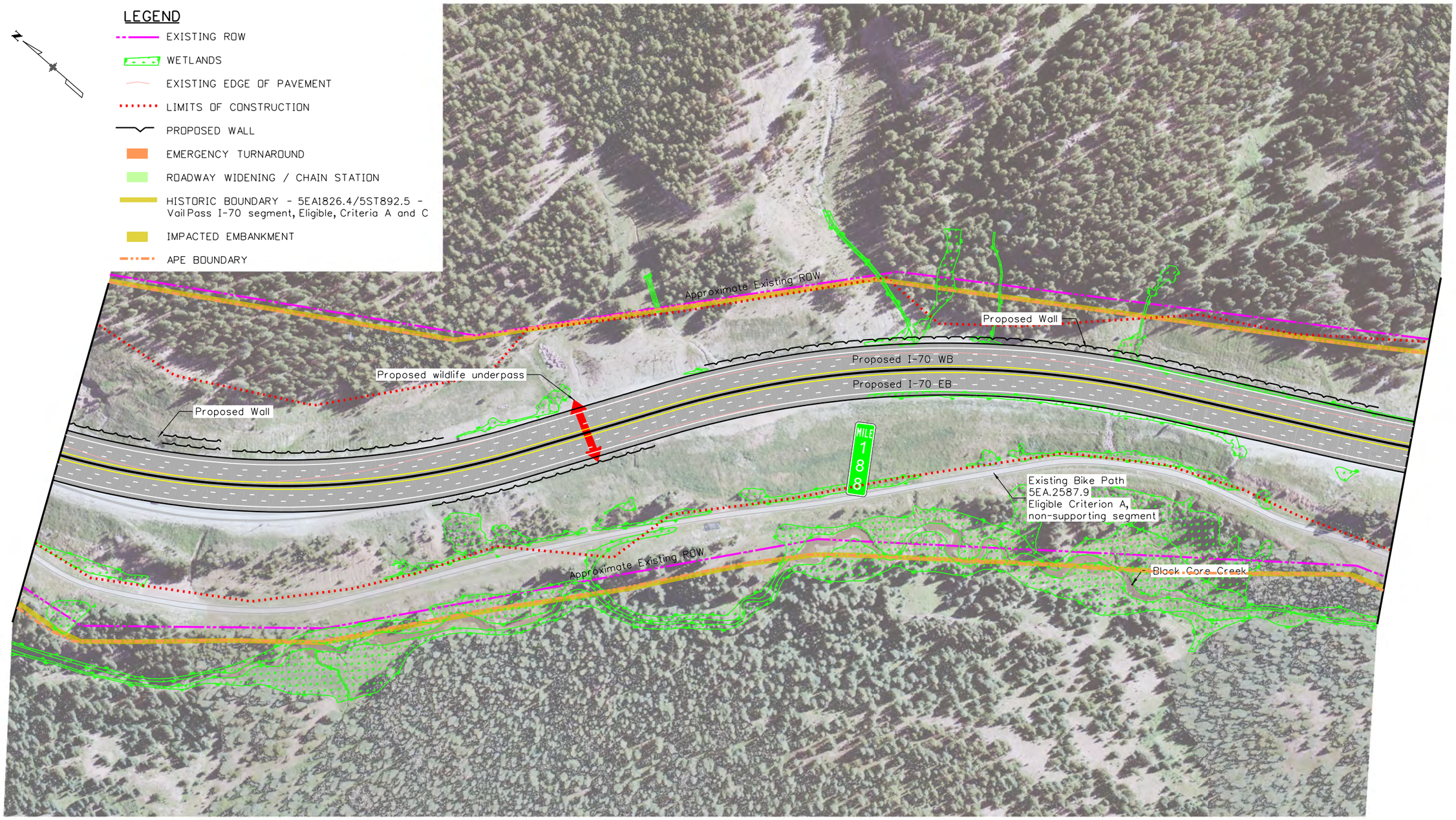

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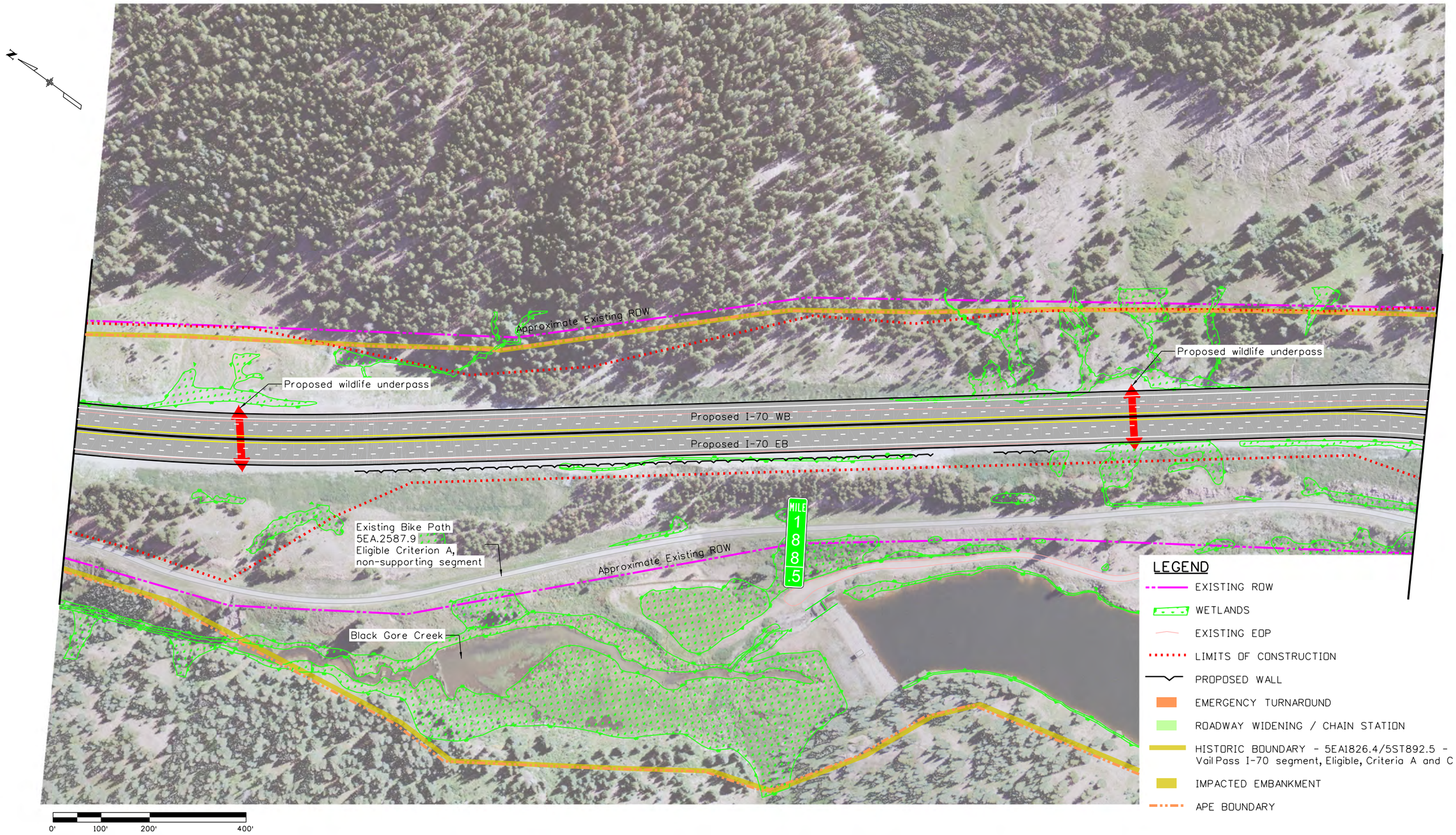

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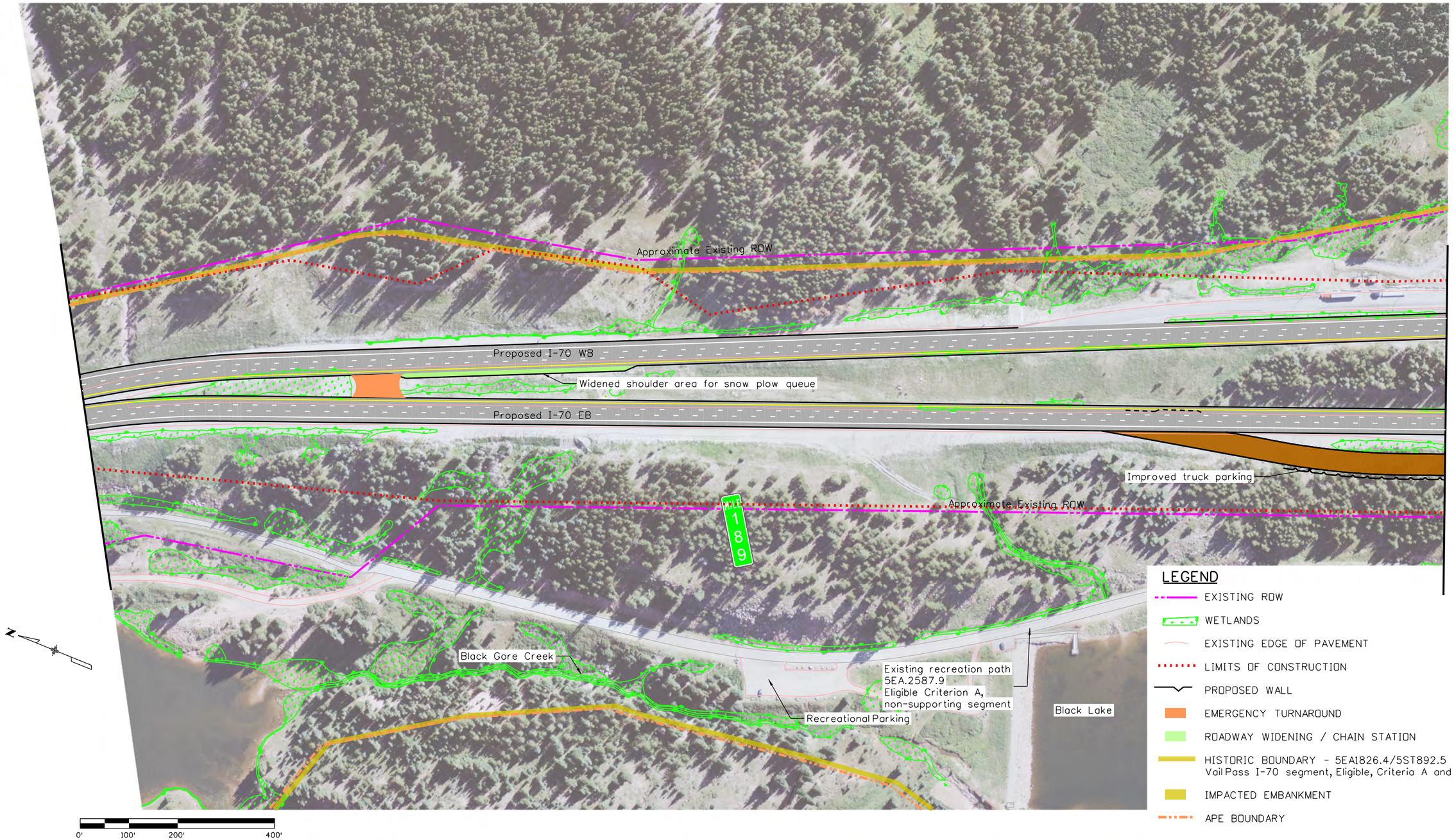

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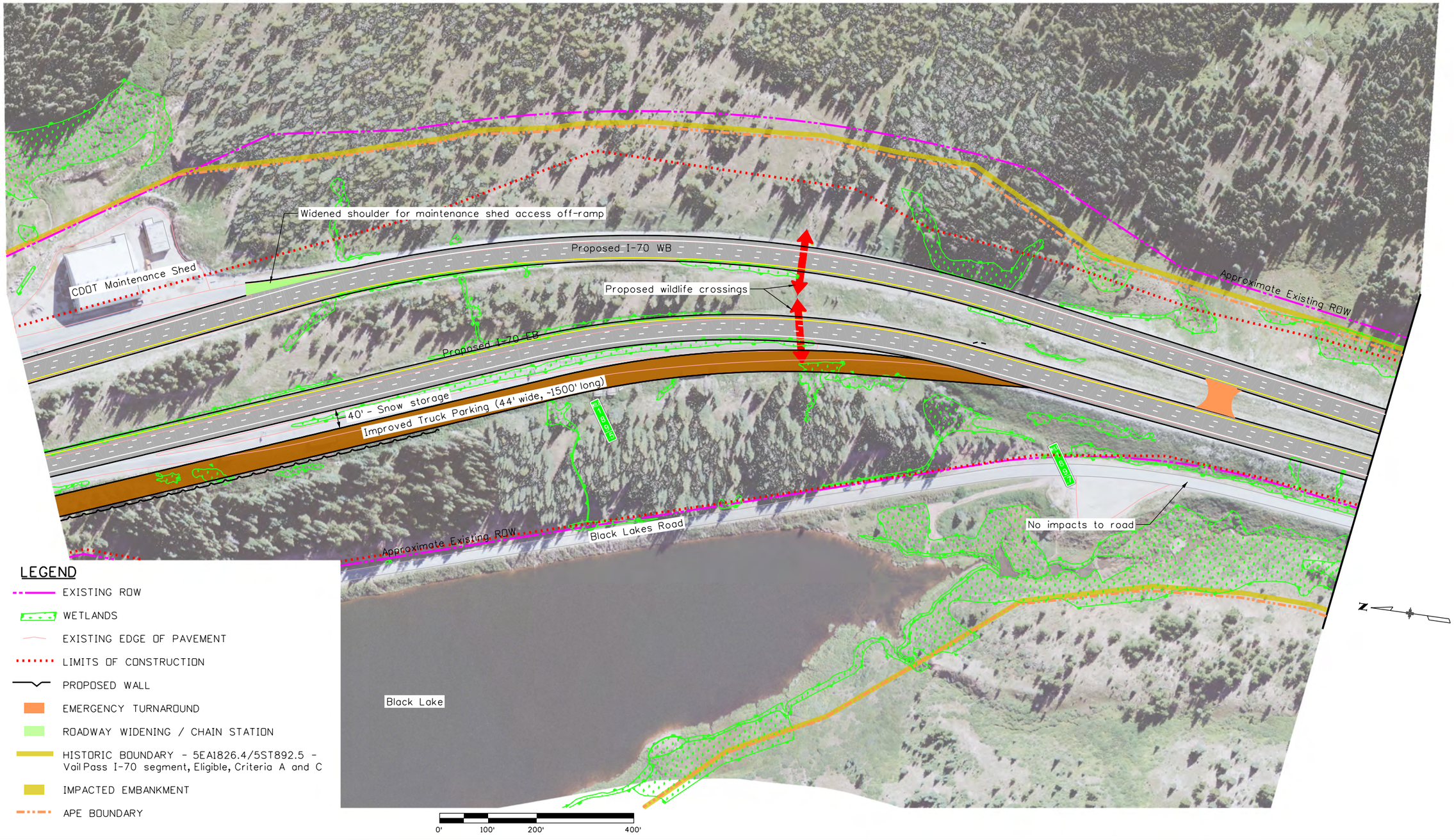

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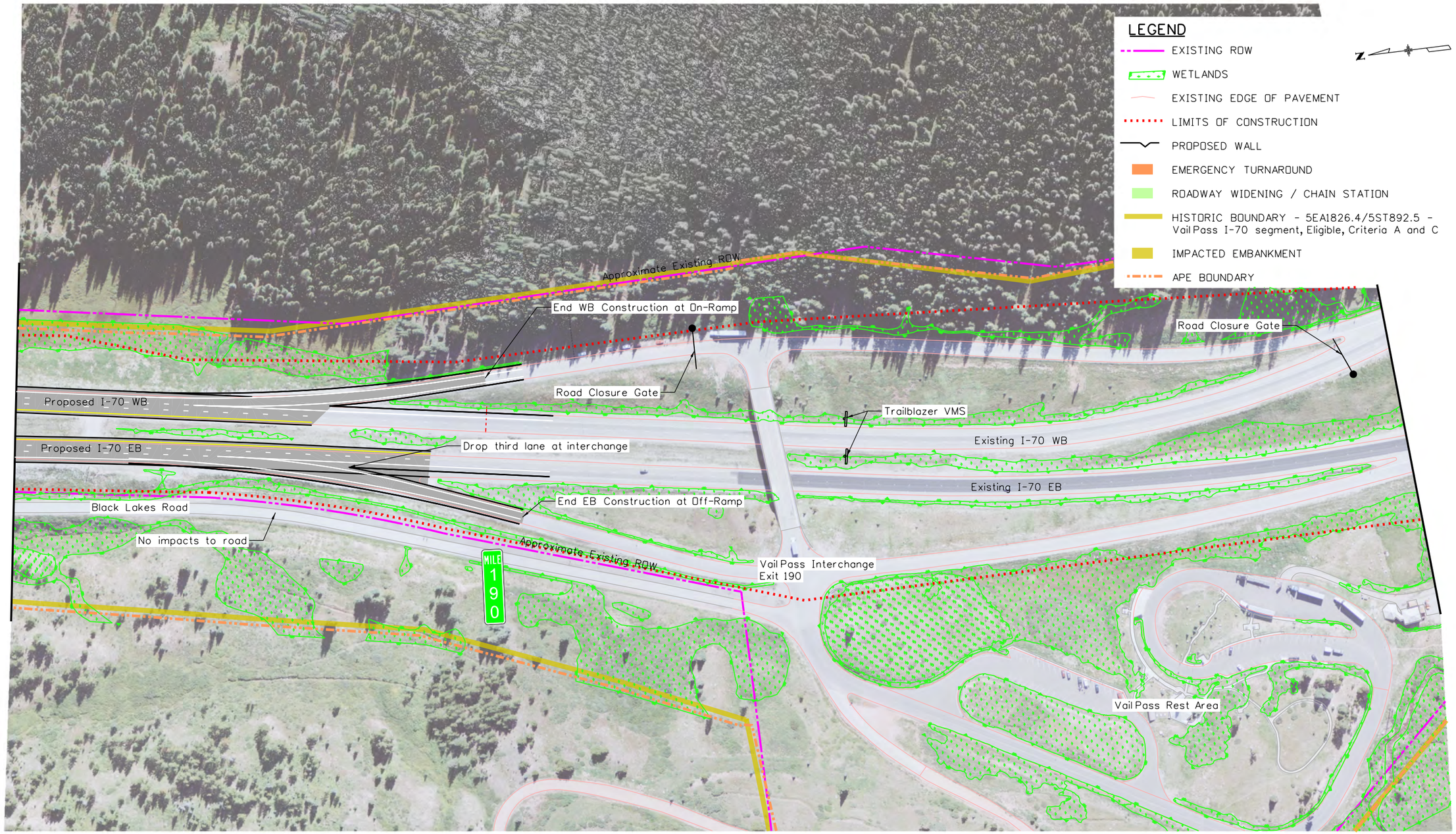

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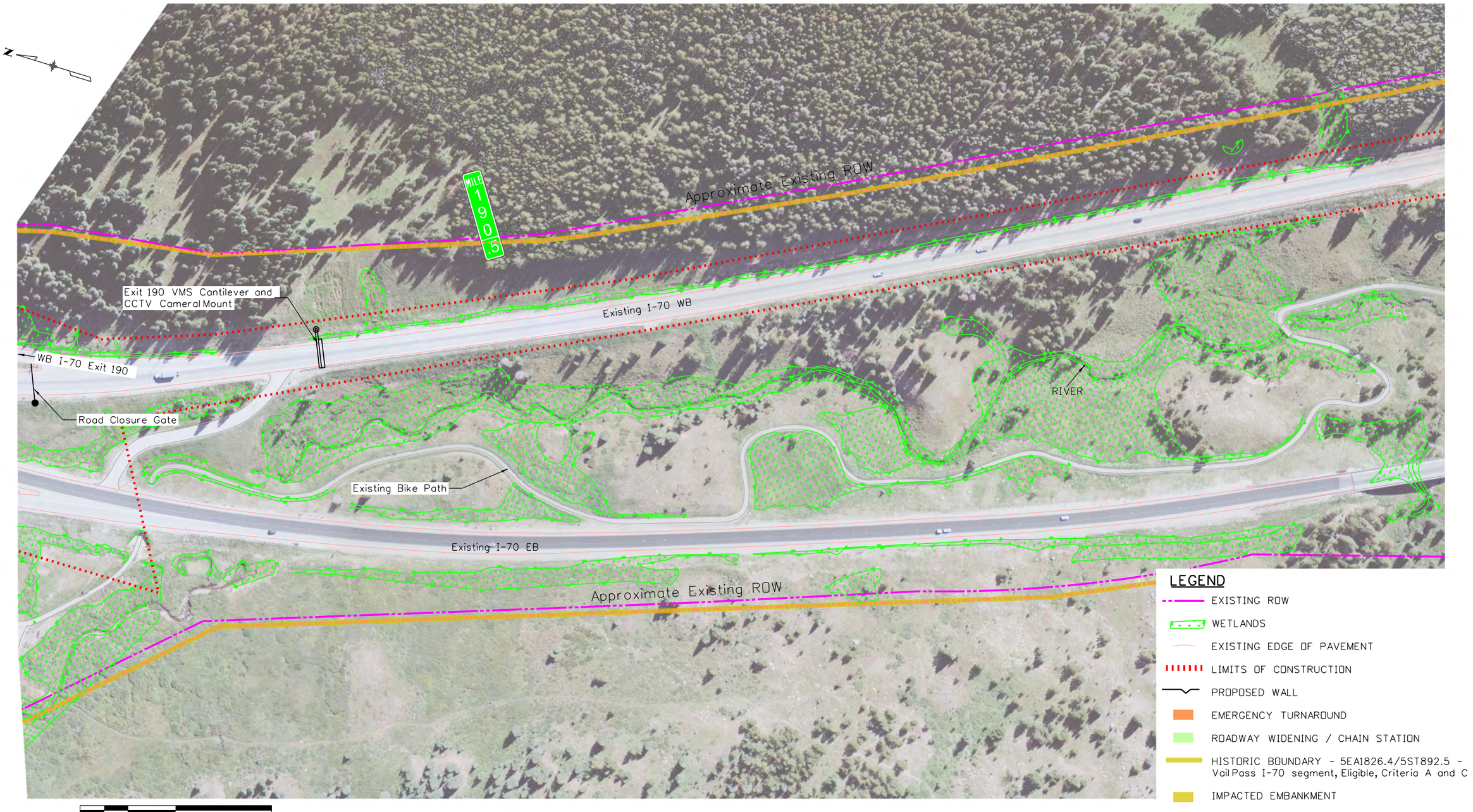

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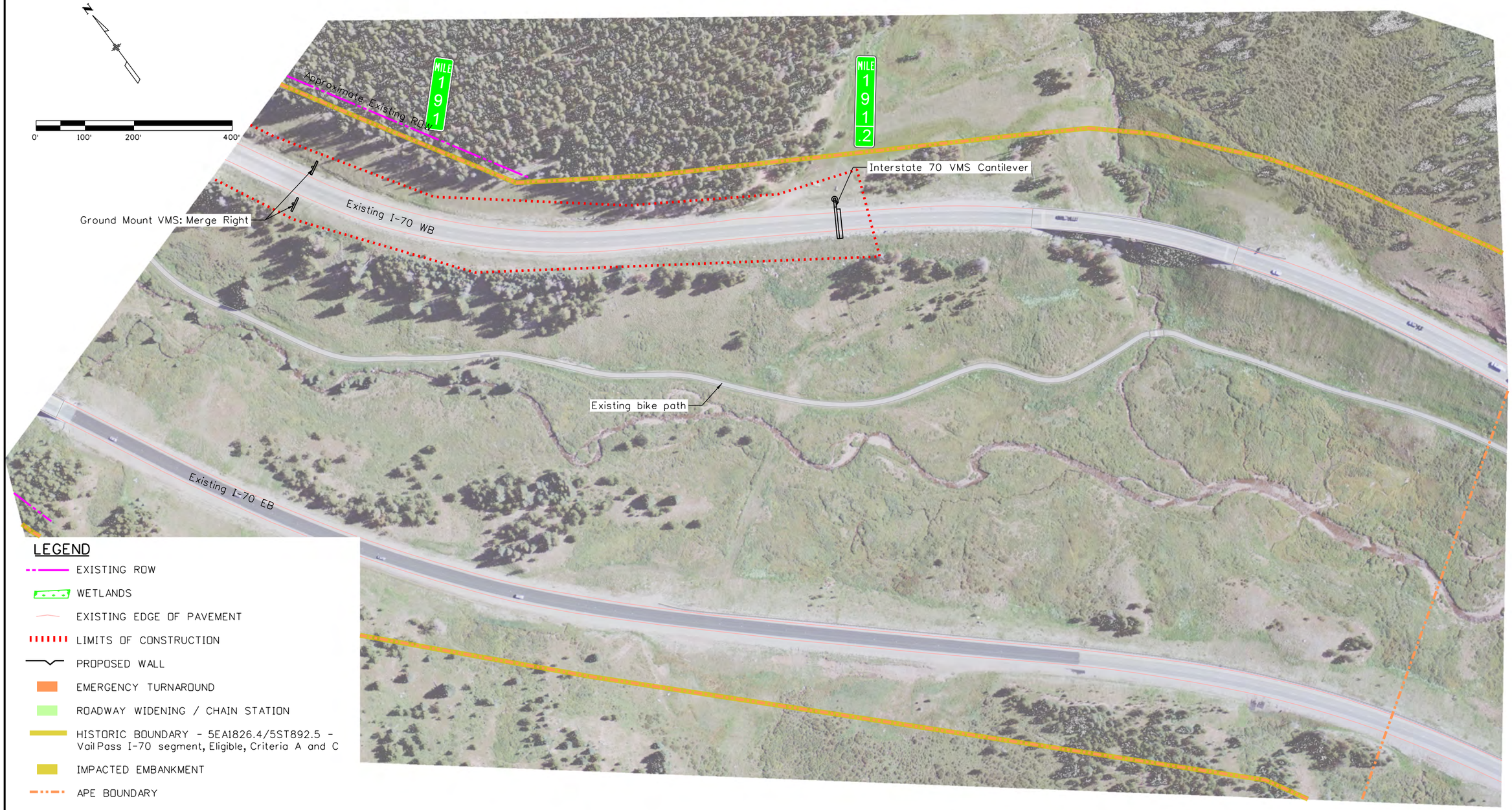

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I-70 West Vail Pass Auxiliary Lanes

Attachment 6. Vail Success Flow Chart 12-12-18

Success Factors Flow Chart

12/12/2018

Context Statement

I-70 is Colorado's only east-west Interstate, providing a critical interstate economic link for the country. It also provides the only direct route between the Front Range and western Colorado. Area residents and visitors travel the corridor to access growing mountain communities, as well as local and regional recreational opportunities. Vail Pass is rich in natural beauty and unique environmental, wildlife, historic, and recreational resources.

The I-70 corridor over Vail Pass has a natural scenic beauty and dramatic views as it winds through U.S. Forest Service land. The corridor is recognized as a nationally and exceptionally significant feature of the federal interstate highway system due to its early implementation of context sensitive design, integrating a modern transportation facility with the surrounding natural environment. This section of highway is considered a historic resource due to these elements.

The steep grades, roadside terrain, and extreme weather events make I-70 over Vail Pass a challenging mountain pass to travel and maintain. Conflicts between vehicles traveling at substantially different speeds create safety problems and operational issues. Transportation improvements must preserve the natural beauty and unique resources in the corridor while improving safety and the travel experience for commerce, residents and visitors.

Core Values *WHAT IS IMPORTANT?*	Critical Issues *WHAT IS THE CONCERN?*	Success Factors *WHAT WOULD ADDRESS THE CONCERN?*
Safety Improve and maintain a safe travel corridor by minimizing crashes and mitigating other safety concerns	• Speed differentials and slow moving vehicles create erratic maneuvers and sudden braking • Snow storage and removal affects clear zone area and sight distance • Steep grades, avalanche and rockfall area • Substandard geometry • Runaway truck ramp locations and design • Freight & traction law chain-up station locations and design	• Optimize roadway travel lanes and shoulder area to allow for travel manuevers, incident response, and break-downs • Improved clear zone areas with adequate snow storage and sight distance • Highway design improvements to fix substandard geometries where there are identified safety issues • Chain-up area and truck ramp improvements (location and design)
Operations Address roadway operations to improve travel reliability for all road users with a modern highway system	• Speed differentials and slow-moving vehicles result in traffic backups • Unable to respond quickly to traffic conditions and incidents • Number and length of time for highway closures • Unable to communicate real-time conditions to corridor users • Inadequate emergency response areas/turnarounds increase time for closure • Lack of redundancy • Severe economic impact to Colorado each hour I-70 is closed	• Improved traffic operations • Increased roadway travel lanes and shoulder area for travel manuevers, incident response, and break-downs • Improved clear zone areas • Increased and/or improved turnaround locations • Ease of access to items that need to be maintained • Real-time traveler information systems with local data access & control • Chain-up area and truck ramp improvements (location and design)
Corridor Character & Aesthetics Maintain the surrounding wilderness and visual and historic resources of the project corridor and minimize impacts to nearby residents and businesses	• Impacts to the local communities • Maintain the context sensitive design of the road while modernizing the facility • Noise impacts to residents • Impacts to the wilderness/US Forest Service land • Impacts to the high-quality views in the project corridor	• Adherence to the Section 106 MOU • Adherence to the I-70 Mountain Corridor Aesthetics Guidance • Construction phasing that minimizes impacts to traveling public • Minimized night construction noise near residences • Adherence to FHWA noise policy • Minimize impacts to US Forest Service land
Enhanced Environment Minimize impacts to environmental resources and identify opportunities to enhance the high-quality natural environment in the corridor	• Protection of Black Gore Creek and Gore Creek • Water quality impacts, including sand collection and mag chloride • Wildlife corridors and habitat • Threatened and endangered species habitat • Biodiversity • Protection and enhancement of wetlands and waters of the U.S.	• Wildlife habitat and habitat connectivity maintenance and enhancement • Improved sand collection methods and BMPs • Identify opportunities for wetlands and waters of the U.S. enhancement • Reduce sediment loading in waterways from winter maintenance and erosion • Reduce non-point source loading impacting stream segments and reduce metals and nutrients loading to meet water quality standards
Recreation Provide access for all residents and visitors to recreational opportunities	• Safety concerns related to trail proximity to highway, limited sight distance, and the sharp curve under the bridge near MP 185.5 • Crowded recreational trails • Potential conflicts between multiple recreational travel modes	• Increased capacity and safety on trail system • Trail relocation away from directly adjacent to I-70 • Minimal closure of recreational facilities and a reasonable detour of trail
Collaborative Decisionmaking Uphold commitments from the I-70 Mountain Corridor Record of Decision and utilize partnerships with stakeholders to reach decisions	• Consensus with stakeholders on improvements that uphold commitments	• Meaningful opportunities for stakeholders to provide input • Adequate outreach to public and stakeholders
Implementability Identify a preferred alternative that can be funded and constructed in phases	• Ability to construct in phases • Impacts to traveling public during construction • Trail impacts during construction • Financial feasibility for construction	• Identification of early-action improvements (phasing) • Construction phasing that minimizes impacts to traveling public • Reasonable project investment with best value for construction and life cycle
Sustainability Implement a solution that is effective to maintain and will meet the needs now and into the future	• Maintenance and operational financial feasibility • Building infrastructure that will meet the needs of the public in the future	• Minimized effort and cost for maintenance • Ease of access to items that need to be maintained

CREST OF THE ROCKIES design segment

AESTHETIC GUIDANCE INDEX

Rising to over 10,000 feet in elevation, the Crest of the Rockies design segment provides access to numerous ski resorts and recreational opportunities through Silverthorne, Frisco, Copper Mountain, Vail, Avon and Edwards. The Crest of the Rockies offers dramatic views of peaks and valleys, steep topography, lush alpine vegetation, rocky hillsides, waterways and views of numerous ski resorts.

The Crest of the Rockies design segment contains five Areas of Special Attention (ASA) including the Town of Vail, Top of Vail Pass, Dowds Junction, Herman Gulch and Silverthorne. Information on Areas of Special Attention can be found in corresponding ASA reports located under the Design tab on the I-70 CSS Website. The locations of each ASA in the Mountain Mineral Belt design Segment can be found on the Features of Special Significance Map in this document.

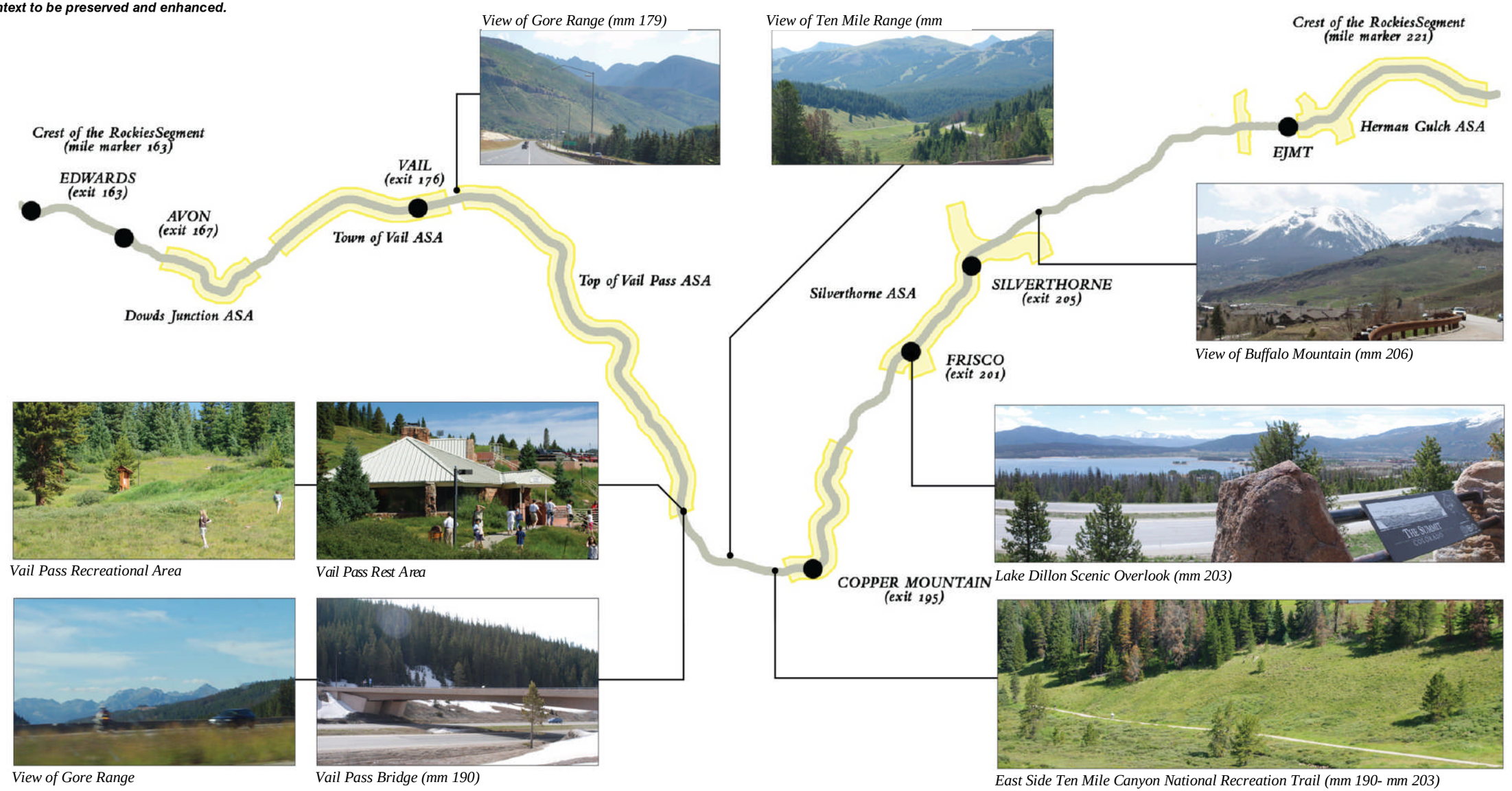
Additional resources for the I-70 Mountain Corridor can be found at http://i70mtncorridorcss.com/. These resources include, but are not limited to, I-70 Mountain Corridor Design Criteria, Area of Special Attention Reports, Stream and Wetland Ecological Enhancement Program (SWEEP), Sediment Control Action Plans (SCAP), I-70 Visual Context Maps, A Landscape Level Inventory of Valued Ecosystems (ALIVE), Linkage Interference Zones (LIZ), Colorado Department of Transportation Drainage Manual, Context Statements, Core Values and the decision making process.

CREST OF THE ROCKIES design segment

FEATURES OF SPECIAL SIGNIFICANCE MAP

This diagram describes unique and important views, landscape features, recreational points, cultural/historic elements, and roadway facilities that contribute to the special character found in the Crest of the Rockies design segment. These elements should be considered as having special significance in the corridor and provide the best examples of the context to be preserved and enhanced.

North



01 | TRANSPORTATION AND LAND RELATIONSHIPS

Elevating structures, retaining embankments, adapting design to topographic conditions, and respecting the historic limits of disturbance are techniques available for both retro-fitted and new construction. The desired result is a transportation facility that minimizes the alteration of land and avoids slopes that appear artificially constructed.

ADAPTING THE HIGHWAY TO EXISTING TOPOGRAPHY

Design Strategies to Be Employed

- Design eastbound and westbound travel lanes as independent alignments as described in the Design Criteria.
- Utilize split elevations for eastbound and westbound travel lanes in areas of steep topography. Structured and elevated roadway design solutions will minimize the level of disturbance on steep slopes (A, B, C).
- The roadway should respect the sinuosity of the valley floor and natural hydrology (D).
- Use structural retaining devices to minimize earthwork and stay within existing limits of disturbance (E).
- Locate the centerlines of eastbound and westbound travel lanes as close as possible to the existing topography to minimize the use of cut and fill embankment. Alternatively, utilize structured or elevated road alignments to provide greater design flexibility.

A | Using a split elevation for the travel lanes will adapt the corridor to the steep slopes found in this segment.

D | The roadway should respect the sinuosity of the valley floor and creek.

B | Elevated solutions can fit into the landscape and respond to sudden changes in topographic, hydrologic, or environmental conditions.

C | Elevated roadways will minimize disturbance on steep slopes.

E | Structural retaining devices should be utilized to stay within the existing limits of disturbance.

02 | TRANSPORTATION FACILITIES ALIGNMENT

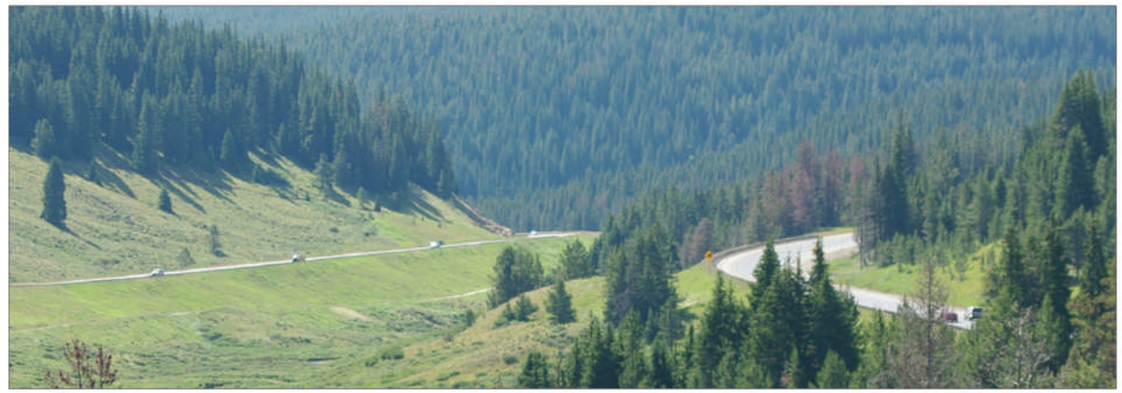
In newly constructed sections, when horizontal lane separation can be developed beyond the minimum median standard, it is advisable to separate the eastbound and westbound lanes by a desired distance of 80 to 1,500 feet. A median of this width can provide a method for managing water quality, storing snow, preserving vegetation, restoring the disturbed landscape, adapting to topographical conditions, and providing a tangible buffer to the opposing lane.

The minimum horizontal separation between lanes will be maintained. As an alternative condition, a vertical elevation separation between lanes of at least 6' may be established to adapt the corridor to the mountainous and topographic conditions. Where vertical elevation separation exists in the current alignment, it should be preserved in any new design. The vertical separation will also eliminate the need for high barriers and devices that shield oncoming headlights.

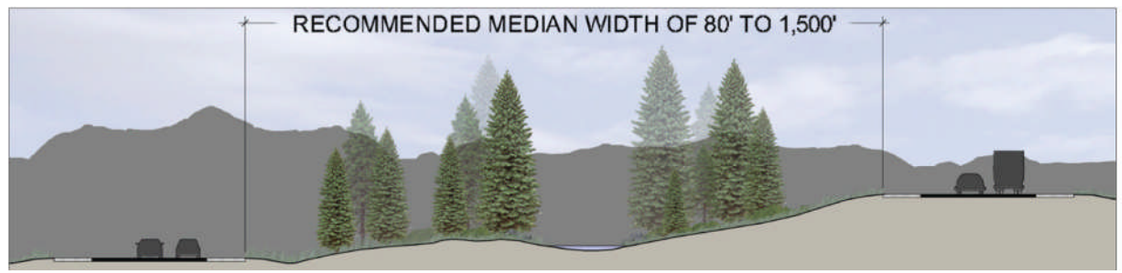
MEDIANS AND LANE SEPARATIONS

Design Strategies to Be Employed

- Incorporate variable widths of medians and include plants and landscape materials characteristic of the various landscape types found along this segment (A).
- Preserve existing median width as described in the Design Criteria or separate eastbound or westbound lanes by a preferred distance of 80' to 1,500' (B). A minimum median width that allows a clear zone without guardrail or barriers is described in the Design Criteria.
- Preserve the existing vertical separation as described in the Design Criteria or separate eastbound and westbound lanes by at least 6' in elevation in locations where it is difficult to achieve the desired horizontal separation (C, D).
- Look to Vail Pass as a design precedent for substantial and variable median widths, successful landscape revegetation, and the integration of recreation and habitat within the median and right-of-way (A).

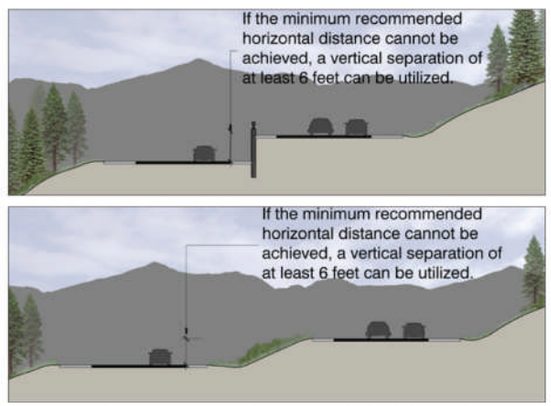


A | Medians of variable width blend the transportation corridor with natural landscape and drainage patterns.



B | A median of 80' to 1,500' provides an appropriate separation of the travel lanes and allows space for landscape and hydrologic features.

C | Where steep topography restricts median width, a vertical separation of at least 6' should be implemented.



D | Vertical separation can be accomplished through structured or embankment solutions or a combination of both.

03 | STRUCTURES THAT SUPPORT TRANSPORTATION FACILITIES

Visual design continuity should exist throughout the corridor, linking existing and new transportation facility structures. Bridges should be of similar proportion and structural components should be designed using like materials and finishes.

Each retaining wall should be constructed of a single material with a visually simple texture that renders a shadow pattern on the surface. Retaining walls that include decorative pictorial patterns and multiple materials, shapes, and styles create visual confusion and should not be used in the I-70 Mountain Corridor.

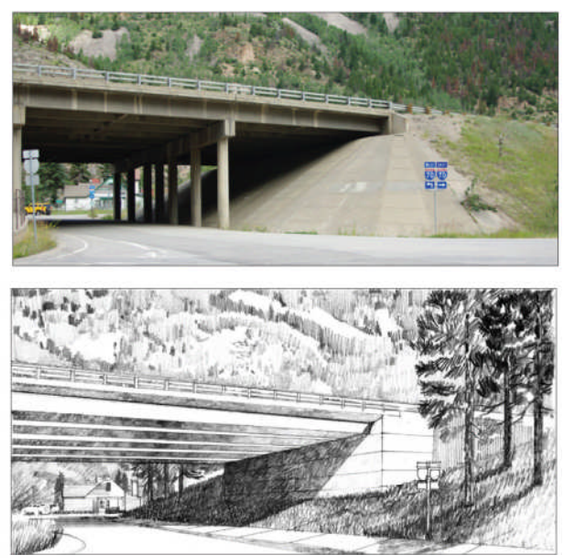
EXISTING HIGHWAY FEATURES

Design Strategies to Be Employed

- In areas of retrofit construction, utilize the Aesthetic Guidance and refer to the existing character of structures and facilities across the segment to achieve a consistent design aesthetic, rather than a series of disconnected and random structures (A, B, C).
- New construction should incorporate the Aesthetic Guidance and be of the same design family as existing facilities (A).
- Consider individual projects as part of the larger context of facilities.

A | The strong sculptural design of existing structures along Vail Pass should serve as a precedent for retrofit construction.

B | The bridge at Copper Mountain presents an aesthetic character with color, shadow, and box girder construction.



C | A retrofit design for the facility shown above would remove slope paving and incorporate guidance for the design of bridge structures, planting, and pedestrian connections.

03 | STRUCTURES THAT SUPPORT TRANSPORTATION FACILITIES

Visual design continuity should exist throughout the corridor, linking existing and new transportation facility structures. Bridges should be of similar proportion and structural components should be designed using like materials and finishes.

Each retaining wall should be constructed of a single material with a visually simple texture that renders a shadow pattern on the surface. Retaining walls that include decorative pictorial patterns and multiple materials, shapes, and styles create visual confusion and should not be used in the I-70 Mountain Corridor.

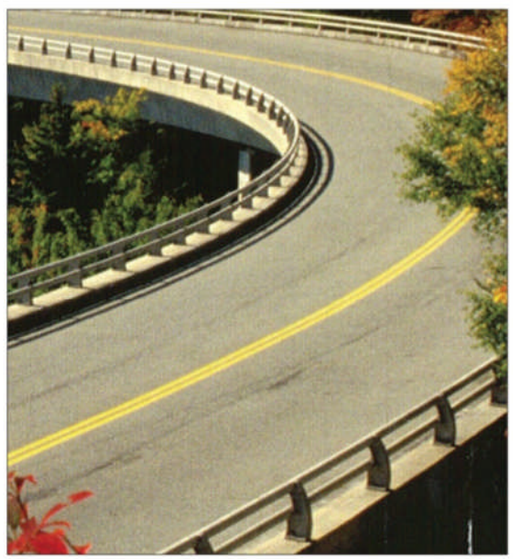
BRIDGE STRUCTURES

Design Strategies to Be Employed

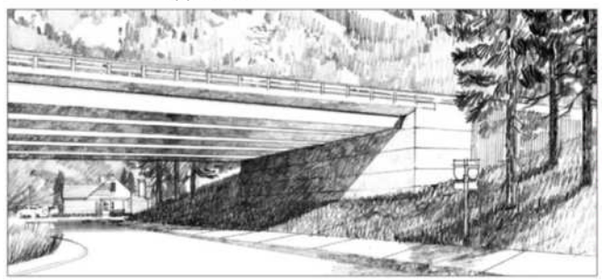
- Utilize closed end abutment designs which have a minimum vertical height of 8' as described in the Design Criteria.
- Simple and elegant bridge design is more appropriate than complex shapes and geometries. The elegant design provides an aesthetic contrast to the complexity of the surrounding mountain landscape (A, D).
- Create a clean, uncluttered appearance below the bridge and eliminate the exposed support pier face condition. Aesthetic guidelines recommend a box girder design.
- Incorporate thoughtful and deliberate shadow patterns on super structures and abutments. The overhang of the bridge deck should be equal to 2/3 the height of the girder to produce the desired shadow on the superstructure (B, D).
- Treat the color of bridges and other structures in a manner consistent with this segment's color palette. Fussy and jarring color schemes are inappropriate for this segment. See Section 06 | Color Selection and Consistency for additional details and color palette.
- Consider attached metal rails or a 24" high concrete wall with attached metal rail rather than solid concrete barrier for bridge rails (C, D, E).
- Slope paving is not allowed in this segment as described in the Design Criteria. The intent is to extend the existing landscape underneath bridges (D). See Section 07 | Earthwork, Embankment, and Restoration of Existing Disturbance and Section 09 | Landscape Planting, Revegetation, and Topsoil Management for strategies to accomplish this.
- Use a consistent material for approach rail and bridge rails. Ensure the point of attachment between the two does not sacrifice the appearance of continuity (E).
- Utilize a concrete wall face with a simple vertical or horizontal texture pattern on bridge abutments.
- Plant trees on the bridge embankment slope to anchor the ends of the bridge and connect the span to the embankment (D).
- Avoid disturbing the natural landscape below bridges except in places where a pier is constructed.
- Avoid locating piers in a stream or river where scour could occur.

A | Bridges with simple forms, color, and shadow patterns exhibit an aesthetic contrast to the complexity of the natural landscape.

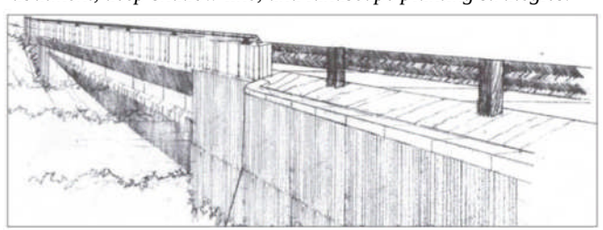
B | Deep overhangs and shadow lines add visual depth and give the bridge superstructure a thin appearance.



C | Utilizing attached metal rails on bridges rather than concrete barriers adds to the transparency and thin appearance of the span.



D | Open pedestrian connection, transparent bridge rail, vertical abutment, deep shadow line, and landscape planting strategies.



E | Ensure the point of attachment between approach rail and bridge rail does not sacrifice the appearance of continuity.

03 | STRUCTURES THAT SUPPORT TRANSPORTATION FACILITIES

Visual design continuity should exist throughout the corridor, linking existing and new transportation facility structures. Bridges should be of similar proportion and structural components should be designed using like materials and finishes.

Each retaining wall should be constructed of a single material with a visually simple texture that renders a shadow pattern on the surface. Retaining walls that include decorative pictorial patterns and multiple materials, shapes, and styles create visual confusion and should not be used in the I-70 Mountain Corridor.

RETAINING WALLS SUPPORTING THE HIGHWAY

Design Strategies to Be Employed

- Install roadway retaining walls greater than 12' in height below the elevation of the roadway as described in the Design Criteria.
- Provide space for landscape screening treatments in front of all retaining walls that are visible from the roadway or adjacent communities (A).
- Incorporate wall materials that have a consistent texture and pattern (B).
- Employ simple vertical textures and patterns on walls to create shadows and interest (B).
- Use grading strategies to minimize the height of retaining walls along the corridor (C).
- Utilize landscape platforms and turn the ends of walls to meet with the grades of hills and slopes to ensure that retaining walls are integrated with adjoining slopes (D).
- Design walls with a single material, style, and method rather than a mix of materials-even if wall height varies.
- Design walls to include an appropriate cap with an overhang to create shadows and interest.

TUNNELS

Design Strategies to be Employed

- Provide lighting and light colored reflective surfaces in the tunnel to eliminate the black hole effect.
- Flare tunnel portals and extend them out from the rock cut face. The use of Headwalls perpendicular to the travel lanes is strongly discouraged.
- Blend tunnel portal and other roadway structures to create a unified visual element.

A | Where possible, allow for landscape screening to buffer the view of retaining walls.

B | Simple vertical textures provide depth and shadow to large wall faces.

C | Incorporate earthwork solutions in conjunction with structured retaining to limit the height of retaining walls.

D | Turning the ends of walls helps integrate them into the adjoining slope.

04 | INTERCHANGES

Newly constructed interchanges shall consider the context in which they are planned. The goal for interchanges is to efficiently use land, reduce visual prominence, and integrate with the landscape context and existing land uses. In narrow canyons, for example, compact designs should be used. In locations adjacent to existing communities – where limitations on space and reduction in visual prominence will be key in planning for contextual solutions – interchange alternatives that use little land area may be preferred. In all designs, understand the visual prominence and scenic influences of the facility. Provisions for landscape planting should be incorporated into the available interchange open space and be reflective of the surrounding native landscape.

INTERCHANGE DESIGN

Design Strategies to Be Employed

- Consider the urban design implications associated with interchanges – including connections to the local road network, pedestrian circulation, and adjacent land uses (B, C).
- Ensure smooth and seamless access into the community (C).
- Utilize a compact interchange design to avoid consuming more land than necessary. Utilize vertical walls to facilitate this style of design (A).
- Provide substantial landscaping in open areas to create a transition from the transportation corridor to the community environment (A).

A | Interchanges should exhibit a compact design and include dense landscaping in open areas to create a transition from the transportation corridor to the community environment.

B | Community circulation must be considered at the onset of interchange design to ensure the creation of comfortable pedestrian spaces.

C | Frisco has two interchanges, one that contains traveler-oriented land uses and another that feeds directly into the historic downtown Main Street.

05 | GUARDRAILS, BARRIERS, AND EDGE DELINEATION

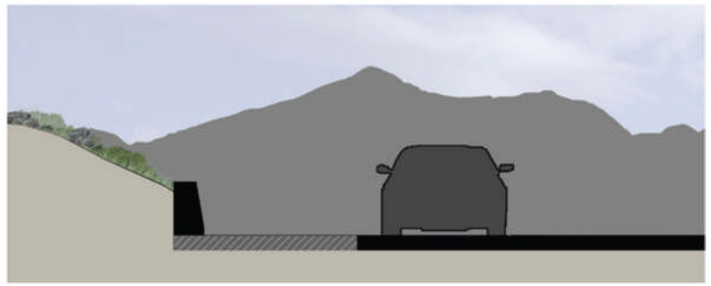
Guardrails will be constructed using Type 3 Guardrail W Beam with a rusted rail finish and wooden posts. Any concrete barrier rail will be colored to match the segment color selection. An identical design will be used throughout the corridor. A recovery zone is preferable to guardrail or barriers for protection from edge obstacles.

GUARDRAILS, BARRIERS, AND EDGE DELINEATION

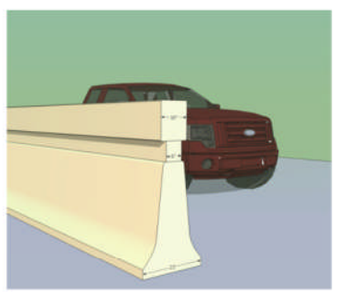
Design Strategies to Be Employed

- Use Type 3 Guardrail W Beam with wooden posts for guardrails. Eliminate the use of galvanized “W” rails (A).
- Median barriers should only be considered where the median width or the vertical separation between east and west bound lanes cannot meet the Design Criteria.
- Color concrete barriers using the selected colors from the design segment color palette in order to blend the roadway into the surrounding environment. See Section 06 | Color Selection and Consistency for color palette.
- Incorporate landform and planting directly with concrete barrier walls (B).
- The use of cable rail is strongly discouraged in this segment because of the long term maintenance cost and aesthetics.
- Utilize continuous concrete barriers rather than segmented movable barriers (C).
- Provide edge delineation through applied markings and reflectors rather than painting bright contrasting colors on concrete barriers.
- Look to the Twin Tunnels as a design precedent for the design and construction of median barriers (C).

A | Self-weathering Type 3 Guardrail W Beam should be used for guardrails throughout this segment.



B | Planting and landform should be incorporated with barrier rail walls.



C | Median Barrier on the Twin Tunnels projects.

C | Continuous concrete barriers with a consistent color application should be utilized rather than segmented barriers.

06 | COLOR SELECTION AND CONSISTENCY

A color palette has been selected for use and is described in the guidance for each individual design segment. Color selected for transportation features – including light standards, sign supports, and other vertical construction – will blend into the background of the natural and built environment.

COLOR SELECTION AND APPLICATION

Design Strategies to Be Employed

- Apply this segment's color palette to transportation structures and associated facilities within this segment-including sound walls, retaining walls, lighting, signage, bridges, etc. The colors selected for this segment complement the unique features found here and provide consistency across the entire design segment (A).
- The base color for this design segment is a beige tone consistent with the dominant color of bridge and overpass structures found in Glenwood Canyon (C). The Vail Pass section of the corridor is historic; therefore, colors chosen for structures shall match those color choices previously used.
- Accent colors for this design segment are tones currently found in this segment and should not represent more than 15% of the painted structure (D).
- Apply the base color to the dominant sections of the structure. Utilize accent colors to highlight smaller details that are attached to the overall roadway structure.
- Vertical metal features such as light poles, sign poles, and highway edge facilities should be colored with US Forest Service Brown color.

Color Palette

Federal Standard 59B5 Color 30372:
Application: All road structures

Federal Standard 595B Color 30233
Application: Accents

Federal Standard 595B Color 20059:
Application: All vertical features

A | A consistent color palette provides the traveler a clear experience free from confusing or inappropriate visual cues.

B | The application of color on these utility structures matches the surrounding landscape context.

C | Vail Pass structure

D | Use of accent color on bridge substructure.

E | Example of vertical elements color.

07 | EARTHWORK, EMBANKMENT, AND RESTORATION OF EXISTING DISTURBANCE

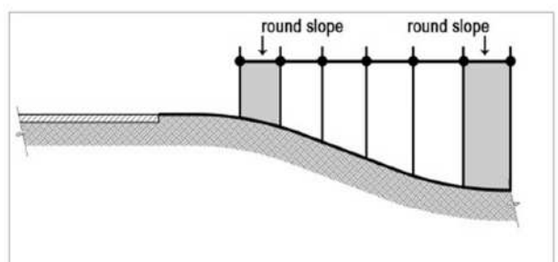
All site grading and existing disturbance restoration in the corridor should utilize landforms that reflect the patterns and diversity naturally occurring throughout the segment. Earthen embankments are natural reflections of the landscape and should mimic the patterns found in pre-existing conditions. Grading should avoid scarring on steep slopes, as well as the negative visual effects that result. New rock cuts will be naturalized with custom shaping and coloration will be applied to reduce the contrast between new cuts and existing rock faces.

EARTHWORK AND GRADING

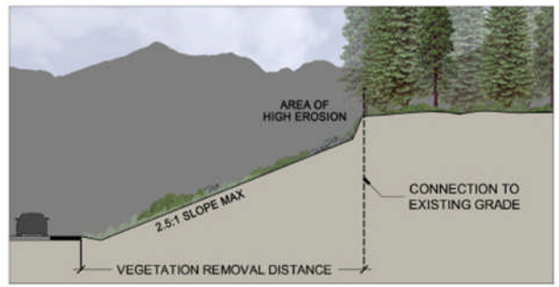
Design Strategies to Be Employed

- Limit slopes to 2.5:1 (H:V) maximum and physical disturbance to less than 40 vertical feet from the edge of pavement or rail platform to the farthest edge of cut or fill as described in the Design Criteria.
- Round the top and bottom of the slope to provide a stable area for revegetation and transition the embankment back into natural grade. When viewed in elevation, this rounded transition should occur over the last 1/6th of the slope top and toe (A, B).
- When clearing vegetation is necessary for earthwork, the roadway design may remove more vegetation than required in order to create a natural and irregular edge, allow a naturalized rounding of the slope, frame scenic views, and create islands of significant existing trees and shrubs (C, D).
- Use a warped or variable slope technique in areas where the terrain is rolling and road work requires frequent shifts between cuts and fills.
- Soften transitions by laying back the slopes more at the ends of the cuts and fills than in the middle.
- Vary the slope of the embankment through the length of a large cut or fill area. A consistent slope should not be used for a longitudinal length greater than 300' (D).
- Replicate the diversity of natural slope conditions in new earthwork design and construction (D).

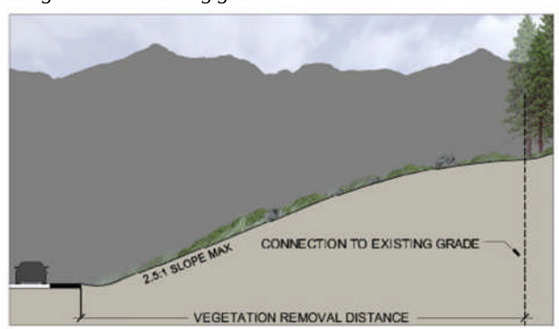
A | Rounding the top and toe of the slope blends embankments into the existing landscape and facilitates



B | To transition into existing grade, round the slope over the last one sixth of the top and toe of the embankment.



Typical methods deliver an engineered slope poorly integrated into existing grade.



C | The preferred method requires additional clearing to round grading properly, yet creates a more natural slope and vegetation condition.

D | Utilizing variable slopes through the length of an embankment mimics the natural patterns found in the

07 | EARTHWORK, EMBANKMENT, AND RESTORATION OF EXISTING DISTURBANCE

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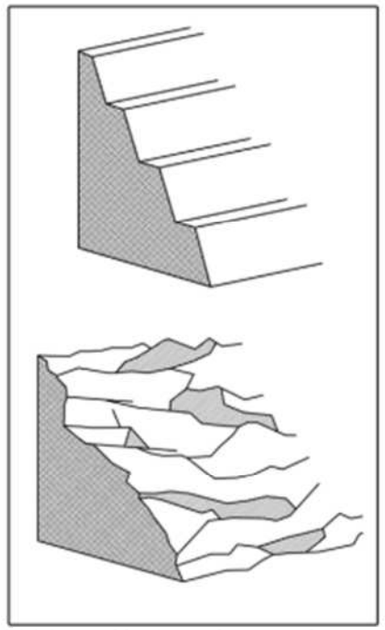
ROCK CUTS AND MODIFICATION

Design Strategies to Be Employed

- The geologic properties of rock within this segment serve as the basis for strategies to contain rock fall in order to maintain these natural forms. The design team should include a multidisciplinary group of geotechnical engineers, civil engineers, and landscape architects whose role is to maintain the inherent character of the natural bedding planes, fractures, joints, and overall stability of rock along the segment. Refer to the Design Criteria.
- Evaluate moving the road away from the rock face to avoid rock fall protection.
- Use scatter blasting techniques and random rock drilling at varying depths to cause rock to break in natural patterns and expose natural rock fractures as described in the Design Criteria (A).
- Where feasible, sculpture new rock cuts to include soil pockets within rock ledges. The soil pockets will present opportunities for revegetation that reflect the natural patterns found along this segment (B).
- Employ custom naturalized cuts and staggered benches and avoid the use of straight vertical cuts and benches that have a sheer, unnatural appearance (A).
- Half casts or any mechanical visual lines should be avoided. Consider all alternate cut methods and acquiring appropriate right-of-way. When half casts are visible, hide the casts by chipping away remaining indentations in a random fashion. Disguising the half casts should be done as the slope is excavated (C).
- Evaluate the use of tieback and other anchoring strategies to preserve and stabilize rock formations rather than the installation of rock fall protection devices.
- Based on careful geological, site, and cost analyses, rock cuts should strive to minimize the need for rock fall protection. When rock fall protection is deemed necessary, consider the scale of the rock fall protection.
- For rock fall protection, use naturally sculpted benches and ledges across the face of rock instead of human-made features. When required, the use of natural contours supplemented with retention devices (such as protection fencing or mesh screens) can be used to minimize the extent of benching (A).
- Rock quality and topographic conditions should be considered as a part of natural sculpting techniques in order to limit rock fall potential on or above the subject slope (B).
- When mesh rock fall draping is required, it should follow the existing natural contours of the rock face (D).
- Efforts should be made to reduce the visual clutter of rock face protection devices. Consider PVC coated colored mesh, draping the mesh over the edge of the face and attaching the mesh reasonably close to the face. The end of the mesh material should terminate in a hidden condition when possible (D).
- Consider low reflectivity and color matching materials for rock safety structures. Rock safety structures that include earth-tone colors will match the patterns of surrounding rocks (D).



A | Scatter blasting and staggered cuts result in a more natural appearance.

B | Rock cuts should include natural benches to mimic the surrounding landscape.

C | Disguise evidence of blasting technique along rock cut.

D | Rock fall protection devises, when required, follow existing contours and reduce visual clutter.

07 | EARTHWORK, EMBANKMENT, AND RESTORATION OF EXISTING DISTURBANCE

All site grading and existing disturbance restoration in the corridor should utilize landforms that reflect the patterns and diversity naturally occurring throughout the segment. Earthen embankments are natural reflections of the landscape and should mimic the patterns found in pre-existing conditions. Grading should avoid scarring on steep slopes, as well as the negative visual effects that result. New rock cuts will be naturalized with custom shaping and coloration will be applied to reduce the contrast between new cuts and existing rock faces.

ROCK CUTS AND MODIFICATION

Design Strategies to Be Employed

- Integrate functions of the transportation facility with rock fall protection. Look to the West Portals of the Twin Tunnels for example of integrated design (C).
- Design new rock cut slopes along this segment to blend with existing rock formations. Use rock staining, soil-coloring treatments, and/or accelerated weathering treatments to match new rock and soil excavations with existing rock and soil (A). DO not leave rock in a fresh blasted appearance unless directed to do so by the project Registered Landscape Architect.
- Allow natural rock outcrops along the segment to remain and be integrated into earthwork rather than covered up or removed. When a rock cut is necessary, place bench-boulders within the slope to be visually compatible with existing rock outcrops (B).
- Assess the cost, location, access, right-of-way, applicability, etc. of all the guidelines to determine the most appropriate method for creating and expanding existing rock cuts. All guidance may not be appropriate for every project (e.g., rock fall mitigation may require nearly vertical cuts in lieu of natural sculpting for safety reasons).
- Discuss feasibility of the guidance on a project-by-project basis before involving stakeholders. Recommendations to stakeholders should be based on opportunities and constraints of the individual rock cut.
- Consider wildlife impacts when selecting and utilizing rock fall protection. Work with a wildlife biologist to determine the impacts of rock fall mitigation measures.
- Incorporate a catch ditch along cuts to allow rock fall catchment and maintenance access to remove fallen rock.
- Implementation of these strategies will be especially important in areas of steep, rocky terrain including:
  - *Dowds Junction*
  - *Vail Pass (EB and WB approaches)*
  - *Officers Gulch*
  - *Eisenhower Johnson Memorial Tunnel (EB and WB approaches)*

B | Allow rock outcrops and boulders to be left in earthwork to create a more natural appearance.

A | Color staining techniques may be used to blend new rock cuts with existing rock features.

C | The transportation facility at the Twin Tunnels aids in rock fall protection by incorporating rock fall protection into design of retaining walls, noise wall, grading and landscaping.

07 | EARTHWORK, EMBANKMENT, AND RESTORATION OF EXISTING DISTURBANCE

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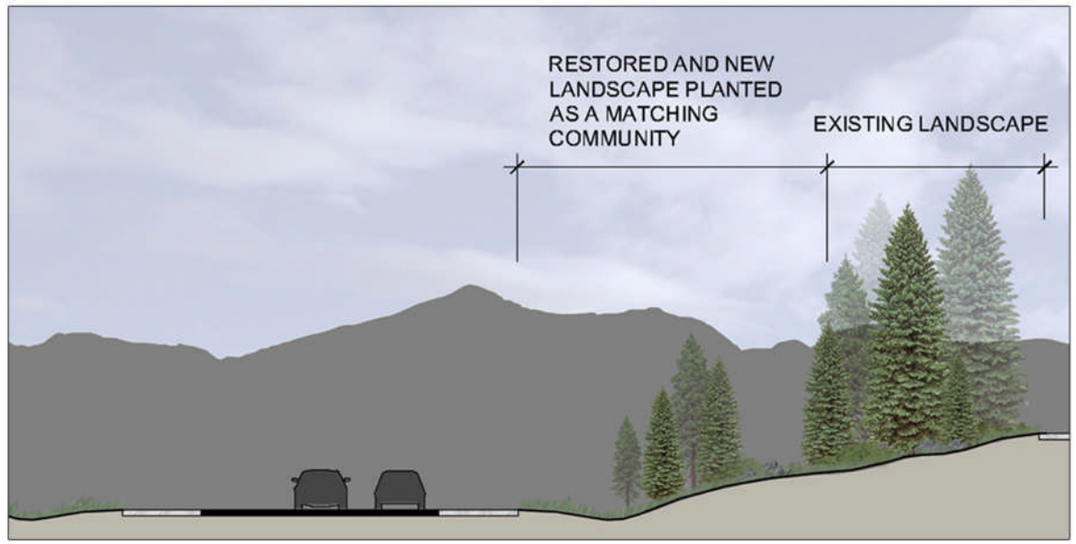
RESTORATION AND NATURALIZED APPEARANCE OF DISTURBED AREAS

Design Strategies to Be Employed

- Restore graded areas with a landscape pattern that resembles the existing natural plant community (A). See Section 09 | Landscape Planting, Revegetation, and Topsoil Management for strategies to accomplish this.
- Use large-scale rip-rap and talus (including boulders) in conjunction with native grass, wildflower, shrub, and tree species for restoration on steep slopes (B).
- Utilize a variety of plant material – including trees, shrubs, and herbaceous plants – in revegetation efforts to ensure long-term establishment and success (C).
- Analyze the location and amount of native topsoil prior to construction. Strip, store, and ultimately reuse any topsoil removed during construction within this segment in order to retain the seed bank and bacteria in the soil.
- Grind and chip existing shrubs and other plants grubbed in the area of disturbance and mix with topsoil prior to reuse to increase organic matter and regenerative capacity.
- Ensure more successful plant establishment by using temporary and permanent drip irrigation techniques.
- Increase the success of revegetation by track walking with earthwork equipment to create small depressions and pockets for water capture.
- Implement control measures and ongoing maintenance to prevent the spread of invasive weed species.



A | Boulders and talus rock used in conjunction with native planting will stabilize and restore steep slopes to a more natural condition.

B | Boulders and talus rock used in conjunction with native planting will stabilize and restore steep slopes to a more natural condition.

C | Replanting disturbed areas with a variety of plant material including grasses, shrubs, and trees promotes the long-term success of the restoration.

07 | EARTHWORK, EMBANKMENT, AND RESTORATION OF EXISTING DISTURBANCE

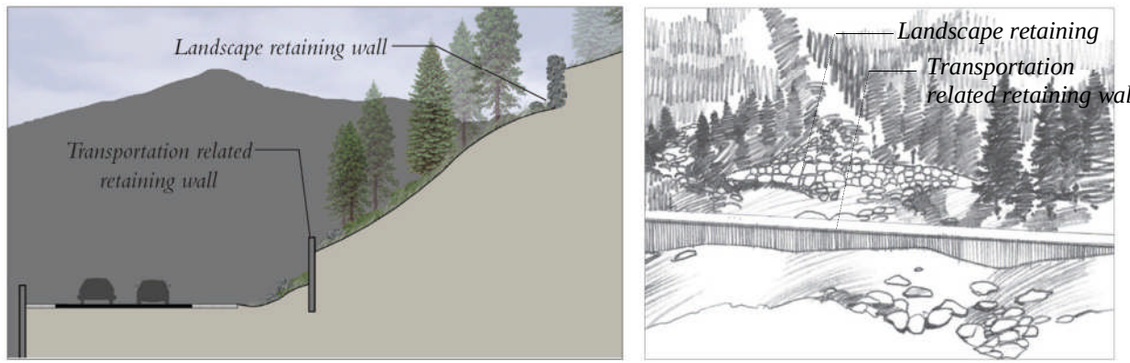
All site grading and existing disturbance restoration in the corridor should utilize landforms that reflect the patterns and diversity naturally occurring throughout the segment. Earthen embankments are natural reflections of the landscape and should mimic the patterns found in pre-existing conditions. Grading should avoid scarring on steep slopes, as well as the negative visual effects that result. New rock cuts will be naturalized with custom shaping and coloration will be applied to reduce the contrast between new cuts and existing rock faces.

LANDSCAPE RETAINING WALLS

Design Strategies to Be Employed

- Landscape retaining walls are defined as being completely set within the existing landscape – not associated with the roadway structure or surface and are generally small in size. Walls that retain earth specifically for the purpose of creating the road platform are ***not*** landscape walls. Walls of this sort should be treated as part of the transportation facility.
- Small retaining walls, separated from the transportation facility and set entirely in the landscape, should utilize materials found in the natural surroundings – including boulders, rock, or talus (A, B).
- The design of these landscape associated walls is in contrast to the aesthetic of walls directly related to transportation facilities (B).

A | Landscape retaining walls are completely set within the existing landscape and should complement the surrounding natural materials, textures, and colors.



B | Landscape retaining walls should be distinct from retaining walls associated with the transportation infrastructure by being more organic in nature.

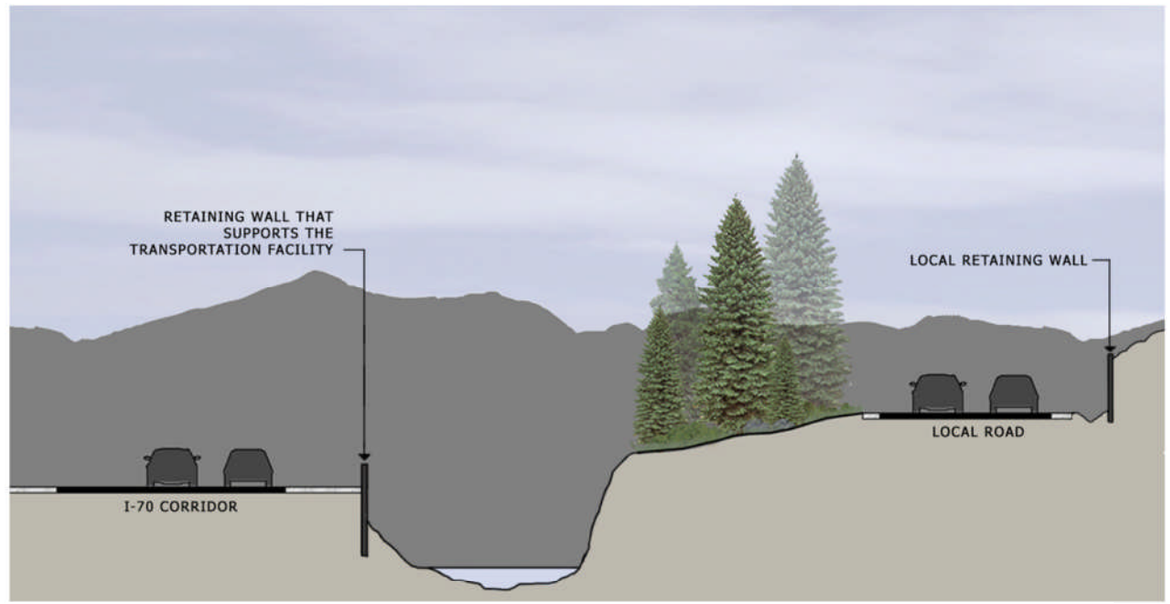
07 | EARTHWORK, EMBANKMENT, AND RESTORATION OF EXISTING DISTURBANCE

All site grading and existing disturbance restoration in the corridor should utilize landforms that reflect the patterns and diversity naturally occurring throughout the segment. Earthen embankments are natural reflections of the landscape and should mimic the patterns found in pre-existing conditions. Grading should avoid scarring on steep slopes, as well as the negative visual effects that result. New rock cuts will be naturalized with custom shaping and coloration will be applied to reduce the contrast between new cuts and existing rock faces.

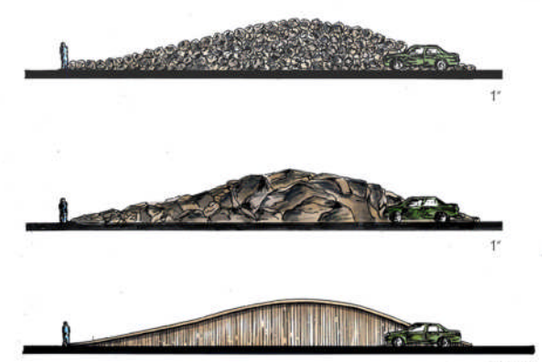
LOCAL RETAINING WALLS

Design Strategies to Be Employed

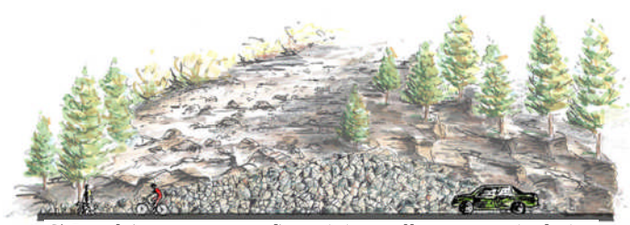
- Local retaining walls are defined as being completely adjacent to a local road - not associated with the Corridor infrastructure and as roads that are not state owned.
- Local retaining walls that retain earth specifically for the purpose of creating local road platforms are local retaining walls. Walls of this sort do not have to be treated as part of the transportation facility (A).
- Consider using a consistent vocabulary with the Mountain Corridor. However, local roads (non-state owned) may vary from the smooth, sleek design of the Mountain Corridor based on local stakeholder's and community's design preference.
- Local (non-state owned) retaining walls, separated from the transportation facility and created entirely for local roads should reflect the context of the local surroundings.
- The design of local walls should be a collaborative effort with the local community and should reflect the aesthetic values of the stakeholders (B). Always work with a Registered Landscape Architect when selecting fascia treatments.
- Local walls may vary in design and color across the Corridor (C).
- Slopes and natural rock cuts are preferred over retaining walls. Obtaining additional right-of-way may be required.
- During the design of local retaining walls, consider complementing the aesthetic of corridor wide transportation facilities, walls and other structural elements in close proximity.



A| Local (non-state owned) retaining walls are completely adjacent to a local road. Walls of this sort do not have to be treated as part of the transportation facility.



B| Local (non-state owned) retaining walls should be designed in conjunction with local communities and stakeholders to fit the local context.



C| Local (non-state owned) retaining walls may vary in design and color across the corridor.

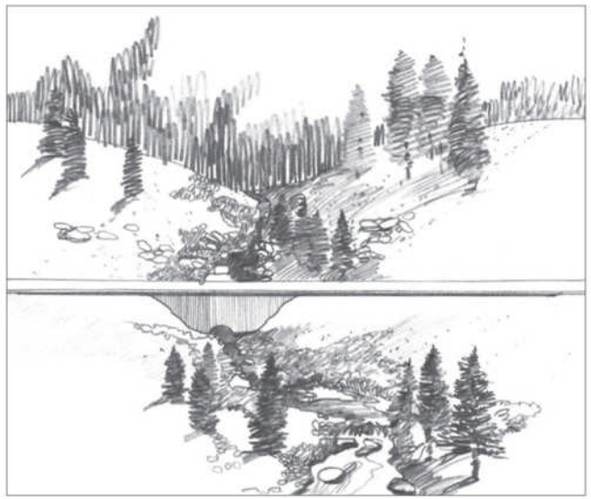
08 | HYDROLOGIC FEATURES

Hydrologic features such as streams, intermittent drainages, ponds, and wetlands that may be affected by any transportation facility construction should be designed to reflect the surrounding environment. Channels, ponds, drainages on slopes, and riparian environments hold high ecological and scenic value. Therefore, they require aesthetic design consideration as part of their implementation.

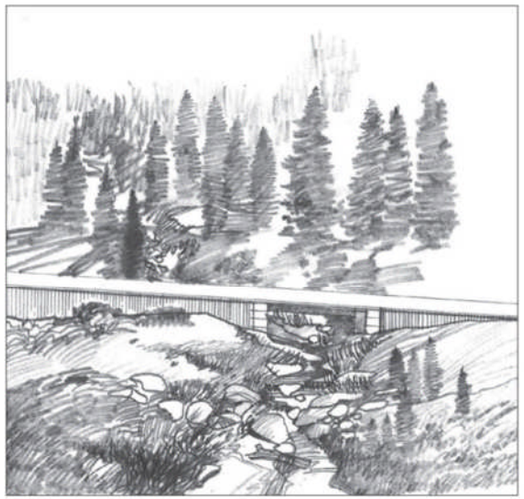
STREAMS AND HYDROLOGIC FEATURES

Design Strategies to Be Employed

- Employ the recommendations of the Stream and Wetland Ecological Enhancement Program (SWEEP) MOU as they pertain to hydrologic function, enhancement, and preservation. Use the SWEEP Implementation Matrix to guide design at each phase of the project.
- Incorporate the recommendations of the Black Gore Creek and Straight Creek Sediment Control Action Plans (SCAPs) and other appropriate documents to address sediment management.
- Analyze the entire stream course to understand the overall hydraulic and geomorphologic conditions as a foundation for the design of stream enhancements, including landform, planting, edge conditions, and drop structures.
- Treat stream edges with a variety of rock, plant materials, and landform appropriate to the functional aspects of individual drainages and stream courses.
- Design stream and hydrologic enhancements with a sinuous and meandering aesthetic to blend with existing drainage and landscape patterns (A, B).
- Pursue aesthetic and functional restoration of natural channels, including Black Gore Creek, Gore Creek, Tenmile Creek, and Straight Creek, where they have been previously damaged or modified by roadway improvements.
- Allow sedimentation ponds and features to perform water quality functions and then drain into natural hydrologic patterns.
- Utilize natural rock, riparian planting, and stream channel improvements to preserve and/or enhance the visual quality of features including streams, ponds, and waterfalls.
- Use naturalized channel design for stream crossings on the uphill and downhill sections (A, B).
- Vary the size of rock treatments. Meander naturalized treatments so that they feather into the landscape as a naturally appearing stream.
- Treat varying sizes of drainages in a manner appropriate to their hydrologic function and importance. Bridge perennial streams and significant drainages to minimize disturbance and preserve the hydrologic and visual quality of the landscape. If the top of bank exceeds 30’ in length, then a bridge is recommended. It is expected that stream channels will not be impacted by construction (A, B, C).



A | Seasonal and ephemeral stream courses can be placed in a culvert for short sections as they cross the corridor. Naturalized channels should be maintained and enhanced on both the uphill and downhill sections as a landscape and visual feature.



B | Intermittent and perennial streams should be bridged to preserve their hydrologic function and visual quality.

C | Open bridge solutions span significant landforms and stream corridors and leave undisturbed drainages below, minimizing environmental disturbance and impacts to the hydrologic and visual characteristics of the watershed.

08 | HYDROLOGIC FEATURES

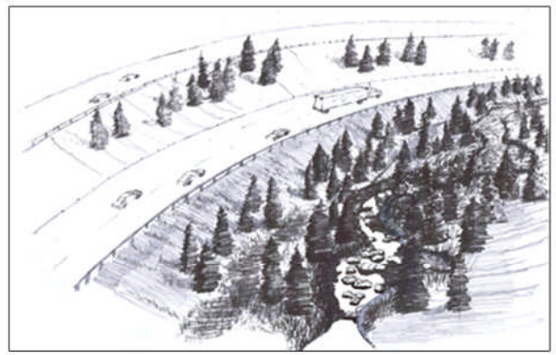
Hydrologic features such as streams, intermittent drainages, ponds, and wetlands that may be affected by any transportation facility construction should be designed to reflect the surrounding environment. Channels, ponds, drainages on slopes, and riparian environments hold high ecological and scenic value. Therefore, they require aesthetic design consideration as part of their implementation.

STREAMS AND HYDROLOGIC FEATURES

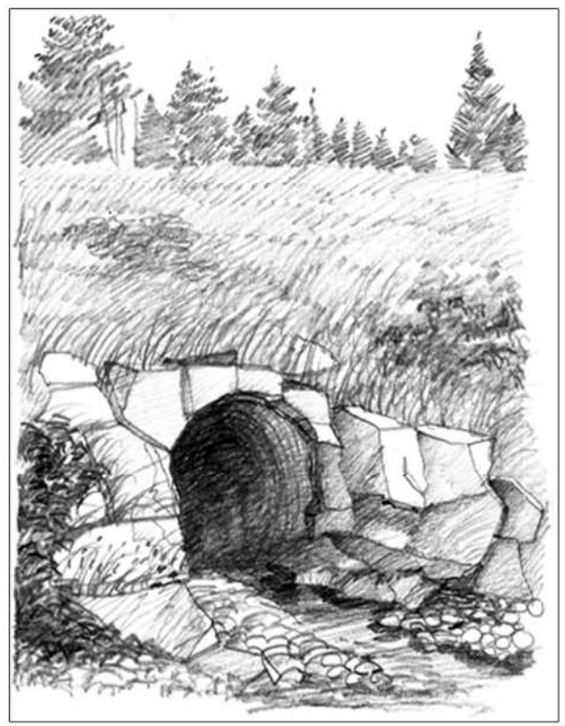
Design Strategies to Be Employed

- Creeks should not be straightened or channelized in order to accommodate roadway improvements. Roadways should accommodate creek or stream sinuosity and natural appearance (B).
- Shape wetlands, pond edges, and shorelines with naturalized forms to appear as if they were existing features (A).
- Utilize naturally placed rock and aggregate at culvert outlets to provide a natural appearance (E).
- Detention basins should be revegetated or covered with appropriate ground treatment in order to reduce the look of an engineered landscape.
- Design drop structures and other stream improvements with natural materials rather than concrete structures (C, D).

A | Naturally designed wetlands contribute to water quality.



B | Allow enough room for natural creek alignment. Do not channelize the creek.



E | Culvert with natural material at outfall.

C | Drop structure using indigenous log construction.

D | Drop structure using indigenous rock construction.

09 | LANDSCAPE PLANTING, REVEGETATION, AND TOPSOIL MANAGEMENT

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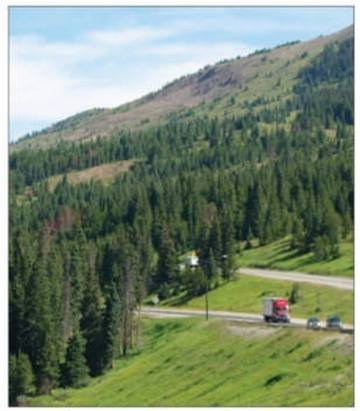
Salvaging, storing, and redistributing topsoil in all disturbed areas is a required practice throughout the corridor. The native topsoil contains a natural seed bank, moisture-retaining capacity, and nutrients to support plant growth. When these resources are managed properly, successful revegetation and long-term restoration can be achieved. Restoring disturbed areas eliminates the appearance of artificial construction, thereby creating an authentic representation of the site's natural conditions.

REPLICATION OF EXISTING LANDSCAPE PATTERNS

Design Strategies to Be Employed

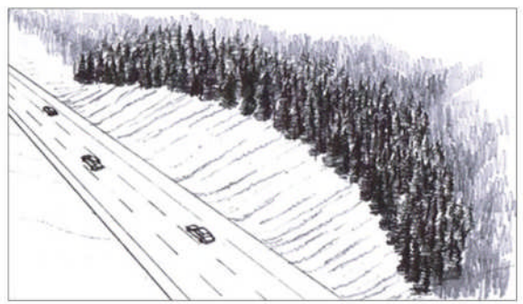
- Evaluate sites for elevation, solar orientation, soil conditions, and Crest of the Rockies ecosystem type (sub-alpine, montane, foothills, or riparian). Refer to the CSS I-70 Visual Context Maps for general information.
- Plant selections should be reviewed for drought tolerance, salt and alkali tolerance, seedling vigor, fire retardant characteristics, growth habit, suitable soil groups, and seeding rates. Use native plants already found in this segment. Natural patterns and distribution of plants is the predominate landscape design principle. Ensure that the selected plant palette complements the site-specific existing vegetation (See Section 09 | Landscape Planting). Restored plant communities should have variations in plant height, size and width (A, B).
- Minimize the linear effect of vegetation clearing (D, E).
- Create a continuous habitat pattern by extending planting across the full extent of medians and roadway edges (A).
- Mimic surrounding conditions of plant density and spacing, species composition, and plant community structure (A, B).
- Blend existing rock and natural materials from the site with the landscape. Save and reuse native rock, stumps, and other natural materials in conditions such as boulder fields, talus slopes, or ground cover that emulates the existing landscape. Reuse of existing materials should be considered part of the site design (C).



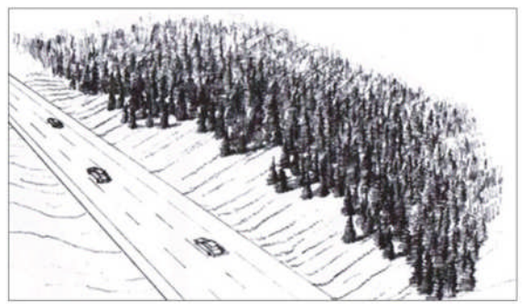
A | The existing landscape should appear to extend across the transportation corridor. Clusters of trees and other plant material representative of the life zone should be planted in the median space to accomplish this.

B | Areas of disturbance should be restored using native landscape plants that range in species, height, density, and distribution to mimic and blend with the existing

C | Rocks, stumps, and other natural materials should be salvaged, stored, and reused in the restoration of disturbed areas.



D | Uniform clearing lines create an unnatural edge.



E | Staggered clearing lines provide a natural appearance.

09 | LANDSCAPE PLANTING, REVEGETATION, AND TOPSOIL MANAGEMENT

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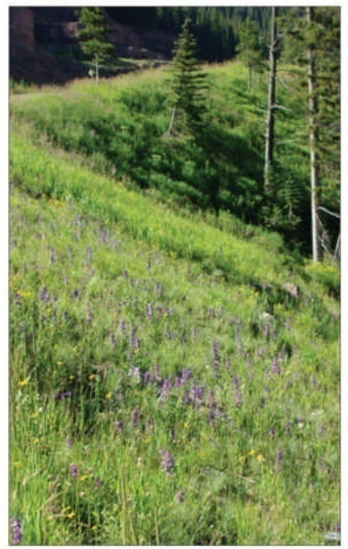
LANDSCAPE PLANTING

Design Strategies to Be Employed

- Approximately 1/3 of existing native plants should be salvaged prior to construction. Select plants based on size, location, soils, plant value, and potential survival rate. Salvaged plants can provide mature specimens that would otherwise take years to establish. Where existing native plants cannot be reused, chip salvaged plants and incorporate them into the topsoil (A).
- Initiate a process for native seed collection prior to construction. Collect native seed from sites in close proximity to the revegetation area. Plan in advance for seed collection as several factors can affect seed availability. If native seed is not available, acquire alternatives through seed companies or Bureau of Land Management (BLM) nurseries.
- Nursery stock shall be sourced from an elevation within 1,000 feet of the project.
- Monitor revegetation during construction to ensure the specified materials and installation methods have been used. Monitor and maintain areas of revegetation and weed control for up to 5 years to ensure successful native plant establishment.
- Develop a program to control noxious weeds and invasive plant species. In areas requiring revegetation, quickly establishing native species is the most effective method of controlling invasive weeds. Use biotic or organic forms of control, such as temporary mulches, to prevent invasive species from establishing.
- Incorporate the Federal Highway Administration (FHWA) Operation Wildflower Program in revegetation efforts.
- Utilize a central control for irrigation systems and consider the use of reclaimed water, including fully treated effluent and water harvesting techniques, as a supplement to irrigation.
- Provide temporary watering for containerized native plants for a period of approximately 2 to 3 years.
- Utilize the ecosystem type (sub-alpine, montane, foothills, or riparian) plant palettes appropriate to this design segment as a starting point to develop a full revegetation plant list tailored to the specific location of the project. Elevation and ecosystem information can be found on the CSS I-70 Visual Context Maps.

A | Existing native plants should be salvaged prior to construction and then replanted in conjunction with additional landscape material.

B | The plant palette should be utilized as an initial list when developing a full revegetation list.



C | The plant palette should be used in conjunction with wildflower and grass seed mixes.

FOOTHILL ECOSYSTEM (4,000 to 8,000 FEET) NATIVE SPECIES

Trees

- White Fir, *Abies concolor*
- Box Elder, *Acer negundo*
- Colorado Spruce, *Picea pungens*
- Ponderosa Pine, *Pinus ponderosa*
- Southwestern White Pine, *Pinus strobiformis*
- Lanceleaf Cottonwood, *Populus x acuminate*
- Douglas Fir, *Pseudotsuga menziesii*
- Bigtooth Maple, *Acer grandidentatum*
- Thinleaf Alder, *Alnus tenuifolia*
- Rocky Mountain Birch, *Betula fontinalis*
- Rocky Mountain Juniper, *Juniperus scopulorum*
- Pinyon Pine, *Pinus edulis*
- Quaking Aspen, *Populus tremuloides*
- Gambel Oak, *Quercus gambelii*

Shrubs

- Saskatoon Serviceberry, *Amelanchier alnifolia*
- Mountain Mahogany, *Cercocarpus montanus*
- Red Twig Dogwood, *Conus sericea*
- American Plum, *Prunus Americana*
- Western Chokecherry, *Prunus virginiana*
- Buckthorn, *Rhamnus smithii*
- Smooth Sumac, *Rhus glabra*
- Sandbar Willow, *Salix exigua*
- Silver Buffaloberry, *Shepherdia argentea*
- Rock Spirea, *Holodiscus dumosus*
- Three-Leaf Sumac, *Rhus trilobata*
- Golden Currant, *Ribes aureum*
- Bluestem Willow, *Salix irrorata*
- Slivery Leadplant, *Amorpha caescens*

Perennials/Grasses

- Nodding Onion, *Allium cernuum*
- Windflower, *Anemone multifida*
- Chocolate Flower, *Berlandiera lyrata*
- Purple Poppy Mallow, *Callirhoe involucrate*
- Sundrops, *Calylophus lavandulifolius*
- Plains Yellow Primrose; *Calylophus serrulatus*
- Purple Prairie Clover, *Dalea purpurea*
- Maximilian Sunflower, *Helianthus maximiliana*
- Bush Morning Glory, *Ipomea leptophylla*
- Gayfeather, *Liatris punctata*
- Desert Four O'Clock, *Mirabilis multiflora*

SUB-ALPINE ECOSYSTEM (9,500 TO 11,500 FEET) NATIVE SPECIES

Trees

- Sub-Alpine Fir, *Abies lasiocarpa*
- Engelmann Spruce, *Picea engelmannii*
- Lodgepole Pine, *Pinus contorta latifolia*
- Limber Pine, *Pinus flexilis*
- Douglas Fir, *Pseudotsuga menziesii*
- Thinleaf Alder, *Alnus tenuifolia*
- Bristlecone Pine, *Pinus aristata*
- Quaking Aspen, *Populus tremuloides*

Shrubs

- Mountain Mahogany, *Cercocarpus montanus*
- Native Mountain Ash, *Sorbus scopulina*
- Bog Birch, *Betula glandulosa*
- Bristly Currant, *Ribes lacustre*
- Red-Berried Elder, *Sambucus racemosa*
- Kinnikinnik, *Arctostaphylos uva-ursi*
- Common Juniper, *Juniperus communis Montana*
- Shrubby Cinquefoil, *Potentilla fruticosa*
- Woods Rose, *Rosa woodsii*
- Russet Buffaloberry, *Shepherdia Canadensis*

Perennials/Grasses

- Pearly Everlasting, *Anaphalis margaritacea,*
- Pussytoes, *Antennaria parvifolia*
- Colorado Columbine, *Aquilegia caerulea*
- Golden Columbine, *Aquilegia chrysantha*
- Fringed Sage, *Artemisia frigida*
- Silver Sage, *Artemisia ludoviciana*
- Prairie Smoke, *Geum triflorum*
- Silver Lupine, *Lupinus argenteus*
- Sulphur Flower, *Eriogonum umbellatum*
- Rocky Mountain Penstemon, *Penstemon strictus*
- Bluemist Penstemon, *Penstemon virens*
- Wand Bloom Penstemon, *Penstemon virgatus*
- Showy Goldeneye, *Viguera multiflora*
- Needle Grass, *Stipa neesiana*

MONTANE ECOSYSTEM (8,000 to 9,500 FEET) NATIVE SPECIES

Trees

- White Fir, *Abies concolor*
- Engelmann Spruce, *Picea engelmannii*
- Colorado Spruce, *Picea pungens*
- Lodgepole Pine, *Pinus contorta latifolia*
- Limber Pine, *Pinus flexilis*
- Ponderosa Pine, *Pinus ponderosa*
- Southwestern White Pine, *Pinus strobiformis*
- Narrowleaf Cottonwood, *Populus angustifolia*
- Douglas Fir, *Pseudotsuga menziesii*
- Rocky Mountain Juniper, *Juniperus scopulorum*
- Bristlecone Pine, *Pinus aristata*
- Pinon Pine, *Pinus edulis*
- Quaking Aspen, *Populus tremuloides*
- Gambel Oak, *Quercus gambelii*

Shrubs

- Mountain Mahogany, *Cercocarpus montanus*
- Red Twig Dogwood, *Conus sericea*
- Western Chokecherry, *Prunus virginiana*
- Rocky Mountain Willow, *Salix monticola*
- Native Mountain Ash, *Sorbus scopulina*
- Rock Spirea, *Holodiscus dumosus*
- Whitestem Currant, *Ribes inerme*
- Bristly Currant, *Ribes lacustre*
- Western Thimbleberry, *Rubus parviflorus*
- Red-Berried Elder, *Sambucus racemosa*
- Bearberry, *Arctostaphylos patula*
- Kinnikinnik, *Arctostaphylos uva-ursi*
- Silver Sagebrush, *Artemisia cana*

Perennials/Grasses

- Aspen Daisy, *Erigeron speciosus*
- Blanket Flower, *Gaillardia aristata*
- Sticky Geranium, *Geranium viscosissimum*
- Fairy Trumpets, *Ipomopsis aggregate*
- Blue Flax, *Linum lewisii*
- Bee Balm, *Mondarda fistulosa*
- White-Tufted Evening Primrose, *Oenothera caespitosa*
- Pasque Flower, *Pulsatilla patens*
- Scarlet Bugler Penstemon, *Penstemon barbatus*
- Mat Penstemon, *Penstemon caespitosus*
- Smooth Penstemon, *Penstemon glaber*
- Shell Leaf Penstemon, *Penstemon grandiflorus*

RIPARIAN ECOSYSTEM NATIVE SPECIES

Trees

- Box Elder, *Acer negundo*,
- Narrowleaf Cottonwood, *Populus angustifolia*
- Balsam Poplar, *Populus balsamifera*
- Plains Cottonwood, *Populus sargentii*
- Douglas Fir, *Pseudotsuaga menziesii*
- Blue Spruce, *Picea pungens*
- Engelmann Spruce, *Picea engelmannii*
- Peachleaf Willow, *Salix amygdaloides*
- Rocky Mountain Juniper, *Juniperus scopulorum*

Shrubs

- Mountain Willow, *Salix nomticola*
- Drummond's Willow, *Salix drummondiana*
- Narrowleaf Willow, *Salix exigua*
- Dewystem Willow, *Salix irrorata*
- Pacific Willow, *Salix lucida*
- Buffaloberry, *Shepherdia argentea*
- Snowberry, *Symphoricarpos alba*

- Rocky Mountain Maple, *Acer glabrum*
- Thinleaf Alder, *Alnus incana tenuifolia*
- River Birch, *Betula fontinalis*
- Red-Osier Dogwood, *Cornus sericea*
- River Hawthorn, *Crataegus rivularis*
- Strechberry, *Forestiera pubescens*
- Chokecherry, *Prunus virginiana*
- Skunkbrush, *Rhus trilobata*

Sources: Colorado State University Extension Gardening Series No. 7.421, No. 7.422, and No. 7.242.
National Park Service Website, http://www.nps.gov/romo/naturescience/naturalfeaturesandecosystems.

09 | LANDSCAPE PLANTING, REVEGETATION, AND TOPSOIL MANAGEMENT

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TOPSOIL MANAGEMENT

Design Strategies to Be Employed

- Ensure native topsoil is collected and stored for reuse to maintain the seed source and soil bacteria. Carefully remove, stockpile, and store the native topsoil of new construction projects to be used as final bedding material. Ensure native soil stockpiles are protected from the wind to avoid erosion and the creation of a dust hazard.
- Analyze the soil on the site to determine the need for fertilizers and pH amendments. This is particularly important if there is insufficient native topsoil on the site.
- Apply a prescribed soil treatment. Treatments such as plowing, disking, harrowing, furrowing, and hydroseeding ensure successful re-establishment, as does applying mulches (such as certified straw) and tackifiers. Soils should be roughened before planting to create favorable seed sites, particularly for grass and forb seeds (A, B).

A | Mulching should be used to reduce dust and erosion impacts and promote successful revegetation.

B | Utilize soil retention netting, mulches, and other revegetation techniques that improve the chances of successful re-establishment.

10 | WILDLIFE CORRIDORS AND CROSSINGS

Wildlife corridors and crossings planned for inclusion in the corridor will allow animals to move naturally without physical barriers. Wildlife crossings will provide for species-appropriate clearances, clear sight lines, and buffering that will create usability for animals. Wildlife protection fences will blend into the environment and utilize the same design throughout the corridor.

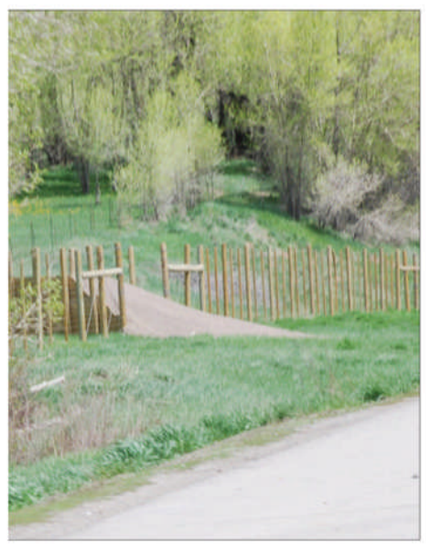
WILDLIFE FENCING AND CROSSINGS

Design Strategies to Be Employed

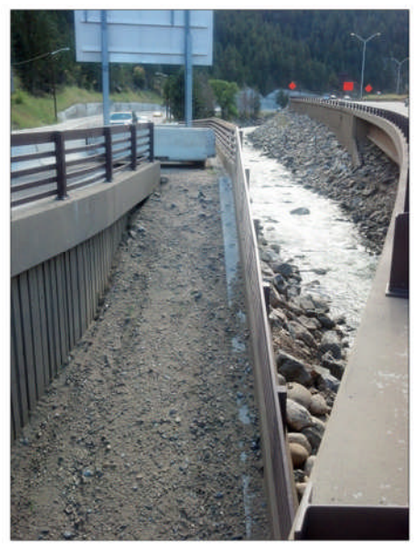
- Use open-span bridges to improve visibility for wildlife (A, B, C).
- Underpasses should incorporate naturally occurring materials that exist in adjacent areas on the ground surface. Reconstruct the ground plane in a natural configuration using rocks, soil, plants, etc. to create a natural-appearing corridor (A).
- Apply Design Criteria and strategies for transportation structures to wildlife crossing structures.
- Coordinate roadway and bridge design with naturally occurring landform and associated wildlife movement patterns (A).
- Wildlife fencing and crossings should be designed in accordance with the A Landscape Level Inventory of Valued Ecosystems (ALIVE) Memorandum of Understanding (C).
- Use wooden pressure-treated posts with non-galvanized rectangular wire in the construction of wildlife fencing (C).
- Anchor the ends of fencing into landforms, rock faces, or structures rather than simply terminating posts and wire.
- Visually buffer wildlife fencing by integrating fencing into existing landforms and away from the road edge where possible.
- Provide wildlife access points to allow animals to safely continue through wildlife corridors. Access may include wildlife ramps (D).

A | Roadway and bridge design should consider naturally occurring landforms and wildlife movement patterns.

B | Underpasses that utilize open-span bridges offer greater visibility for wildlife.



C | Fencing constructed with pressure-treated posts will weather and blend into the landscape.



D | A wildlife ramp adjacent to Clear Creek at I-70 and Central City Parkway allows safe access for animals under I-70.

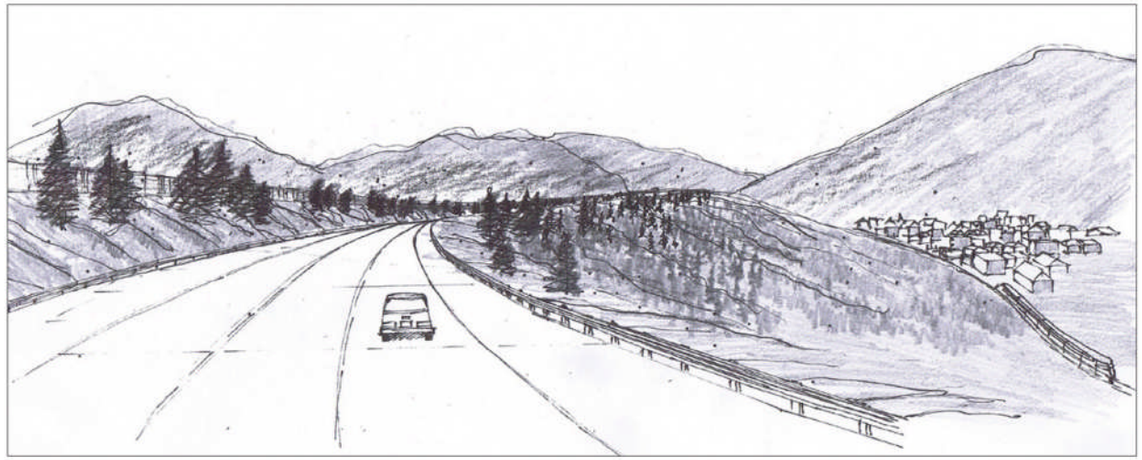
11 | COMMUNITY INTERFACE

A thoughtful transition between transportation alignments and adjacent community-oriented land uses will buffer noise and visual impacts and help preserve the quality of life for residents living and working next to the corridor. Alignment, landscape, earthwork, and structural solutions should include an evaluation of their potential interface with adjacent communities. Corridor designs that facilitate pedestrian and multi-modal connections across the transportation corridor strengthen mobility within the community and encourage successful land use patterns and circulation. The design of the corridor can further enhance the functionality of adjacent communities by appropriately identifying gateways, regional highway connections, and recreational or cultural activities. These primary interchanges and locations should be highlighted to visually communicate their importance to the traveler.

PROTECTING ADJACENT COMMUNITIES

Design Strategies to Be Employed

- Consider alignment alternatives that improve community interface.
- Engage the adjacent community in a discussion about appropriate interface and where sightlines should be enhanced (A).
- Design the corridor in partnership with communities, agencies, and future project planners to create a buffer and transition from the transportation corridor to community-oriented land uses. Landscape, earthwork, and structural solutions may be used to create the appropriate transition based on the adjacent land uses and character (B, C).
- Minimize impacts and consider the potential negative effects of roadway design on residential and commercial areas (B, C).



A | Provide appropriate visual buffers between transportation improvements and communities.

B | This community interface successfully uses a combination of landforms, walls, and planting solutions for noise reduction.

C | Where possible, earthwork and landscaping should be utilized to buffer community-based land uses from the corridor rather than stand-alone sound walls.

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LINKAGES AND CONNECTIONS

Design Strategies to Be Employed

- Open pedestrian underpasses to allow for maximum natural lighting to enhance a feeling of safety and comfort. The use of landscape and appropriate materials will contribute to the comfortable pedestrian environment (A).
- Plan and integrate transit connections and access into the corridor design to enhance the community interface with future transit systems.
- Consider the relationship of communities to the location of rest areas, recreation portals, chain-up stations, etc. The location and design of these facilities will follow standard federal requirements and will also consider potential community impacts and benefits such as resident access to recreation, traveler use of community services and amenities, tourist accommodations, etc.
- Locate safe pedestrian crossings in conjunction with existing or planned pedestrian circulation networks. Pedestrian networks should provide access to community parks, recreation trails, attractions, and businesses as well as between city districts (B, C).

A | Safety and accessibility is improved by open, day-lit connections and a clear separation of vehicular and pedestrian circulation.

B | Connections and linkages should facilitate access to nearby recreational trails and activities.

C | Pedestrian bridge crossings reconnect the community when bisected.

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HIERARCHY OF ACCESS

Design Strategies to Be Employed

- Regional Access – Establish a hierarchy of importance for regional access points and apply the appropriate level of identification and design treatments. Criteria used to determine the hierarchy include access to other areas of the state, important recreational or cultural features, and the population served by the interchange. Primary interchanges should receive greater resources and landmark design quality as opposed to secondary and community interchanges. Regional interchanges include:
  - *US 24 (mm 171)*
  - *CO 91 (mm 195)*
  - *CO 9 South (mm 203)*
  - *CO 9 North (mm 205)*
  - *US 6 (mm 216)*
- Community Access – Establish a hierarchy of importance for different interchanges serving the same community based on the functionality of particular interchanges (B). Important criteria used to determine the hierarchy of interchanges include the presence of road corridors connecting with interchanges, access to major amenities, and connections to major attractions and civic destinations. This strategy will visually identify the *main access* serving particular communities along this segment, including:
  - *Edwards (mm 163)*
  - *Avon/Beaver Creek (mm 167)*
  - *Minturn (mm 171)*
  - *Vail (mm 176)*
  - *Frisco (mm 203)*
  - *Dillon/Silverthorne (mm 205)*
- Traveler Services – Establish an appropriate level of identification and design treatments for interchanges pertaining to traveler services (C, D). Criteria used to determine the hierarchy include easily accessible interchange configuration, visible services, and minimal interruption to the community. Interchanges servicing travelers include:
  - *Avon/Beaver Creek (mm 167)*
  - *Copper Mountain (mm 195)*
  - *Frisco (mm 203)*
  - *Dillon/Silverthorne (mm 205)*
- Local Access – Establish an appropriate level of identification and design treatments for local access (A). Criteria used to determine the hierarchy include limited access to the community, services, recreation, or major amenities. This access provides connection to primarily residential land use. Interchanges with local access include:
  - *Post Boulevard (mm 168)*
  - *Eagle/Vail (mm 169)*
  - *Frisco (mm 201)*

A | US 24 at Dowds Junction (mm 171).

B | CO 91 at Copper Mountain (mm 195).

C | Avon/Beaver Creek (mm 167).

D | CO 9 at Dillon/Silverthorne (mm 205).

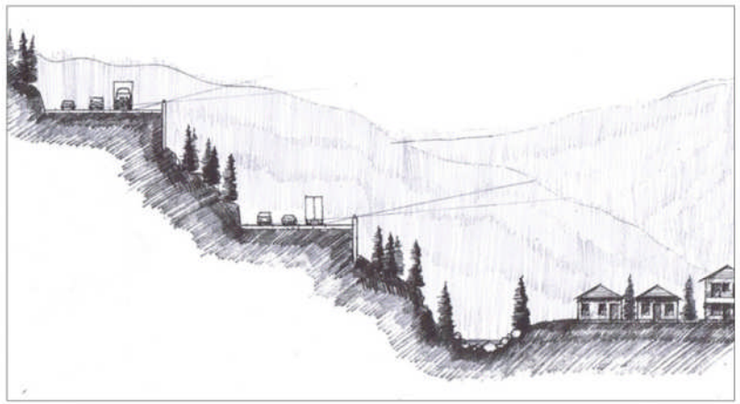
12 | SOUND ATTENUATION

A goal for the corridor is to eliminate the need for sound attenuation through facility design. Alternatives to sound walls will be considered in the search for sound attenuation solutions. No free-standing sound attenuation should be included in the corridor design. Sound walls should be avoided where possible. Cases in which sound walls are obligatory, such as those where right-of-way space is lacking, walls should incorporate landscape features and earth forms.

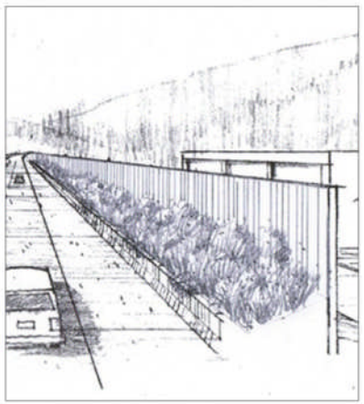
SOUND ATTENUATION

Design Strategies to Be Employed

- Initially address sound attenuation by considering vertical and horizontal alignment as described in the Design Criteria. The intent is to eliminate the need for sound attenuation through the appropriate design of the transportation facility (A).
- Utilize landform and berming strategies or integrated landform and wall systems for noise protection rather than stand-alone sound walls (C, D, E).
- Incorporate a 90 degree stepped or sinuous horizon line at the top of walls. Elevation changes should be 6” to 24” in height. Angular and irregular designs are not appropriate for this segment (F).
- Avoid placing sound walls on top of concrete barriers. Sound walls should be consistent structures using a consistent material. As an alternative design, install sound walls separate and parallel to barriers, leaving at least 8’ in between (B).
- Include simple, attractive textures and patterns on both sides of sound walls (i.e., sides facing local communities and lanes of traffic along I-70). Motifs or pictorial representations are not to be used on sound walls.
- Integrate sound walls into the right-of-way of the segment with landscape planting as a transition between sound walls and the roadway. The use of grading and earthwork in the landscape area will allow for reductions in the height of the exposed sound walls (E).
- Incorporate landscape screening on both sides of the sound wall.
- Utilize variable grade options on both sides of sound walls to limit the height of the exposed wall to 12’ (C, D, E).
- The geometric alignment of sound walls should include variations created by earthwork, landscape or offset faces when viewed from the transportation facility.
- Aesthetic treatments can be considered on soundwalls facing communities with coordination and a signed agreement regarding costs and maintenance.



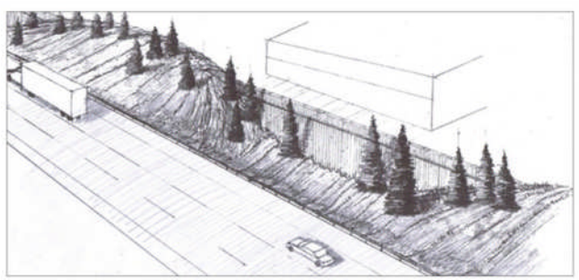
A | Initially address sound attenuation by considering vertical and horizontal alignment alternatives as described in the Design Criteria.



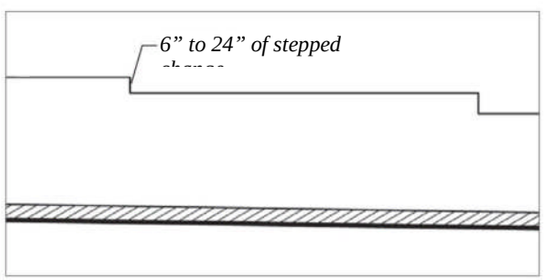
B | Separate but parallel sound walls with minimum of 8 feet to allow for landscape.

C | Use of landform and berming strategies.

D | When sound walls are required, utilize berming, landscape, texture, and limited wall height.



E | Utilize berms and landforms as much as possible to reduce the need for exposed sound wall structures.



F | Elevation changes on the top of sound walls should occur in 6 to 24 inch increments.

13 | RECREATIONAL AND CULTURAL RESOURCE ACCESS

The design of corridor facilities should facilitate access to the wealth of recreational and cultural resources that exist throughout the corridor. Clear and intuitive signage, parking areas, trailheads, and interpretive elements will draw attention to these resources and accommodate both travelers and local residents alike. Opportunities to combine functions into multi-use facilities that encourage efficient use of space and expose visitors to a variety of activities should be explored.

RECREATIONAL AND CULTURAL RESOURCE ACCESS

Design Strategies to Be Employed

- Designate rest area facilities, scenic areas, and viewpoints as *shared use* to accommodate both recreational users and travelers. Design these facilities in a deliberate manner to minimize potential conflicts between recreational users and travelers, and to provide interpretive signage, restrooms, and parking for cars and trailers (A).
- Utilize signage to indicate points of historical or cultural importance, recreation, natural history, or landmarks for travelers to note along the corridor (B).
  - *Specific recreational points of interest may include:*
    - *The Continental Divide*
    - *Access to the Continental Divide Trail at Copper Mountain (exit 195), Frisco (exit 203), Herman Gulch (exit 218), and Bakerville (exit 221)*
    - *Access to Vail Pass Winter Recreation Area/White River National Forest*
  - *Historic and cultural points of interest may include:*
    - *1844: Congress commissioned the first US expedition to map routes through the mountains. John Charles Fremont followed the route of today's CO 9.*
    - *1936: Loveland was the first ski area to open.*
    - *1939-1949: The Public Works Administration established the first route over Vail Pass from Wheeler Junction to Minturn.*
    - *1943: The US Army established the 10th Mountain Division specializing in skiing and mountaineering located at Camp Hale, a training facility outside of Leadville along US 24.*
    - *1962: Vail ski area opened.*
    - *1973: The 1.7-mile-long Eisenhower Johnson Memorial Tunnel was opened to two-way traffic.*
- Incorporate a landscaped buffer of at least 30' between the roadway shoulder and any adjacent trails or bike paths to minimize conflicts in locations where recreational trails parallel the roadway (C).

A | Design rest areas and other roadside facilities such as scenic areas and viewpoints to accommodate both travelers and

B | Cultural, scenic, and recreational points of interest should be clearly identified and described by interpretive signage.

C | Utilize landform and planting within a buffer of at least 30 feet to protect recreational trails from the roadway.

14 | ROAD SERVICES AND ADJUNCT FACILITIES

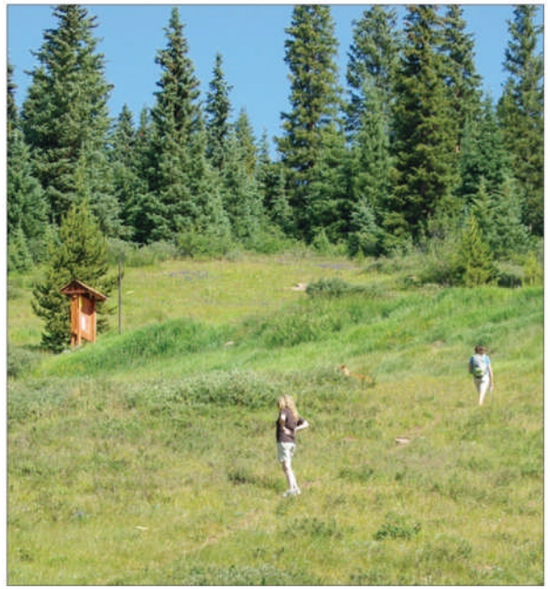
Road service areas and adjunct facilities along the corridor will be designed in conjunction with the roadway as a complete design effort. The utilization of colors, materials, architectural elements, and plant communities that are reflected in the adjacent landscape can integrate facilities into their surrounding context. Rest areas and viewpoints offer opportunities for multi-functional spaces that can provide traveler services and serve as launch points for recreational and/or cultural activities. However, roadside facilities that are directly related to safety and maintenance – such as chain stations – should remain dedicated to those specific functions. Visually screening maintenance and equipment areas will limit visual clutter and ensure a consistent relationship among the roadway, the traveler, and the surrounding environment.

ROAD SERVICES

Design Strategies to Be Employed

- Research and review all appropriate documents and plans associated with rest areas, truck parking, chain stations, and other road service facilities that have been previously prepared.
- Design road service areas to consider and preserve major site resources and features such as topography, views and vistas, unique vegetation, geological features, wetlands, and other qualities native to the site and its surroundings (A, C).
- Utilize local materials, plantings, and landscape features to blend seamlessly with the surrounding landscape (A).
- Scale light levels and the height of light poles appropriately to create a pedestrian environment and to avoid light pollution.
- Locate truck parking in a manner so as not to disrupt views and other features.
- Site road service areas in relation to activities located adjacent to the highway (B).
- Coordinate with appropriate agencies to provide informational signage for shared-use activities.
- Incorporate park-and-ride lots, activity access, and transit stops to encourage public transportation – particularly in areas of heavy tourist traffic.

A | Road service areas should utilize local materials and plantings, as well as pedestrian-scale lighting.



B | The location of road service areas should be coordinated and integrated with recreational trails and access.

C | Road service areas should be designed to highlight and preserve site resources and scenic views.

15 | ADVANCED GUIDEWAY SYSTEM

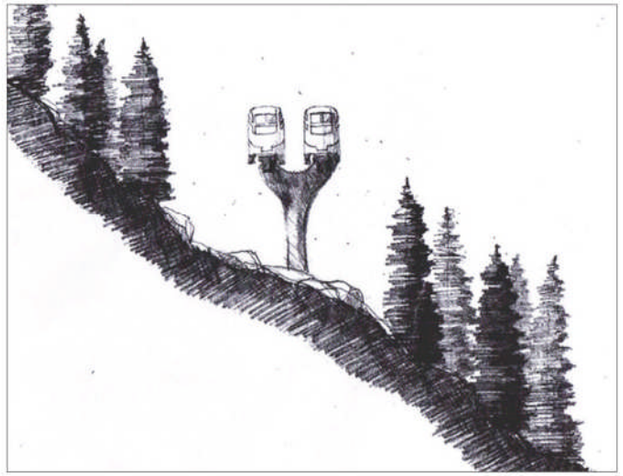
Transit infrastructure and facilities will be designed according to the same Aesthetic Guidance that applies to the roadway in order to develop a uniform, comprehensive design solution for the corridor. Structures that support transit infrastructure should share a design language that is common in form, color, and material to that utilized for the highway. This consistency will apply across all transit-associated facilities, including stations, yet allow several opportunities for location specific elements.

ADVANCED GUIDEWAY SYSTEM

Design Strategies to Be Employed

- Coordinate the location of transit support facilities throughout the I-70 Mountain Corridor with the Rocky Mountain Rail Authority High-Speed Rail Feasibility Study and the I-70 Coalition Transit Land Use Study or the most recent transit implementation study.
- Transit facilities should be designed comprehensively to include urban design, architecture, engineering, and landscape architecture.
- Transportation facilities should connect communities with multi-modal facilities, transfers, and pedestrian circulation. Information systems can facilitate these connections and links. A uniform identity and design should be used for these elements.
- Advanced Guideway System (AGS) must have a separate alignment as described in Design Criteria.
- Apply roadway Aesthetic Guidance to transit facilities.
- Design transit structures and facilities as described in the Design Criteria.
- Avoid locating the Advanced Guideway System (AGS) where it can be viewed silhouetted against the sky (A, B).

A | Locate the AGS with natural landscape foreground and background.



B | Reduce the visual prominence of the AGS by locating it below ridgelines with sensitivity to natural landform and avoid straight linear vegetation removal.

16 | TRANSPORTATION LIGHTING AND ILLUMINATION

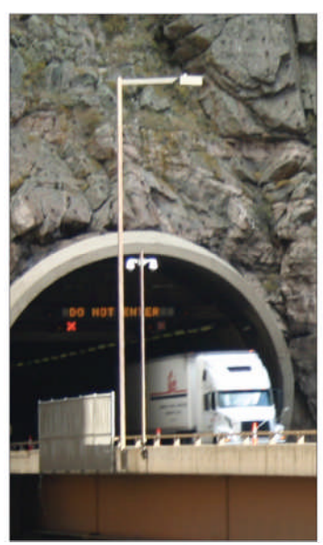
Corridor lighting will satisfy safety and functional needs while avoiding excessive light levels and high mast lighting applications. Light spillage and encroachment will be avoided in consideration of adjoining neighborhoods and the protection of the dark night sky.

LIGHTING

Design Strategies to Be Employed

- Select an elegant and simple pole configuration (B).
- Use a durable, powder-coated color finish for light poles and fixtures to match this design segment color palette.
- Focus attention on luminance versus illumination (i.e., brightness of pavement versus brightness of light) when establishing light levels to be provided.
- Use lighting fixtures that minimize light pollution and glare, provide even light dispersion, and fully conceal the light source. Use fixtures with full-cutoff luminaires.
- Avoid high mast lighting as it is not appropriate for this segment.
- Avoid metal halide light sources as they are not appropriate for this segment.
- Design lighting in accordance with the policies and programs of the International Dark Sky Association to minimize light pollution along the corridor.
- Prepare a lighting study as part of the design process that addresses lighting from multiple perspectives – including, but not limited to, minimum transportation lighting requirements, impacts on wildlife and recreation, and pedestrian perspectives.
- Use intelligent lighting systems for roadside facilities that are only functional during specific situations. For example, recent lighting upgrades at chain stations only activate when the chain law is in effect (C).
- Consider reflective lane stripping.
- Focus lighting at major transportation and community interchanges consistent with their level of importance (A). These include:
  - *Edwards (mm 163)*
  - *Avon/Beaver Creek (mm 167)*
  - *Minturn/US 24 (mm 171)*
  - *Vail (mm 176)*
  - *Frisco/CO 9 (mm 203)*
  - *Dillon / Silverthorne/CO 9 (mm 205)*
  - *Loveland Pass/US 6 (mm 216)*
  - *Copper Mountain/CO 91 (mm 195)*
- Focus lighting at major roadway service areas and recreation portals consistent with their level of importance (C). These include:
  - *Vail Chain-Up Station (EB & WB mm 177)*
  - *Vail Pass Rest Area (mm 190)*
  - *Officers Gulch (mm 198)*
  - *Dillon Chain-Up Station (EB mm 205)*
  - *EJMT Chain-Up Station (WB mm 215)*
  - *Watrous Gulch (EB & WB mm 219)*

A | Lighting should be concentrated at transportation and community access points appropriate with their level of importance including, Vail (mm 176) and Dillon/Silverthorne/CO 9 (mm 205).



B | Light poles should be of an elegant and simple design with full-cutoff luminaire fixtures.

C | Concentrate lighting and utilize intelligent systems at major road service areas like the chain-up station at Watrous Gulch (EB & WB mm 219). The image above is an ideal example of forest service brown.

17 | SIGNAGE

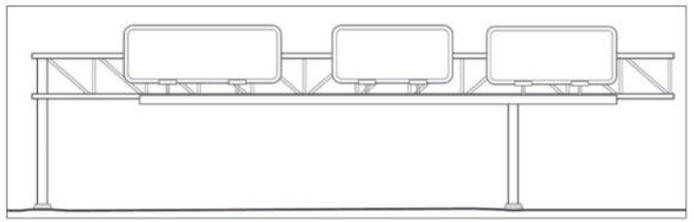
The traveler should enjoy the beauty of the surrounding landscape, and the traveler's dominant experience should be a clear and intuitive visual scene that is free of the clutter caused by signs of various types, sizes, materials, and purposes. Signage should be kept to a minimum. Where it is used, it should be simple and elegant – constructed with a palette of consistent, high-quality materials and colors. Commerical billboard advertisements and signage affect the visual integrity of the landscape and are not appropriate for the corridor.

SIGNAGE

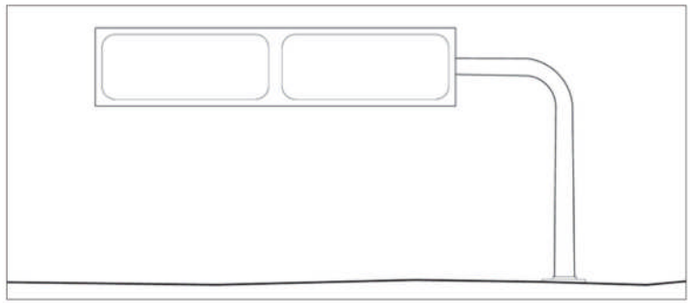
Design Strategies to Be Employed

- Design signage to meet all applicable Colorado Department of Transportation (CDOT) and Manual on Uniform Traffic Control Devices (MUTCD) standards.
- Prepare a conceptual signing plan to ensure signage can be located and implemented correctly within the context of the improvement at approximately the 15% design stage.
- Apply a consistent color and material to signage support structures that matches this segment's color palette. See Section 06 | Color Selection and Consistency for additional details and color palette.
- Construct signs of a high quality and durable material.
- Use single-arm monotube systems for signage support rather than complex steel trusses to reduce visual clutter (A, B).
- Limit signage on the roadway to identify road services, communities, and cultural, recreational, or historical points of interest.
- Integrate signage into bridge structures. Eliminate a *tacked-on* appearance by considering placement as an early component of design.
- Complete the roadway signing plan as a part of FIR plans so that signs can be considered as an integrated part of the final structures and roadway design. This will avoid placing signs as an after-thought and protect sight lines to focal points along the corridor.

A | Single-arm monotube systems should be used.



Truss systems are not preferred.



B | Monotube supports for signage present a more elegant solution than the cluttered truss systems shown above.

18 | UTILITIES IN THE CORRIDOR

Utility infrastructure, such as power and gas distribution lines, can create poor visual quality in the corridor. Burying overhead lines, relocating them, and reducing the crossing of utility lines over the highway will avoid visual degradation. These scenic improvement opportunities must be considered in corridor projects.

UTILITIES

Design Strategies to Be Employed

- Consider placing utility lines underground to minimize conflict with high-value views to improve scenic and visual appearance.
- Realign utility corridors to avoid a direct or un-obscured view from the corridor.
- Add landscape plantings and landforms to screen and block views from the transportation corridor toward existing utility corridors.
- Avoid straight-line cut patterns in forests or dense vegetation. Varying cuts will create a feathered or irregular pattern, providing a more natural appearance (A).
- Apply the appropriate color from this design segment color palette (B).

A | Straight, linear utility cuts appear highly unnatural and impact the scenic quality of the high alpine environment found in this segment.

B | Proper color application based on the surrounding natural context blends utility structures

19 | CONSTRUCTION MATERIAL MANAGEMENT

Materials used for construction will be managed to minimize the negative aesthetic implications of construction logistics. Materials acquisition, storage and clearance of excess cut and fill, and the disposal of waste materials will be predetermined and controlled with a pre-approved, corridor-wide Construction Management Plan. The plan will assist in anticipating where materials may be stored, sourced, and may include partnerships used in future corridor projects.

MANAGEMENT OF CONSTRUCTION MATERIALS

Design Strategies to Be Employed

- Develop a construction management plan which describes the approach for cut and fill sources and storage and logistics for materials prior to construction.
- Do not stockpile construction materials in medians or other areas of high visual or recreational value – even on a short-term or temporary basis (A, B).
- Manage dust on stockpiles and/or construction zones by using revegetation with annual grasses or mechanical methods.
- Place batch plants, stone crushing, or material storage according to the construction management plan.

A | The approach to the Eisenhower Johnson Memorial Tunnel presents a cluttered and confusing mix of construction and maintenance uses to the

B | Construction and maintenance materials should not be stockpiled along medians or shoulders. This is especially important for areas with high visual or recreational value.

20 | CONTEXT SENSITIVE SOLUTIONS PROCESS

The Aesthetic Guidance document is intended to serve as guidance for all major elements of projects on the I-70 Mountain Corridor. In the event that a project specific element is not addressed in this document, the Project Team should engage in the CSS Process to address the design by following the principles below.

USING CSS TO ADDRESS PROJECT SPECIFIC DESIGN ELEMENTS

Design Strategies to Be Employed

- Employ the Context Sensitive Solutions (CSS) process when project specific design questions arise that are not addressed in the Aesthetic Guidance, Design Criteria, or other available documents related to the I-70 Mountain Corridor and CSS.
- Consult the Project Leadership Team (PLT) to outline the decision process to be used.
- Employ developed guidance from other agencies involved in the project such as local, state or Federal agencies.
- Engage the Technical Team (TT), Issues Task Forces (ITF) and/or effected jurisdictions to develop design solutions (A).
- Form a recommendation for a design solution using the Context Sensitive Solutions process and present recommendations to the Technical Team (TT) and others as previously deemed appropriate (B).

A| Engagement of PLT, TT and participating agencies may be on varying scales.

B| Present recommendations to PLT.

COLORADO
Department of Transportation
Division of Transportation Development

Environmental Programs Branch
2829 W. Howard Place
Denver, CO 80204
(303) 757-9281

October 7, 2019

Mr. Tom Fuller
Heritage Program Manager
White River National Forest
900 Grand Avenue
Glenwood Springs, CO 81601

SUBJECT: Determinations of Eligibility and Effects (Historic Resources,) Project NHPP 0701-240, I-70 West Vail Pass Auxiliary Lanes Environmental Assessment, Eagle and Summit Counties

Dear Mr. Fuller:

This letter and the enclosed documents constitute a request for comments on determinations of eligibility and effects for the project referenced above. The undertaking is located along I-70 in Eagle and Summit Counties, with the eastern terminus just east of the Vail Pass Rest Area and the western terminus near the East Vail interchange. The study limits include I-70 from milepost (MP) 179.5 to MP 191.5, which are reflected on Figure 1, below.

As part of the intial National Environmental Policy Act (NEPA) analysis, a Tier 1 Environmental Impact Statement (EIS) for the I-70 Mountain Corridor (C-470 to Glenwood Springs) was completed in 2011. That study recommended the addition of auxiliary lanes in both directions on the west side of Vail Pass from MP 180-190.

A Tier 2 NEPA analysis is the next step required to move forward with highway improvements. The Colorado Department of Transportation (CDOT) and Federal Highway Administration (FHWA) have initiated an Environmental Assessment (EA) to identify a Proposed Action, investigate the anticipated benefits and impacts of the proposed improvements, produce conceptual design plans, and make funding, scheduling, and phasing recommendations.

PROJECT AREA

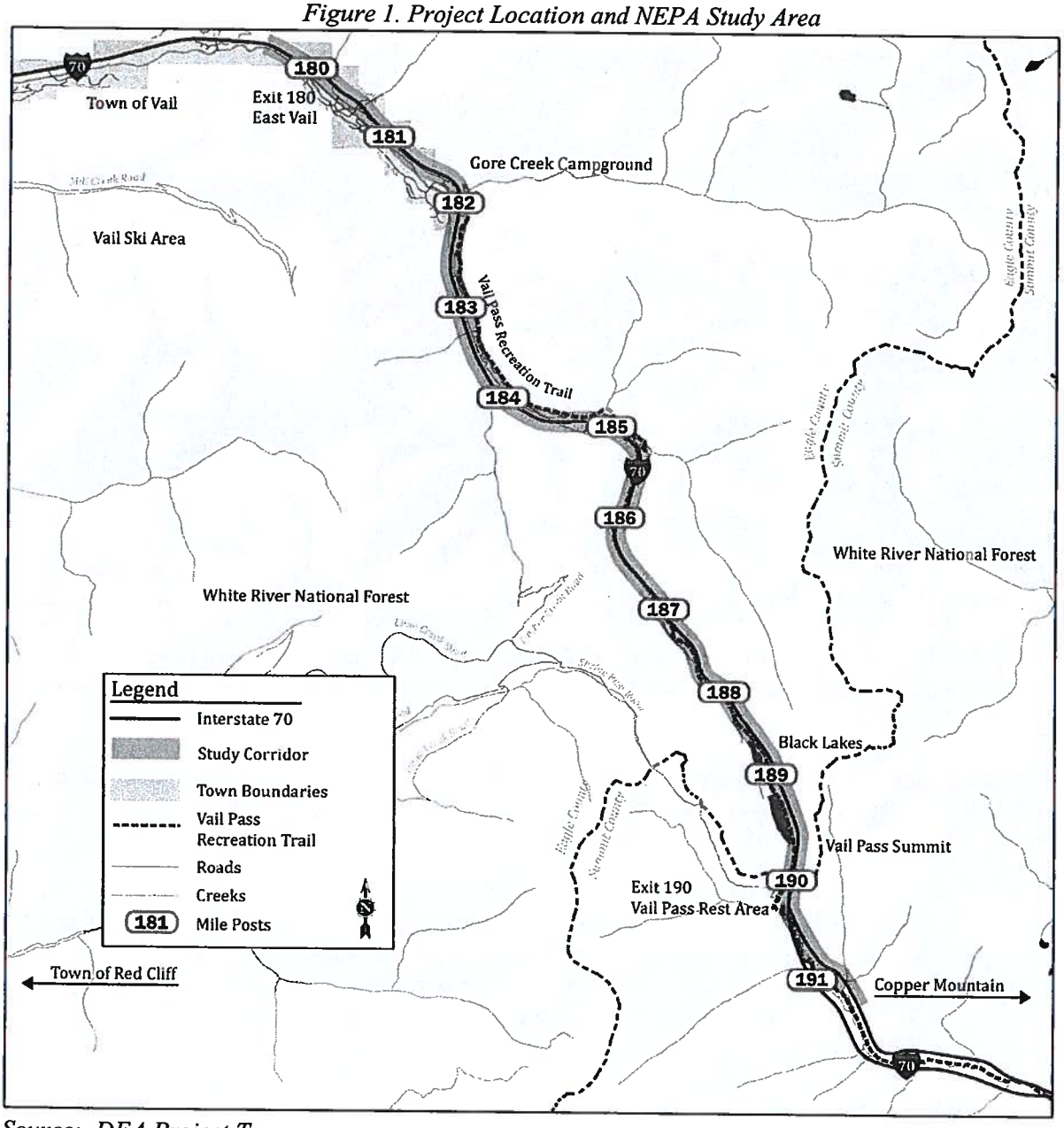
As noted above, the project is located between I-70 MP 179.5 and 191.5, generally between East Vail and a point approximately 1.5 miles east of the Vail Pass summit. East Vail is primarily situated south of I-70 and is connected to the rest of the community by I-70, one minor arterial road, and a system of recreational trails. It is comprised primarily of residential properties that include townhouses, condominiums, and single-family dwellings, all built since the early 1960s. Several community and recreation facilities are located in East Vail, including the Vail Tennis and Racquet Club. Properties are constructed on both sides of Gore Creek, which parallels I-70 through East Vail.

AREA OF POTENTIAL EFFECTS

An Area of Potential Affects (APE) was developed to include the following elements:[1]

[1] Mead & Hunt, Inc., *I-70 West Vail Pass Safety/Auxiliary Lanes Environmental Assessment, Draft Area of Potential Effects and Results of Windshield Survey* (prepared for CDOT, February 2018).

Figure 1. Project Location and NEPA Study Area



Source: DEA Project Team

- The footprint and associated right-of-way (ROW) of I-70 between MPs 179.5 and 191.5.
- The Vail Pass Recreational Trail between East Vail and the west summit of Vail Pass.
- Black Lake No.1 and Black Lake No. 2 near the west summit of Vail Pass.
- Parcel boundaries for properties that were built in or before 1976 between I-70 and Big Horn Road. Beginning on the west side of 5137 Main Gore Circle North to encompass that property, all properties on the north and east sides of Gore Circle, and two historic-age

townhouses south of Gore Circle adjacent to the existing bridges that carry I-70 over the bike path near the Bighorn Subdivision.

Enclosed are maps that illustrate the APE and resources located within it. The APE is subject to change depending on CDOT review and comments received from your office and consulting parties, in addition to design factors as the project progresses. See Section 3 of the enclosed inventory report for a more detailed discussion of APE development.

DETERMINATIONS OF ELIGIBILITY

Twenty-five properties in the APE were evaluated for eligibility to the National Register of Historic Places (NRHP). Of those, three were determined eligible: the Bradley Residence (5EA.3607), old U.S. Highway 6 (5EA.2587.9), and I-70 at Vail Pass (5EA.1826.4 and 5ST.982.5). A summary is presented in Table A, below. Detailed descriptions and a National Register eligibility assessment of each property is included in Section 9 of the survey report, and on the enclosed site forms. The 1976 cutoff date accounts for properties that will be 50 years of age or older in 2021, when construction of the proposed improvements is anticipated to commence.

Table A. Summary of Section 106 Eligibility Determinations

SITE NO.	SITE NAME	ADDRESS	CONSTR. DATE	NRHP ELIGIBILITY
5EA.3605	Bus Stop at Pitkin Creek	3897 Bighorn Road	c.1900	Not eligible
5EA.3606	Columbine Road Condominiums	4295 Columbine Drive	1972	Not eligible
5EA.3607	Bradley Residence	4396 Columbine Dr.	1965	Eligible, *Criterion C*
5EA.3608	Brozniak Residence	4406 Columbine Dr.	1973	Not eligible
5EA.3609	Condominium	4145 Spruce Dr.	1967	Not eligible
5EA.3610	Altair Vail Inn Condomimums	4192 Spruce Way	1973	Not eligible
5EA.3611	Taggart Residence	4110 Spruce Way	1967	Not eligible
5EA.3612	Folke & Mellgren Residence	4112 Spruce Way	1967	Not eligible
5EA.3613	Condominium	4132 Spruce Way	1965	Not eligible
5EA.3614	Vail East Lodging Condominium Complex	4073, 4093, 4123, 4133 Spruce Way	1965	Not eligible
5EA.3615	Elgi Duplex	4141 Spruce Way	1968	Not eligible
5EA.3616	Parks Duplex	4143 Spruce Way	1968	Not eligible
5EA.3617	Blunk Residence	4145 Spruce Way	1968	Not eligible
5EA.3618	Gore Creek North Condominium	4342 Spruce Way	1965	Not eligible
5EA.3619	Moosburger-Forstner Residence	4325 Spruce Way	1971	Not eligible
5EA.3620	Ridgeview Square Townhouses	4506 Spruce Way	1971	Not eligible
5EA.3621	Pavelich Residence	5137 Main Gore Drive North	1970	Not eligible
5EA.3622	Pattison Residence	5177 Gore Circle	1972	Not eligible
5EA.3623	Ciarallo and Van Dijk Residence	5187 Gore Circle	1976	Not eligible
5EA.3624	Bloom Residence	5197 Gore Circle	1968	Not eligible
5EA.3625	Cocchiarella Residence	5198 Gore Circle	1969	Not eligible

Table A. Summary of Section 106 Eligibility Determinations

SITE NO.	SITE NAME	ADDRESS	CONSTR. DATE	NRHP ELIGIBILITY
5EA.3626	Frost Townhouses	5187 Black Gore Drive	1973	Not eligible
5EA.3627	Heather of Vail Condominiums	5197 Black Gore Drive	1974	Not eligible
5EA.2587.9	Old U.S. Highway 6 (including portions of the recreational bike path and Bighorn Drive in East Vail and associated road-related features)			Eligible, *Criterion A,* non-supporting segment
5EA.1826.4 and 5ST.892.5	Vail Pass (I-70 from MP 180-195.2 including bridges and other road-related features)			Eligible, *Criteria A and C* and *Criteria Consideration G*

DETERMINATIONS OF EFFECTS

A summary of the effects determinations for the 25 historic properties appears in Table B. A detailed discussion of effects is presented in the enclosed Effects Determination attachment.

Table B. Summary of Section 106 Effects Determinations

SITE NO.	SITE NAME	ELIGIBILITY RECOMMENDATION	EFFECTS DETERMINATION
5EA.3605	Bus Stop at Pitkin Creek	Not eligible	No Historic Properties Affected
5EA.3606	Columbine Road Condominiums	Not eligible	No Historic Properties Affected
5EA.3607	Bradley Residence	Eligible	No Adverse Effect
5EA.3608	Brozniak Residence	Not eligible	No Historic Properties Affected
5EA.3609	Condominium	Not eligible	No Historic Properties Affected
5EA.3610	Altair Vail Inn Condomimums	Not eligible	No Historic Properties Affected
5EA.3611	Taggart Residence	Not eligible	No Historic Properties Affected
5EA.3612	Folke & Mellgren Residence	Not eligible	No Historic Properties Affected
5EA.3613	Condominium	Not eligible	No Historic Properties Affected
5EA.3614	Vail East Lodging Condominium Complex	Not eligible	No Historic Properties Affected
5EA.3615	Elgi Duplex	Not eligible	No Historic Properties Affected
5EA.3616	Parks Duplex	Not eligible	No Historic Properties Affected
5EA.3617	Blunk Residence	Not eligible	No Historic Properties Affected
5EA.3618	Gore Creek North Condominium	Not eligible	No Historic Properties Affected
5EA.3619	Moosburger-Forstner Residence	Not eligible	No Historic Properties Affected
5EA.3620	Ridgeview Square Townhouses	Not eligible	No Historic Properties Affected
5EA.3621	Pavelich Residence	Not eligible	No Historic Properties Affected
5EA.3622	Pattison Residence	Not eligible	No Historic Properties Affected
5EA.3623	Ciarallo and Van Dijk Residence	Not eligible	No Historic Properties Affected
5EA.3624	Bloom Residence	Not eligible	No Historic Properties Affected
5EA.3625	Cocchiarella Residence	Not eligible	No Historic Properties Affected

Table B. Summary of Section 106 Effects Determinations

SITE NO.	SITE NAME	ELIGIBILITY RECOMMENDATION	EFFECTS DETERMINATION
5EA.3626	Frost Townhouses	Not eligible	No Historic Properties Affected
5EA.3627	Heather of Vail Condominiums	Not eligible	No Historic Properties Affected
5EA.2587.9	Old US Highway 6 (Including portions of the recreational bike path and Bighorn Drive in East Vail and associated road-related features)	Eligible, non-supporting segment	No Adverse Effect
5EA.1826.4 and 5ST.892.5	Vail Pass (I-70 from mileposts 180-195 including bridges and other road-related features)	Eligible, *Criteria A and C* and *Criteria Consideration G*	Adverse Effect

Section 106 Issue Task Force/Consulting Parties

CDOT created a Section 106 Issues Task Force (ITF) to coordinate and facilitate consulting parties. The information contained in this letter was sent concurrently to ITF members for review; any comments received will be forwarded to your office. A request to join the Section 106 ITF was initially sent to the following organizations:

- Copper Mountain Metropolitan District
- Eagle County
- Eagle County Historical Society
- Frisco Preservation Board
- National Park Service
- National Trust for Historic Preservation
- State Historic Preservation Officer
- Summit County Historical Society
- Summit County Preservation Commission
- Town of Vail
- Town of Breckenridge Planning Commission (CLG)
- Town of Vail Design Review Board
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Very truly yours,

for

Jane Hann, Manager
Environmental Program Branch

Enclosures:

- APE/Historic Resources Maps
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- OAHP Inventory Forms
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cc: David Cesark, CDOT Region 3
John Kronholm, CDOT Region 3
Kara Swanson, David Evans & Assoc.

COLORADO
Department of Transportation
Division of Transportation Development

Environmental Programs Branch
2829 W. Howard Place
Denver, CO 80204
(303) 757-9281

October 7, 2019

Ms. Jennifer Orrigo-Charles
Colorado Preservation Inc.,
1420 Ogden Street
Suite 104
Denver, CO 80218

SUBJECT: Determinations of Eligibility and Effects (Historic Resources,) Project NHPP 0701-240, I-70 West Vail Pass Auxiliary Lanes Environmental Assessment, Eagle and Summit Counties

Dear Ms. Orrigo-Charles:

This letter and the enclosed documents constitute a request for comments on determinations of eligibility and effects for the project referenced above. The undertaking is located along I-70 in Eagle and Summit Counties, with the eastern terminus just east of the Vail Pass Rest Area and the western terminus near the East Vail interchange. The study limits include I-70 from milepost (MP) 179.5 to MP 191.5, which are reflected on Figure 1, below.

As part of the intial National Environmental Policy Act (NEPA) analysis, a Tier 1 Environmental Impact Statement (EIS) for the I-70 Mountain Corridor (C-470 to Glenwood Springs) was completed in 2011. That study recommended the addition of auxiliary lanes in both directions on the west side of Vail Pass from MP 180-190.

A Tier 2 NEPA analysis is the next step required to move forward with highway improvements. The Colorado Department of Transportation (CDOT) and Federal Highway Administration (FHWA) have initiated an Environmental Assessment (EA) to identify a Proposed Action, investigate the anticipated benefits and impacts of the proposed improvements, produce conceptual design plans, and make funding, scheduling, and phasing recommendations.

PROJECT AREA

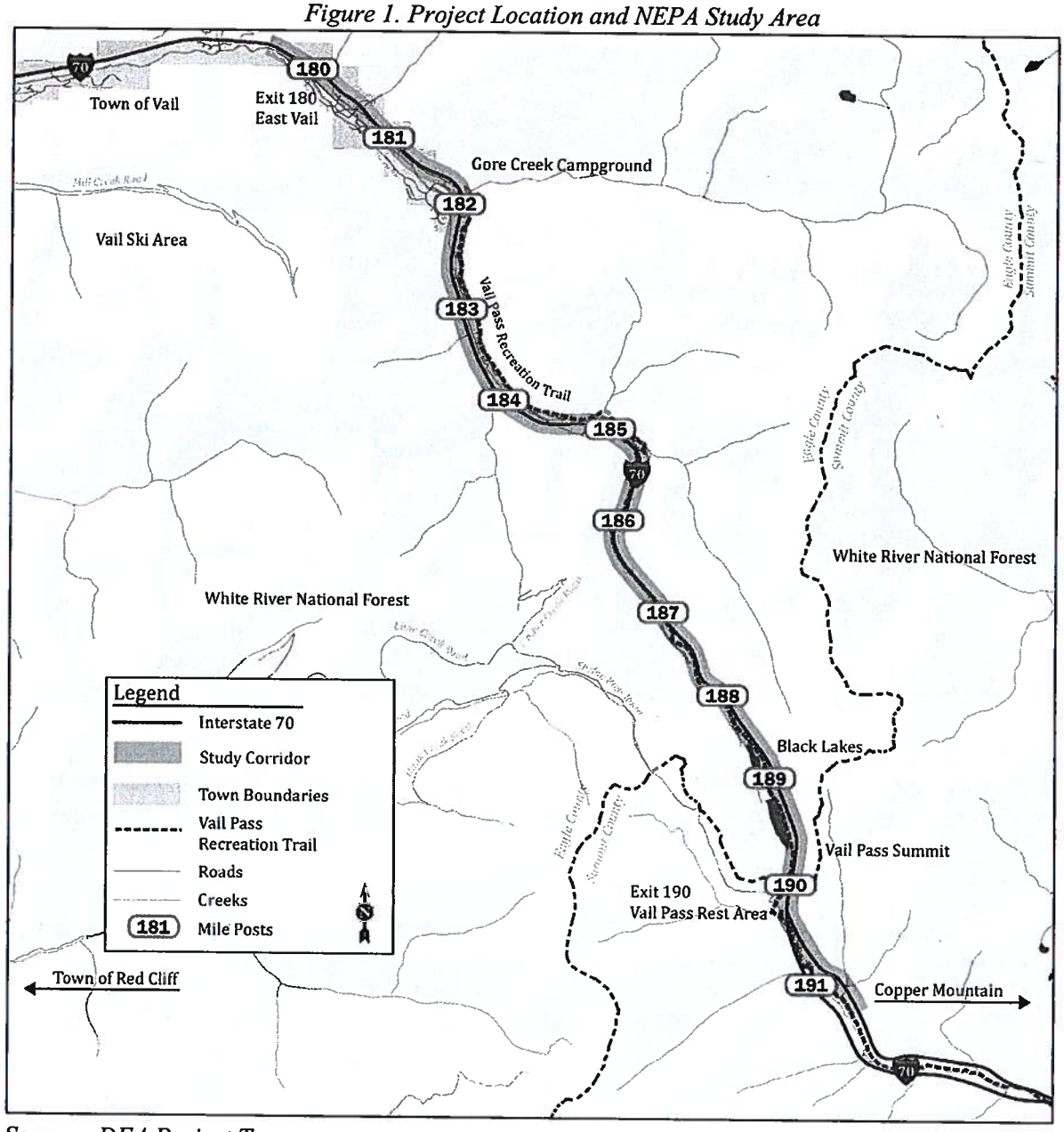
As noted above, the project is located between I-70 MP 179.5 and 191.5, generally between East Vail and a point approximately 1.5 miles east of the Vail Pass summit. East Vail is primarily situated south of I-70 and is connected to the rest of the community by I-70, one minor arterial road, and a system of recreational trails. It is comprised primarily of residential properties that include townhouses, condominiums, and single-family dwellings, all built since the early 1960s. Several community and recreation facilities are located in East Vail, including the Vail Tennis and Racquet Club. Properties are constructed on both sides of Gore Creek, which parallels I-70 through East Vail.

AREA OF POTENTIAL EFFECTS

An Area of Potential Affects (APE) was developed to include the following elements:[1]

[1] Mead & Hunt, Inc., *I-70 West Vail Pass Safety/Auxiliary Lanes Environmental Assessment, Draft Area of Potential Effects and Results of Windshield Survey* (prepared for CDOT, February 2018).

Figure 1. Project Location and NEPA Study Area



Source: DEA Project Team

- The footprint and associated right-of-way (ROW) of I-70 between MPs 179.5 and 191.5.
- The Vail Pass Recreational Trail between East Vail and the west summit of Vail Pass.
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- Parcel boundaries for properties that were built in or before 1976 between I-70 and Big Horn Road. Beginning on the west side of 5137 Main Gore Circle North to encompass that property, all properties on the north and east sides of Gore Circle, and two historic-age

townhouses south of Gore Circle adjacent to the existing bridges that carry I-70 over the bike path near the Bighorn Subdivision.

Enclosed are maps that illustrate the APE and resources located within it. The APE is subject to change depending on CDOT review and comments received from your office and consulting parties, in addition to design factors as the project progresses. See Section 3 of the enclosed inventory report for a more detailed discussion of APE development.

DETERMINATIONS OF ELIGIBILITY

Twenty-five properties in the APE were evaluated for eligibility to the National Register of Historic Places (NRHP). Of those, three were determined eligible: the Bradley Residence (5EA.3607), old U.S. Highway 6 (5EA.2587.9), and I-70 at Vail Pass (5EA.1826.4 and 5ST.982.5). A summary is presented in Table A, below. Detailed descriptions and a National Register eligibility assessment of each property is included in Section 9 of the survey report, and on the enclosed site forms. The 1976 cutoff date accounts for properties that will be 50 years of age or older in 2021, when construction of the proposed improvements is anticipated to commence.

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5EA.3614	Vail East Lodging Condominium Complex	4073, 4093, 4123, 4133 Spruce Way	1965	Not eligible
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Table A. Summary of Section 106 Eligibility Determinations

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DETERMINATIONS OF EFFECTS

A summary of the effects determinations for the 25 historic properties appears in Table B. A detailed discussion of effects is presented in the enclosed Effects Determination attachment.

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Section 106 Issue Task Force/Consulting Parties

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2829 W. Howard Place
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(303) 757-9281

October 14, 2019

Ms. Julie Puester
Town of Breckenridge
Planning Commission
P.O. Box 168
Breckenridge, CO 80424

SUBJECT: Determinations of Eligibility and Effects (Historic Resources,) Project NHPP 0701-240, I-70 West Vail Pass Auxiliary Lanes Environmental Assessment, Eagle and Summit Counties

Dear Ms. Puester:

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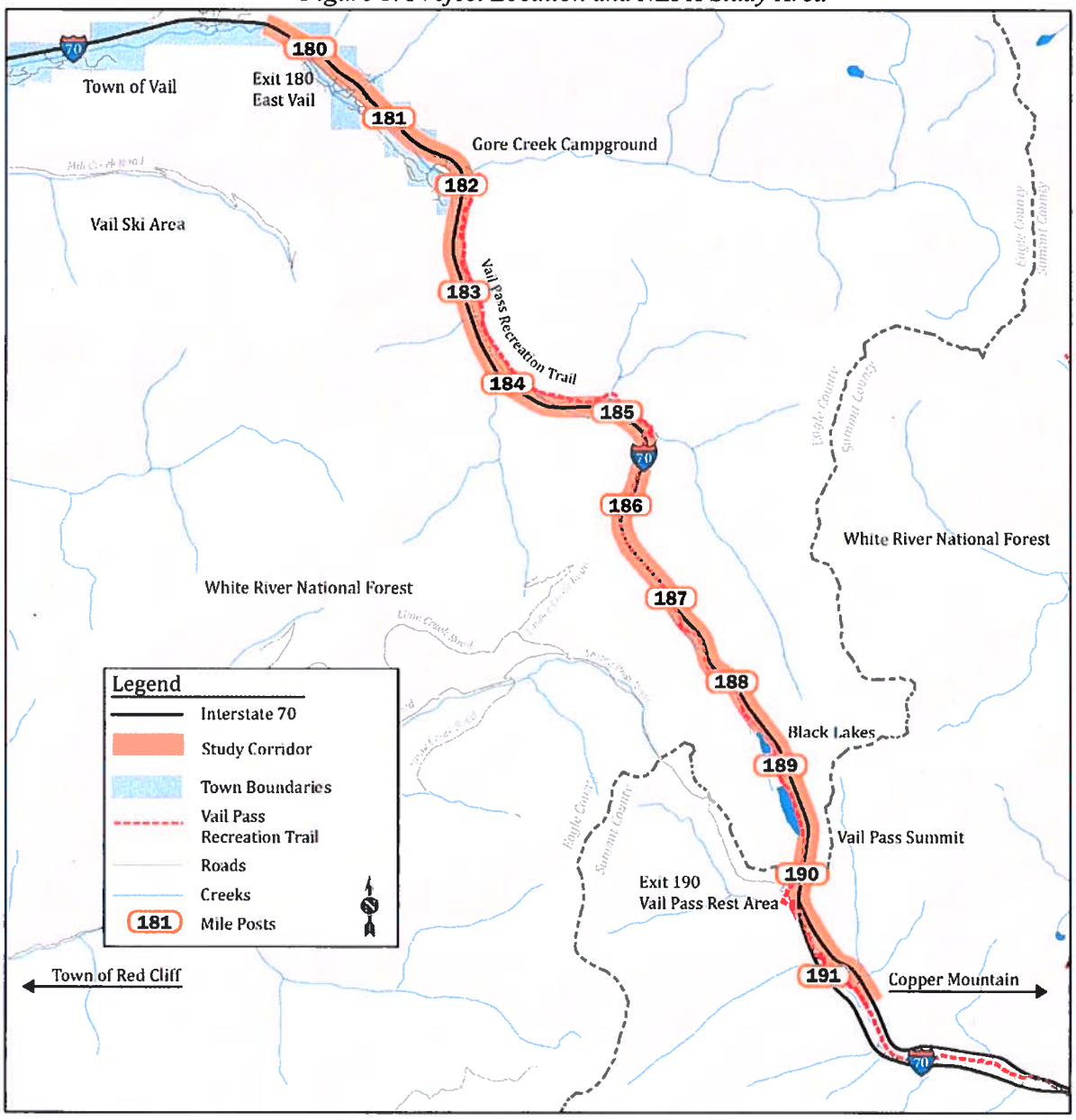

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for Jane Hann, Manager
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COLORADO
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2829 W. Howard Place
Denver, CO 80204
(303) 757-9281

October 14, 2019

Ms. Sally Queen
Acting Director
Summit County Historical Society
P.O. Box 143
Dillon, CO 80435

SUBJECT: Determinations of Eligibility and Effects (Historic Resources,) Project NHPP 0701-240, I-70 West Vail Pass Auxiliary Lanes Environmental Assessment, Eagle and Summit Counties

Dear Ms. Queen:

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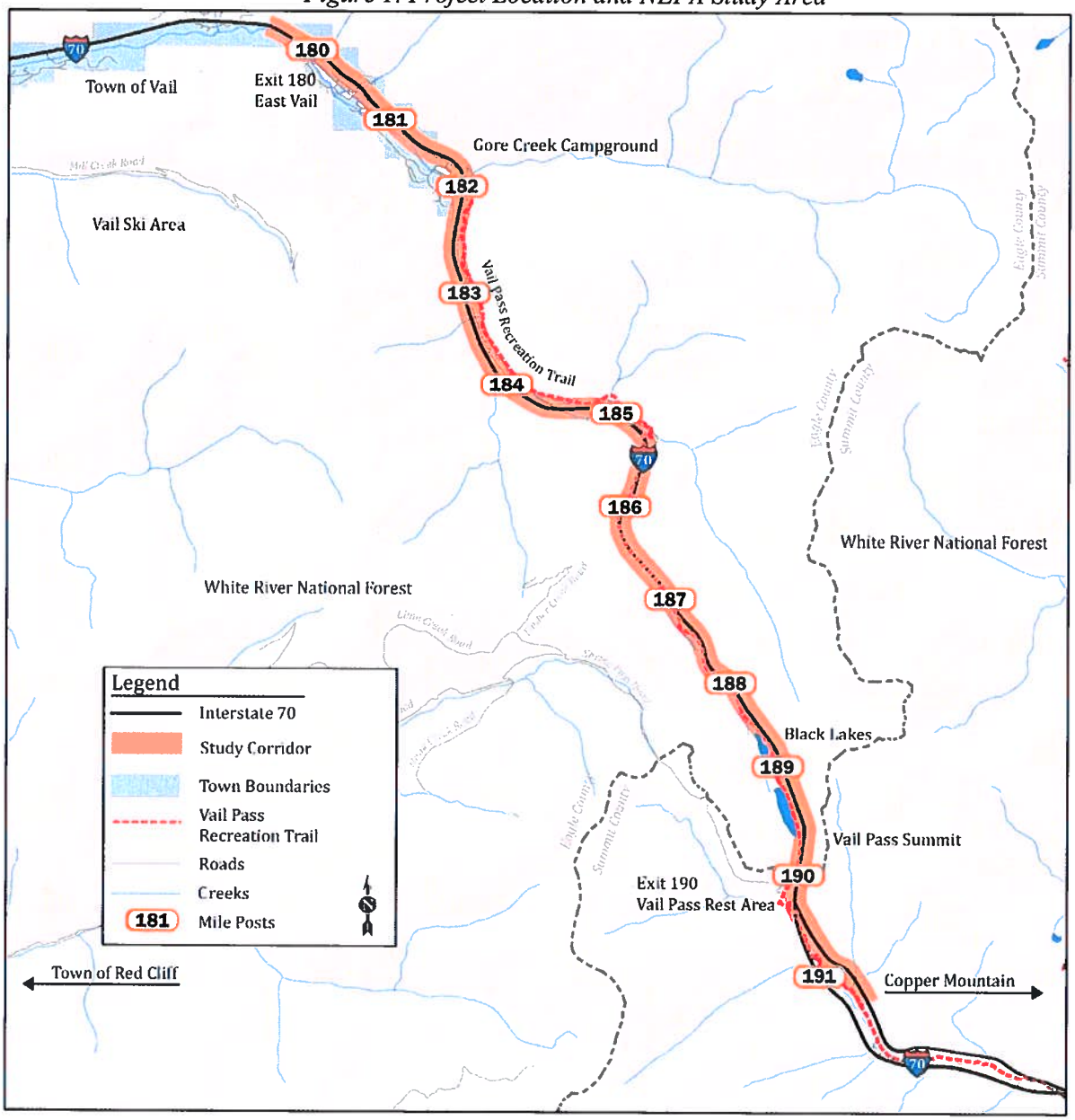

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5EA.3625	Cocchiarella Residence	5198 Gore Circle	1969	Not eligible
5EA.3626	Frost Townhouses	5187 Black Gore Drive	1973	Not eligible
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DETERMINATIONS OF EFFECTS

A summary of the effects determinations for the 25 historic properties appears in Table B. A detailed discussion of effects is presented in the enclosed Effects Determination attachment.

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5EA.2587.9	Old US Highway 6 (Including portions of the recreational bike path and Bighorn Drive in East Vail and associated road-related features)	Eligible, non-supporting segment	No Adverse Effect
5EA.1826.4 and 5ST.892.5	Vail Pass (I-70 from mileposts 180-195 including bridges and other road-related features)	Eligible, *Criteria A and C* and *Criteria Consideration G*	Adverse Effect

Section 106 Issue Task Force/Consulting Parties

CDOT created a Section 106 Issues Task Force (ITF) to coordinate and facilitate consulting parties. The information contained in this letter was sent concurrently to ITF members for review; any comments received will be forwarded to your office. A request to join the Section 106 ITF was initially sent to the following organizations:

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CDOT intends to convene another ITF meeting to discuss the determinations of eligibility and effects, and consultations with ITF members will continue to as design concepts and options are developed. We will forward information about an upcoming meeting to you in the near future.

As a potential consulting party and member of the ITF, we welcome your comments on the eligibility and effect information included in this submittal and request your comments within 30 days of receipt of these materials. If we do not receive a response from you in that time frame, we will assume you do not plan to comment. You are welcome to respond in writing or via Email to CDOT Senior Historian Lisa Schoch at lisa.schoch@state.co.us. If you have questions or require additional information in order to complete your review, please contact Ms. Schoch at (303) 512-4258 or lisa.schoch@state.co.us.

Very truly yours,

for Jane Hann, Manager
Environmental Program Branch

Enclosures:
APE/Historic Resources Maps
Historic Resources Inventory Report
OAHP Inventory Forms
Determinations of Effects Summary
West Vail Pass Plan Sheets, dated June 20, 2019
Context Sensitive Solutions Process Flow Chart and Crest of the Rockies Aesthetics Guidance

cc: David Cesark, CDOT Region 3
John Kronholm, CDOT Region 3
Kara Swanson, David Evans & Assoc.

COLORADO
Department of Transportation
Division of Transportation Development

Environmental Programs Branch
2829 W. Howard Place
Denver, CO 80204
(303) 757-9281

October 14, 2019

Ms. Kathy Heicher
Eagle County Historical Society
P.O. Box 192
Eagle, CO 81631

SUBJECT: Determinations of Eligibility and Effects (Historic Resources,) Project NHPP 0701-240, I-70 West Vail Pass Auxiliary Lanes Environmental Assessment, Eagle and Summit Counties

Dear Ms. Heicher:

This letter and the enclosed documents constitute a request for comments on determinations of eligibility and effects for the project referenced above. The undertaking is located along I-70 in Eagle and Summit Counties, with the eastern terminus just east of the Vail Pass Rest Area and the western terminus near the East Vail interchange. The study limits include I-70 from milepost (MP) 179.5 to MP 191.5, which are reflected on Figure 1, below.

As part of the intial National Environmental Policy Act (NEPA) analysis, a Tier 1 Environmental Impact Statement (EIS) for the I-70 Mountain Corridor (C-470 to Glenwood Springs) was completed in 2011. That study recommended the addition of auxiliary lanes in both directions on the west side of Vail Pass from MP 180-190.

A Tier 2 NEPA analysis is the next step required to move forward with highway improvements. The Colorado Department of Transportation (CDOT) and Federal Highway Administration (FHWA) have initiated an Environmental Assessment (EA) to identify a Proposed Action, investigate the anticipated benefits and impacts of the proposed improvements, produce conceptual design plans, and make funding, scheduling, and phasing recommendations.

CDOT is submitting this information to you in compliance with Section 106 of the National Historic Preservation Act, which requires federal agencies to evaluate the effects of their undertakings on historic properties. You organization has been identified as a potential consulting party for this project. For more information about Section 106 and how you can participate as a consulting party, please visit the Advisory Council on Historic Preservation's web site, which contains the Citizen's Guide to Section 106 Review at http://www.achp.gov/docs/CitizenGuide.pdf.

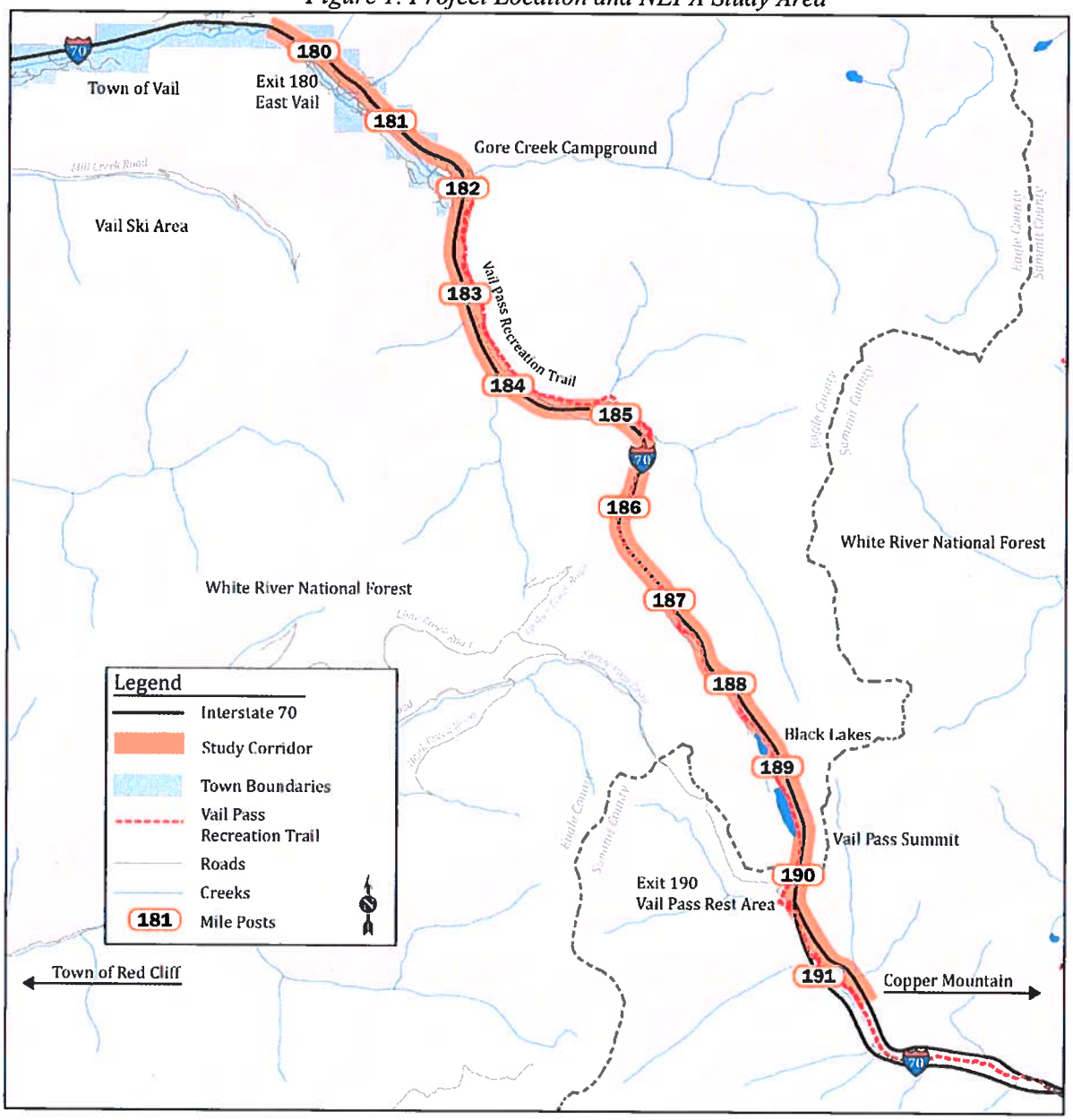
PROJECT AREA

As noted above, the project is located between I-70 MP 179.5 and 191.5, generally between East Vail and a point approximately 1.5 miles east of the Vail Pass summit. East Vail is primarily situated south of I-70 and is connected to the rest of the community by I-70, one minor arterial road, and a system of recreational trails. It is comprised primarily of residential properties that include townhouses, condominiums, and single-family dwellings, all built since the early 1960s. Several community and recreation facilities are located in East Vail, including the Vail Tennis and Racquet Club. Properties are constructed on both sides of Gore Creek, which parallels I-70 through East Vail.

AREA OF POTENTIAL EFFECTS

An Area of Potential Affects (APE) was developed to include the following elements:[1]

Figure 1. Project Location and NEPA Study Area



Source: DEA Project Team

- The footprint and associated right-of-way (ROW) of I-70 between MPs 179.5 and 191.5.
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for Jane Hann, Manager
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cc: David Cesark, CDOT Region 3
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COLORADO
Department of Transportation
Division of Transportation Development

Environmental Programs Branch
2829 W. Howard Place
Denver, CO 80204
(303) 757-9281

October 16, 2019

Ms. Barbara Pahl
National Trust for Historic Preservation
Denver Field Office
1420 Ogden Street, Suite 203
Denver, CO 80218

SUBJECT: Determinations of Eligibility and Effects (Historic Resources,) Project NHPP 0701-240, I-70 West Vail Pass Auxiliary Lanes Environmental Assessment, Eagle and Summit Counties

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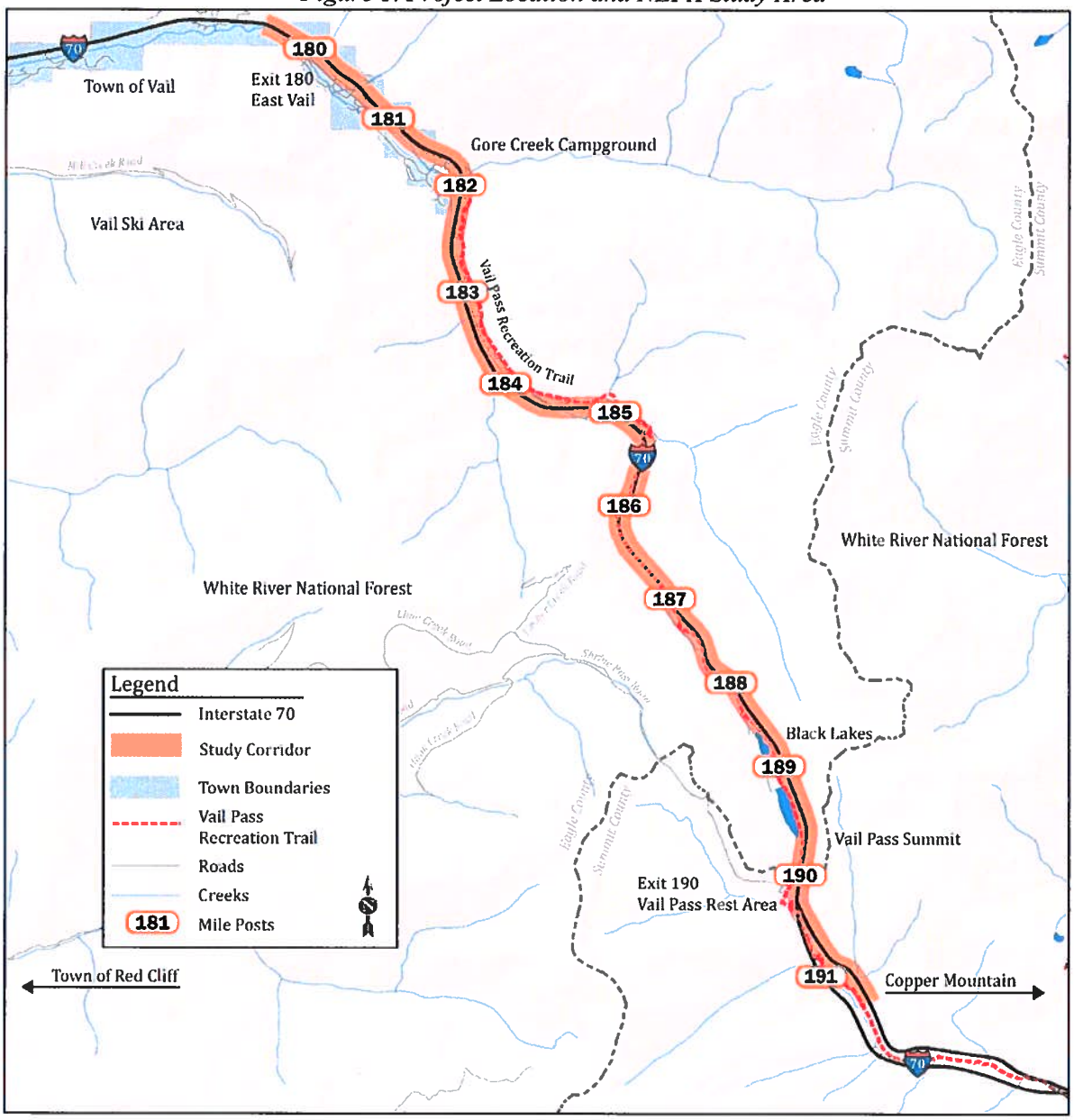

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Table B. Summary of Section 106 Effects Determinations

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for Jane Hann, Manager
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cc: David Cesark, CDOT Region 3
John Kronholm, CDOT Region 3
Kara Swanson, David Evans & Assoc.

COLORADO
Department of Transportation
Division of Transportation Development

Environmental Programs Branch
2829 W. Howard Place
Denver, CO 80204
(303) 757-9281

October 16, 2019

Mr. Robert Martin
Public Works Director
Copper Mountain Consolidated Metropolitan District
0800 Copper Road
Copper Mountain, CO 80443

SUBJECT: Determinations of Eligibility and Effects (Historic Resources,) Project NHPP 0701-240, I-70 West Vail Pass Auxiliary Lanes Environmental Assessment, Eagle and Summit Counties

Dear Mr. Martin:

This letter and the enclosed documents constitute a request for comments on determinations of eligibility and effects for the project referenced above. The undertaking is located along I-70 in Eagle and Summit Counties, with the eastern terminus just east of the Vail Pass Rest Area and the western terminus near the East Vail interchange. The study limits include I-70 from milepost (MP) 179.5 to MP 191.5, which are reflected on Figure 1, below.

As part of the intial National Environmental Policy Act (NEPA) analysis, a Tier 1 Environmental Impact Statement (EIS) for the I-70 Mountain Corridor (C-470 to Glenwood Springs) was completed in 2011. That study recommended the addition of auxiliary lanes in both directions on the west side of Vail Pass from MP 180-190.

A Tier 2 NEPA analysis is the next step required to move forward with highway improvements. The Colorado Department of Transportation (CDOT) and Federal Highway Administration (FHWA) have initiated an Environmental Assessment (EA) to identify a Proposed Action, investigate the anticipated benefits and impacts of the proposed improvements, produce conceptual design plans, and make funding, scheduling, and phasing recommendations.

CDOT is submitting this information to you in compliance with Section 106 of the National Historic Preservation Act, which requires federal agencies to evaluate the effects of their undertakings on historic properties. You organization has been identified as a potential consulting party for this project. For more information about Section 106 and how you can participate as a consulting party, please visit the Advisory Council on Historic Preservation's web site, which contains the Citizen's Guide to Section 106 Review at http://www.achp.gov/docs/CitizenGuide.pdf.

PROJECT AREA

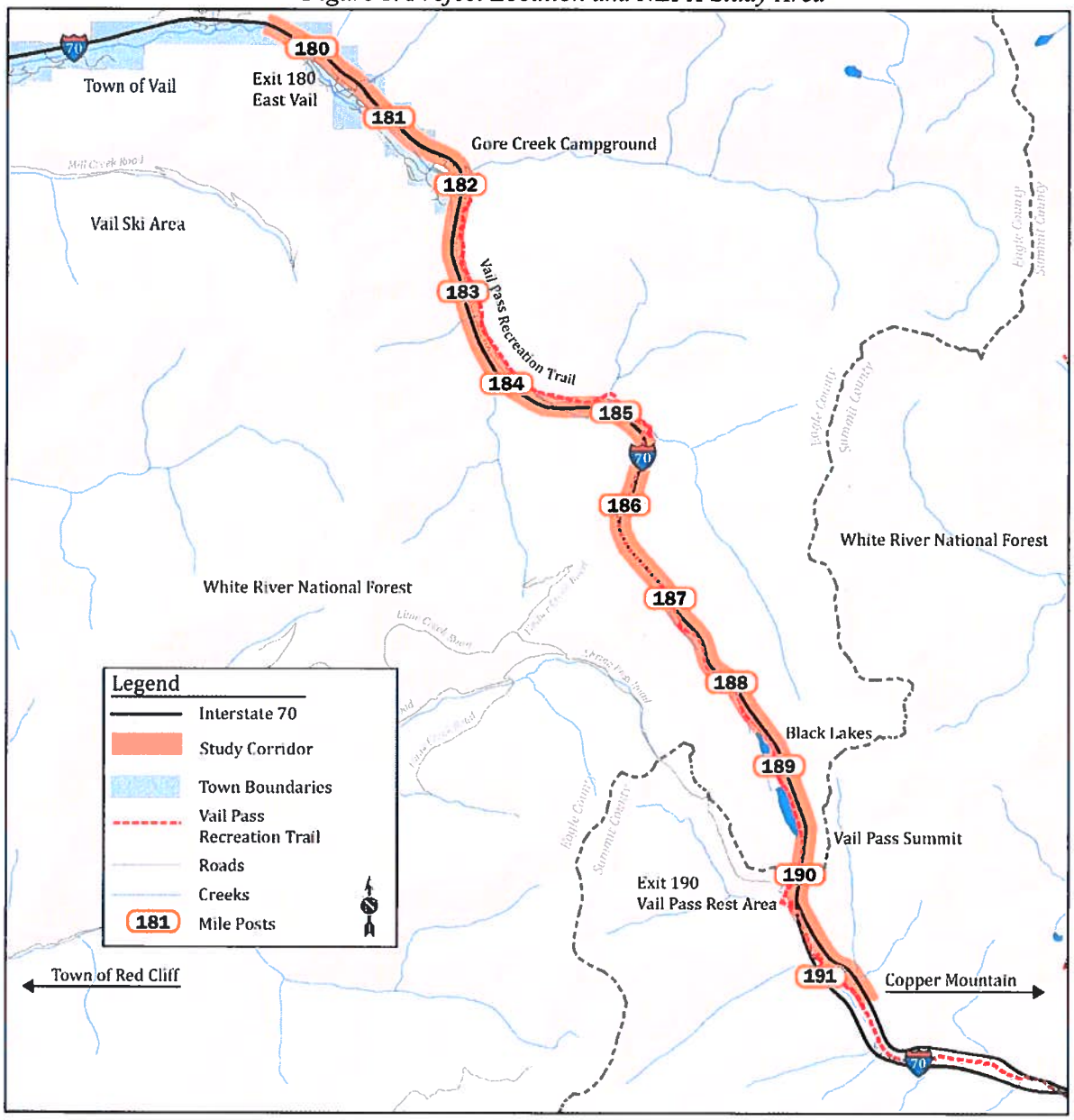
As noted above, the project is located between I-70 MP 179.5 and 191.5, generally between East Vail and a point approximately 1.5 miles east of the Vail Pass summit. East Vail is primarily situated south of I-70 and is connected to the rest of the community by I-70, one minor arterial road, and a system of recreational trails. It is comprised primarily of residential properties that include townhouses, condominiums, and single-family dwellings, all built since the early 1960s. Several community and

recreation facilities are located in East Vail, including the Vail Tennis and Racquet Club. Properties are constructed on both sides of Gore Creek, which parallels I-70 through East Vail.

AREA OF POTENTIAL EFFECTS

An Area of Potential Affects (APE) was developed to include the following elements:[1]

Figure 1. Project Location and NEPA Study Area



Source: DEA Project Team

- The footprint and associated right-of-way (ROW) of I-70 between MPs 179.5 and 191.5.
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- Black Lake No.1 and Black Lake No. 2 near the west summit of Vail Pass.
- Parcel boundaries for properties that were built in or before 1976 between I-70 and Big Horn Road. Beginning on the west side of 5137 Main Gore Circle North to encompass that property, all properties on the north and east sides of Gore Circle, and two historic-age townhouses south of Gore Circle adjacent to the existing bridges that carry I-70 over the bike path near the Bighorn Subdivision.

Enclosed are maps that illustrate the APE and resources located within it. The APE is subject to change depending on CDOT review and comments received from your office and consulting parties, in addition to design factors as the project progresses. See Section 3 of the enclosed inventory report for a more detailed discussion of APE development.

DETERMINATIONS OF ELIGIBILITY

Twenty-five properties in the APE were evaluated for eligibility to the National Register of Historic Places (NRHP). Of those, three were determined eligible: the Bradley Residence (5EA.3607), old U.S. Highway 6 (5EA.2587.9), and I-70 at Vail Pass (5EA.1826.4 and 5ST.982.5). A summary is presented in Table A, below. Detailed descriptions and a National Register eligibility assessment of each property is included in Section 9 of the survey report, and on the enclosed site forms. The 1976 cutoff date accounts for properties that will be 50 years of age or older in 2021, when construction of the proposed improvements is anticipated to commence.

Table A. Summary of Section 106 Eligibility Determinations

SITE NO.	SITE NAME	ADDRESS	CONSTR. DATE	NRHP ELIGIBILITY
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5EA.3606	Columbine Road Condominiums	4295 Columbine Drive	1972	Not eligible
5EA.3607	Bradley Residence	4396 Columbine Dr.	1965	Eligible, *Criterion C*
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5EA.3609	Condominium	4145 Spruce Dr.	1967	Not eligible
5EA.3610	Altair Vail Inn Condomimums	4192 Spruce Way	1973	Not eligible
5EA.3611	Taggart Residence	4110 Spruce Way	1967	Not eligible
5EA.3612	Folke & Mellgren Residence	4112 Spruce Way	1967	Not eligible
5EA.3613	Condominium	4132 Spruce Way	1965	Not eligible
5EA.3614	Vail East Lodging Condominium Complex	4073, 4093, 4123, 4133 Spruce Way	1965	Not eligible
5EA.3615	Elgi Duplex	4141 Spruce Way	1968	Not eligible
5EA.3616	Parks Duplex	4143 Spruce Way	1968	Not eligible
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5EA.3618	Gore Creek North Condominium	4342 Spruce Way	1965	Not eligible
5EA.3619	Moosburger-Forstner Residence	4325 Spruce Way	1971	Not eligible
5EA.3620	Ridgeview Square Townhouses	4506 Spruce Way	1971	Not eligible
5EA.3621	Pavelich Residence	5137 Main Gore Drive North	1970	Not eligible

Table A. Summary of Section 106 Eligibility Determinations

SITE NO.	SITE NAME	ADDRESS	CONSTR. DATE	NRHP ELIGIBILITY
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5EA.3623	Ciarallo and Van Dijk Residence	5187 Gore Circle	1976	Not eligible
5EA.3624	Bloom Residence	5197 Gore Circle	1968	Not eligible
5EA.3625	Cocchiarella Residence	5198 Gore Circle	1969	Not eligible
5EA.3626	Frost Townhouses	5187 Black Gore Drive	1973	Not eligible
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A summary of the effects determinations for the 25 historic properties appears in Table B. A detailed discussion of effects is presented in the enclosed Effects Determination attachment.

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2829 W. Howard Place
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October 16, 2019

Ms. Larissa O'Neil
Breckenridge Heritage Alliance
P.O. Box 2460
Breckenridge, CO 80424

SUBJECT: Determinations of Eligibility and Effects (Historic Resources,) Project NHPP 0701-240, I-70 West Vail Pass Auxiliary Lanes Environmental Assessment, Eagle and Summit Counties

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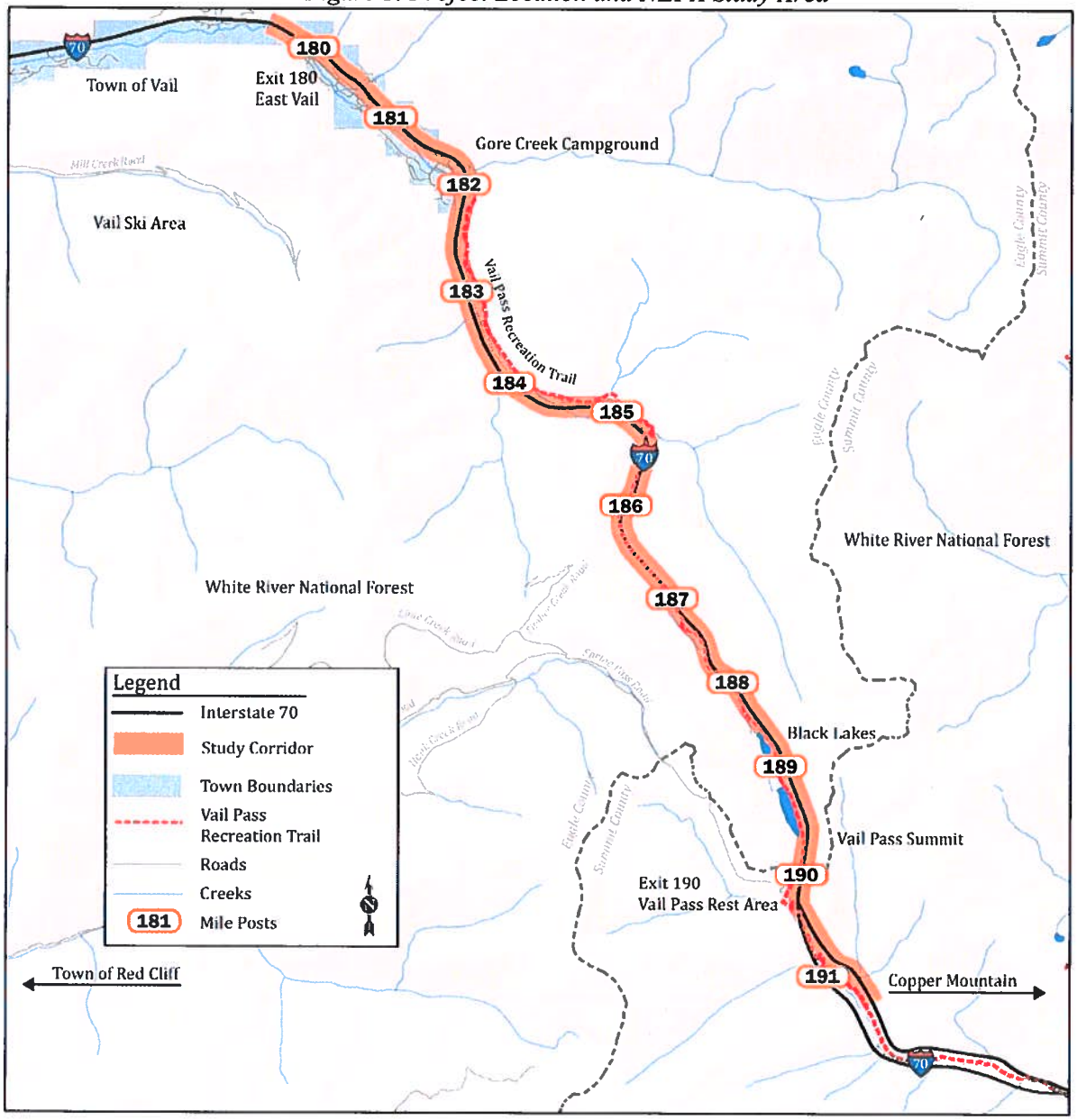

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October 16, 2019

Mr. Bill Pierce
Town of Vail
Design Review Board
75 South Frontage Road
Vail, CO 81657

SUBJECT: Determinations of Eligibility and Effects (Historic Resources,) Project NHPP 0701-240, I-70 West Vail Pass Auxiliary Lanes Environmental Assessment, Eagle and Summit Counties

Dear Mr. Pierce:

This letter and the enclosed documents constitute a request for comments on determinations of eligibility and effects for the project referenced above. The undertaking is located along I-70 in Eagle and Summit Counties, with the eastern terminus just east of the Vail Pass Rest Area and the western terminus near the East Vail interchange. The study limits include I-70 from milepost (MP) 179.5 to MP 191.5, which are reflected on Figure 1, below.

As part of the intial National Environmental Policy Act (NEPA) analysis, a Tier 1 Environmental Impact Statement (EIS) for the I-70 Mountain Corridor (C-470 to Glenwood Springs) was completed in 2011. That study recommended the addition of auxiliary lanes in both directions on the west side of Vail Pass from MP 180-190.

A Tier 2 NEPA analysis is the next step required to move forward with highway improvements. The Colorado Department of Transportation (CDOT) and Federal Highway Administration (FHWA) have initiated an Environmental Assessment (EA) to identify a Proposed Action, investigate the anticipated benefits and impacts of the proposed improvements, produce conceptual design plans, and make funding, scheduling, and phasing recommendations.

CDOT is submitting this information to you in compliance with Section 106 of the National Historic Preservation Act, which requires federal agencies to evaluate the effects of their undertakings on historic properties. You organization has been identified as a potential consulting party for this project. For more information about Section 106 and how you can participate as a consulting party, please visit the Advisory Council on Historic Preservation's web site, which contains the Citizen's Guide to Section 106 Review at http://www.achp.gov/docs/CitizenGuide.pdf.

PROJECT AREA

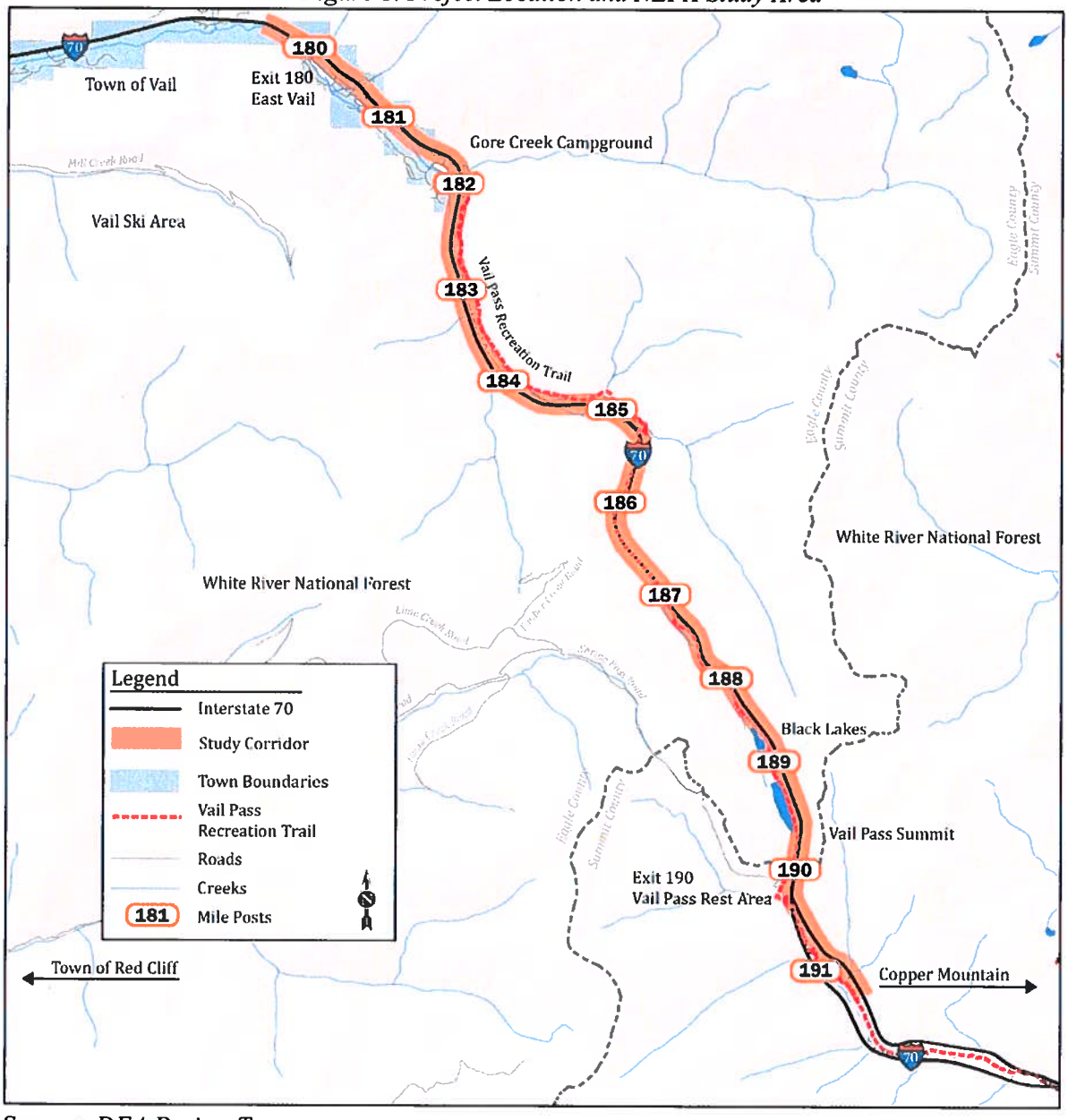
As noted above, the project is located between I-70 MP 179.5 and 191.5, generally between East Vail and a point approximately 1.5 miles east of the Vail Pass summit. East Vail is primarily situated south of I-70 and is connected to the rest of the community by I-70, one minor arterial road, and a system of recreational trails. It is comprised primarily of residential properties that include townhouses, condominiums, and single-family dwellings, all built since the early 1960s. Several community and

recreation facilities are located in East Vail, including the Vail Tennis and Racquet Club. Properties are constructed on both sides of Gore Creek, which parallels I-70 through East Vail.

AREA OF POTENTIAL EFFECTS

An Area of Potential Affects (APE) was developed to include the following elements:[1]

Figure 1. Project Location and NEPA Study Area



Source: DEA Project Team

- The footprint and associated right-of-way (ROW) of I-70 between MPs 179.5 and 191.5.
- The Vail Pass Recreational Trail between East Vail and the west summit of Vail Pass.

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- Black Lake No.1 and Black Lake No. 2 near the west summit of Vail Pass.
- Parcel boundaries for properties that were built in or before 1976 between I-70 and Big Horn Road. Beginning on the west side of 5137 Main Gore Circle North to encompass that property, all properties on the north and east sides of Gore Circle, and two historic-age townhouses south of Gore Circle adjacent to the existing bridges that carry I-70 over the bike path near the Bighorn Subdivision.

Enclosed are maps that illustrate the APE and resources located within it. The APE is subject to change depending on CDOT review and comments received from your office and consulting parties, in addition to design factors as the project progresses. See Section 3 of the enclosed inventory report for a more detailed discussion of APE development.

DETERMINATIONS OF ELIGIBILITY

Twenty-five properties in the APE were evaluated for eligibility to the National Register of Historic Places (NRHP). Of those, three were determined eligible: the Bradley Residence (5EA.3607), old U.S. Highway 6 (5EA.2587.9), and I-70 at Vail Pass (5EA.1826.4 and 5ST.982.5). A summary is presented in Table A, below. Detailed descriptions and a National Register eligibility assessment of each property is included in Section 9 of the survey report, and on the enclosed site forms. The 1976 cutoff date accounts for properties that will be 50 years of age or older in 2021, when construction of the proposed improvements is anticipated to commence.

Table A. Summary of Section 106 Eligibility Determinations

SITE NO.	SITE NAME	ADDRESS	CONSTR. DATE	NRHP ELIGIBILITY
5EA.3605	Bus Stop at Pitkin Creek	3897 Bighorn Road	c.1900	Not eligible
5EA.3606	Columbine Road Condominiums	4295 Columbine Drive	1972	Not eligible
5EA.3607	Bradley Residence	4396 Columbine Dr.	1965	Eligible, *Criterion C*
5EA.3608	Brozniak Residence	4406 Columbine Dr.	1973	Not eligible
5EA.3609	Condominium	4145 Spruce Dr.	1967	Not eligible
5EA.3610	Altair Vail Inn Condomimums	4192 Spruce Way	1973	Not eligible
5EA.3611	Taggart Residence	4110 Spruce Way	1967	Not eligible
5EA.3612	Folke & Mellgren Residence	4112 Spruce Way	1967	Not eligible
5EA.3613	Condominium	4132 Spruce Way	1965	Not eligible
5EA.3614	Vail East Lodging Condominium Complex	4073, 4093, 4123, 4133 Spruce Way	1965	Not eligible
5EA.3615	Elgi Duplex	4141 Spruce Way	1968	Not eligible
5EA.3616	Parks Duplex	4143 Spruce Way	1968	Not eligible
5EA.3617	Blunk Residence	4145 Spruce Way	1968	Not eligible
5EA.3618	Gore Creek North Condominium	4342 Spruce Way	1965	Not eligible
5EA.3619	Moosburger-Forstner Residence	4325 Spruce Way	1971	Not eligible
5EA.3620	Ridgeview Square Townhouses	4506 Spruce Way	1971	Not eligible
5EA.3621	Pavelich Residence	5137 Main Gore Drive North	1970	Not eligible

Table A. Summary of Section 106 Eligibility Determinations

SITE NO.	SITE NAME	ADDRESS	CONSTR. DATE	NRHP ELIGIBILITY
5EA.3622	Pattison Residence	5177 Gore Circle	1972	Not eligible
5EA.3623	Ciarallo and Van Dijk Residence	5187 Gore Circle	1976	Not eligible
5EA.3624	Bloom Residence	5197 Gore Circle	1968	Not eligible
5EA.3625	Cocchiarella Residence	5198 Gore Circle	1969	Not eligible
5EA.3626	Frost Townhouses	5187 Black Gore Drive	1973	Not eligible
5EA.3627	Heather of Vail Condominiums	5197 Black Gore Drive	1974	Not eligible
5EA.2587.9	Old U.S. Highway 6 (including portions of the recreational bike path and Bighorn Drive in East Vail and associated road-related features)			Eligible, *Criterion A,* non-supporting segment
5EA.1826.4 and 5ST.892.5	Vail Pass (I-70 from MP 180-195.2 including bridges and other road-related features)			Eligible, *Criteria A and C* and *Criteria Consideration G*

DETERMINATIONS OF EFFECTS

A summary of the effects determinations for the 25 historic properties appears in Table B. A detailed discussion of effects is presented in the enclosed Effects Determination attachment.

Table B. Summary of Section 106 Effects Determinations

SITE NO.	SITE NAME	ELIGIBILITY RECOMMENDATION	EFFECTS DETERMINATION
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Section 106 Issue Task Force/Consulting Parties

CDOT created a Section 106 Issues Task Force (ITF) to coordinate and facilitate consulting parties. The information contained in this letter was sent concurrently to ITF members for review; any comments received will be forwarded to your office. A request to join the Section 106 ITF was initially sent to the following organizations:

- Copper Mountain Metropolitan District
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CDOT intends to convene another ITF meeting to discuss the determinations of eligibility and effects, and consultations with ITF members will continue to as design concepts and options are developed. We will forward information about an upcoming meeting to you in the near future.

As a potential consulting party and member of the ITF, we welcome your comments on the eligibility and effect information included in this submittal and request your comments within 30 days of receipt of these materials. If we do not receive a response from you in that time frame, we will assume you do not plan to comment. You are welcome to respond in writing or via Email to CDOT Senior Historian Lisa Schoch at lisa.schoch@state.co.us. If you have questions or require additional information in order to complete your review, please contact Ms. Schoch at (303) 512-4258 or lisa.schoch@state.co.us.

Very truly yours,

for Jane Hann, Manager
Environmental Program Branch

Enclosures:

APE/Historic Resources Maps
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OAHP Inventory Forms
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West Vail Pass Plan Sheets, dated June 20, 2019
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cc: David Cesark, CDOT Region 3
John Kronholm, CDOT Region 3
Kara Swanson, David Evans & Assoc.

COLORADO
Department of Transportation
Division of Transportation Development

Environmental Programs Branch
2829 W. Howard Place
Denver, CO 80204
(303) 757-9281

October 16, 2019

Mr. Justin Henderson
National Park Service
Intermountain Region
12795 West Alameda Parkway
PO Box 25287
Denver, CO 80225

SUBJECT: Determinations of Eligibility and Effects (Historic Resources,) Project NHPP 0701-240, I-70 West Vail Pass Auxiliary Lanes Environmental Assessment, Eagle and Summit Counties

Dear Mr. Henderson:

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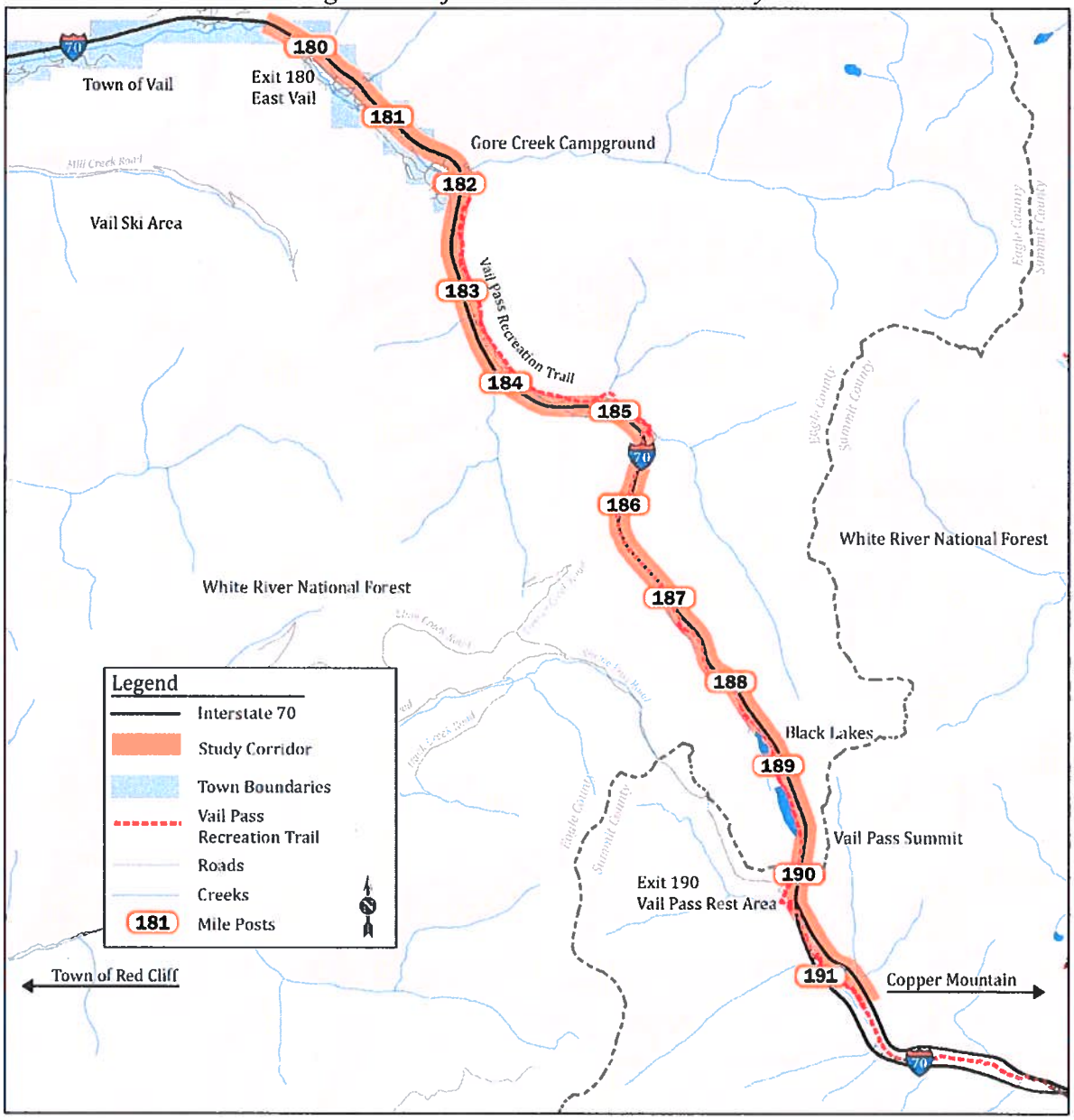

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5EA.2587.9	Old U.S. Highway 6 (including portions of the recreational bike path and Bighorn Drive in East Vail and associated road-related features)			Eligible, *Criterion A,* non-supporting segment
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SITE NO.	SITE NAME	ELIGIBILITY RECOMMENDATION	EFFECTS DETERMINATION
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- Tom Fuller, White River National Forest
- Jason O'Brien, History Colorado (OAHP)
- Jennifer Orrigo Charles, Colorado Preservation, Inc.

CDOT intends to convene another ITF meeting to discuss the determinations of eligibility and effects, and consultations with ITF members will continue to as design concepts and options are developed. We will forward information about an upcoming meeting to you in the near future.

As a federal agency involved in the broader I-70 Mountain Corridor study and member of the ITF, we welcome your comments on the eligibility and effect information included in this submittal and request your comments within 30 days of receipt of these materials. If we do not receive a response from you in that time frame, we will assume you do not plan to comment. You are welcome to respond in writing or via Email to CDOT Senior Historian Lisa Schoch at lisa.schoch@state.co.us. If you have questions or require additional information in order to complete your review, please contact Ms. Schoch at (303) 512-4258 or lisa.schoch@state.co.us.

Very truly yours,

for Jane Hann, Manager
Environmental Program Branch

Enclosures:

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- Historic Resources Inventory Report
- OAHP Inventory Forms
- Determinations of Effects Summary
- West Vail Pass Plan Sheets, dated June 20, 2019
- Context Sensitive Solutions Process Flow Chart and Crest of the Rockies Aesthetics Guidance

cc: David Cesark, CDOT Region 3
John Kronholm, CDOT Region 3
Kara Swanson, David Evans & Assoc.

HISTORY Colorado

OCT 17 2019

Jane Hann
Manager, Environmental Programs Branch
Colorado Department of Transportation
2829 W. Howard Place
Denver, CO 80204

Re: Determinations of Eligibility and Effects (Historic Resources,) Project NHPP 0701-240, I-70 West Vail Pass Auxiliary Lanes Environmental Assessment, Eagle and Summit Counties (HC #75431)

Dear Ms. Hann:

Thank you for your correspondence dated October 3, 2019 and received on October 8, 2019 by our office regarding the consultation of the above-mentioned project under Section 106 of the National Historic Preservation Act (Section 106).

After review of the provided information, we do not object to the proposed Area of Potential Effects (APE) for the above project. We concur that segment 5EA.2587.9 is *non-supporting* to the overall eligibility of the resource, and we concur that segment 5EA.1826.4/5ST.892.5 is *supporting* to the overall eligibility of the resource. We concur that 5EA.3607 is *eligible* for the National Register of Historic Places, and we concur that the following resource are *not eligible* for the National Register of Historic Places NRHP:

- 5EA.3605
- 5EA. 3606
- 5EA.3608
- 5EA.3609
- 5EA.3610
- 5EA.3611
- 5EA.3612
- 5EA.3613
- 5EA.3614
- 5EA.3615
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- 5EA.3617
- 5EA.3618
- 5EA.3619
- 5EA.3620
- 5EA.3621
- 5EA.3622
- 5EA.3623
- 5EA.3624
- 5EA.3625
- 5EA.3626
- 5EA.3627

Our office has reviewed the scope of work and assessment of adverse effects, we concur with the recommended finding of *no historic properties effected* [36 CFR 800.4(d)(1)] under Section 106 for:

- 5EA.3605
- 5EA. 3606
- 5EA.3608
- 5EA.3609
- 5EA.3610
- 5EA.3611
- 5EA.3612
- 5EA.3613
- 5EA.3614
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- 5EA.3620
- 5EA.3621
- 5EA.3622
- 5EA.3623
- 5EA.3624
- 5EA.3625
- 5EA.3626
- 5EA.3627

We concur with the recommended finding of *no adverse effect* [36 CFR 800.5(d)(1)] for 5EA.2587.9 and 5EA.3607. And our office concurs with the recommended finding of *adverse effect* [36 CFR 800.5(d)(2)] for 5EA.1826.4/5ST.892.5 (Vail Pass). We look forward to continued consultation and the resolution of adverse effects as under 36 CFR 800.6.

If we may be of further assistance, please contact Jason O'Brien, Section 106 Compliance Manager, at (303) 866-2673 or Jason.obrien@state.co.us.

Sincerely,

for Steve Turner, AIA
State Historic Preservation Officer

STATE OF COLORADO

Schoch - CDOT, Lisa <lisa.schoch@state.co.us>

West Vail Pass report

Fuller, Thomas L -FS <thomas.l.fuller@usda.gov> Thu, Oct 10, 2019 at 9:25 AM
To: "Schoch - CDOT, Lisa" <lisa.schoch@state.co.us>
Cc: "Sease, Rebekah - FS" <rebekah.sease@usda.gov>

Hey Lisa, the report and site forms looks great, unfortunately the quality of the buildings don't. ☺

Even though I've spent a good amount of time in East Vail, I thought there would be more cool houses like these below in Mittersill, NH. *(I was getting ideas for the mountain chalet I want to build someday, just have to find the ski area where land is still cheap.)*

Oh well, the East Vail buildings represent the lack of style of the late 60s well. The rustic mountain style hadn't been developed yet, Mid-Century Modern had passed and faux-Bavaria stayed mainly in Vail Village proper.

I don't have any comments or corrections, please send a digital copy of the final draft. - Tom

Thomas L. Fuller
Heritage Program Manager

Forest Service

White River National Forest, Supervisor's Office

p: 970-945-3204
c: 970-628-6184
f: 970-945-3266
thomas.l.fuller@usda.gov

900 Grand Ave.
Glenwood Springs, CO 81601
www.fs.fed.us

Caring for the land and serving people

From: Schoch - CDOT, Lisa [mailto:lisa.schoch@state.co.us]
Sent: Tuesday, October 8, 2019 2:38 PM
To: Fuller, Thomas L -FS <thomas.l.fuller@usda.gov>
Cc: Sease, Rebekah - FS <rebekah.sease@usda.gov>
Subject: Re: West Vail Pass report

Tom:

That is the most excited response I think I've ever gotten about Section 106 consultation materials.

Lisa

Lisa Schoch
Environmental Protection Specialist, Senior Historian, and Section 4(f) Specialist

Environmental Programs Branch

2829 West Howard Place, Denver, CO 80204

P 303.512.4258 | F 303.757.9445

lisa.schoch@state.co.us

www.coloradodot.info | www.codot.gov | www.cotrip.org

HISTORY Colorado

OCT 17 2019

Jane Hann
Manager, Environmental Programs Branch
Colorado Department of Transportation
2829 W. Howard Place
Denver, CO 80204

Re: Determinations of Eligibility and Effects (Historic Resources,) Project NHPP 0701-240, I-70 West Vail Pass Auxiliary Lanes Environmental Assessment, Eagle and Summit Counties (HC #75431)

Dear Ms. Hann:

Thank you for your correspondence dated October 3, 2019 and received on October 8, 2019 by our office regarding the consultation of the above-mentioned project under Section 106 of the National Historic Preservation Act (Section 106).

After review of the provided information, we do not object to the proposed Area of Potential Effects (APE) for the above project. We concur that segment 5EA.2587.9 is *non-supporting* to the overall eligibility of the resource, and we concur that segment 5EA.1826.4/5ST.892.5 is *supporting* to the overall eligibility of the resource. We concur that 5EA.3607 is *eligible* for the National Register of Historic Places, and we concur that the following resource are *not eligible* for the National Register of Historic Places NRHP:

- 5EA.3605
- 5EA. 3606
- 5EA.3608
- 5EA.3609
- 5EA.3610
- 5EA.3611
- 5EA.3612
- 5EA.3613
- 5EA.3614
- 5EA.3615
- 5EA.3616
- 5EA.3617
- 5EA.3618
- 5EA.3619
- 5EA.3620
- 5EA.3621
- 5EA.3622
- 5EA.3623
- 5EA.3624
- 5EA.3625
- 5EA.3626
- 5EA.3627

Our office has reviewed the scope of work and assessment of adverse effects, we concur with the recommended finding of *no historic properties effected* [36 CFR 800.4(d)(1)] under Section 106 for:

- 5EA.3605
- 5EA. 3606
- 5EA.3608
- 5EA.3609
- 5EA.3610
- 5EA.3611
- 5EA.3612
- 5EA.3613
- 5EA.3614
- 5EA.3615
- 5EA.3616
- 5EA.3617
- 5EA.3618
- 5EA.3619
- 5EA.3620
- 5EA.3621
- 5EA.3622
- 5EA.3623
- 5EA.3624
- 5EA.3625
- 5EA.3626
- 5EA.3627

We concur with the recommended finding of *no adverse effect* [36 CFR 800.5(d)(1)] for 5EA.2587.9 and 5EA.3607. And our office concurs with the recommended finding of *adverse effect* [36 CFR 800.5(d)(2)] for 5EA.1826.4/5ST.892.5 (Vail Pass). We look forward to continued consultation and the resolution of adverse effects as under 36 CFR 800.6.

If we may be of further assistance, please contact Jason O'Brien, Section 106 Compliance Manager, at (303) 866-2673 or Jason.obrien@state.co.us.

Sincerely,

Holly K. Norton

Steve Turner, AIA
State Historic Preservation Officer

COLORADO
Department of Transportation
Division of Transportation Development

Environmental Programs Branch
2829 W. Howard Pl., 4th Floor
Denver, CO 80204
(303) 757-9281

March 12, 2020

Mr. Steve Turner
State Historic Preservation Officer
History Colorado Center
1200 Broadway
Denver, CO 80202

SUBJECT: Additional Information, CDOT Project NHPP 0701-240, I-70 West Vail Pass Auxiliary Lanes Environmental Assessment, Eagle and Summit Counties, Colorado (HC#75431)

Dear Mr. Turner:

This letter and the enclosed document provide additional information to supplement the determinations of effects for the project referenced above. We previously consulted regarding eligibility and effects determinations in correspondence dated October 3, 2019, and received your concurrence in a letter dated October 17, 2019. The project study limits include eastbound and westbound I-70 from milepost (MP) 179.5 to MP 191.5 in Eagle and Summit Counties.

After completing the initial Section 106 consultation, the project team prepared the enclosed Visual Impacts and Visualizations Report. That document compares existing conditions with potential treatments at key locations in the corridor to objectively measure and assess the visual impacts of the project. Although the evaluation was developed to evaluate general visual issues, it is being used to assist with the Section 106 consultation process. We noted in our initial consultation that we would share results when these visualizations were complete to determine whether additional consultation should occur based on additional changes or modifications to relevant historic properties within the APE.

Visual Analysis Information, Determination of Effects

I-70 Vail Pass segment (5EA1826.4/5ST892.5), US Highway 6 segment (5EA2587.9): In the enclosed visualization, the locations for comparisons were selected based on the proximity of contributing features within the linear historic district, including bridges, retaining walls, roadbed, embankments, and the recreational trail. The majority of visual impacts appear to be either neutral or beneficial, demonstrating the intent of the project team to uphold the high visual quality of the corridor and reinforce the current aesthetics of west Vail Pass. Designs have not been developed for the replacement bridges and retaining walls, but these concepts show the existing designs being replicated along the corridor. The visual analysis will be updated throughout the project as engineering designs are developed to ensure that the scenic quality of west Vail Pass is upheld and enhanced. Designs will be reviewed by project stakeholders, including your staff and the Section 106 consulting parties, as part of the commitment to Context Sensitive Solutions and the I-70 Aesthetics Issues Task Force. CDOT has determined the visualizations do not alter our initial *adverse effect* determination for the I-70 Vail Pass segment (5EA1826.4/5ST892.5) and the *no adverse effect* determination for the US Highway 6 segment

(5EA2587.9). However, the information is a helpful tool to better understand current design concepts for key locations along the corridor.

Additional Information, Black Lake Cabin Camp

Subsequent to the initial Section 106 consultation process, White River National Forest Heritage Program Manager Tom Fuller provided information about the location of a former cabin camp at Black Lake on the west side of Vail Pass. Mr. Fuller shared background history and some early photos of the cabins, which were likely destroyed during construction of the first dam at the site by the US Forest Service in 1940. We are therefore providing this for informational purposes only; we do not intend to edit the survey report or formally survey and document the cabin camp location, which is under water, likely no longer extant, and will not be directly affected by the project. Mr. Fuller agreed with this approach, but will document the location of the former cabins if dam improvement projects are proposed in the future.

Section 106 Issue Task Force/Consulting Parties

CDOT, on behalf of FHWA, is also providing this letter and attachment to members of the Section 106 Issue Task Force as consulting parties, as listed below. Any comments received from members of the ITF will be forwarded to your office. Please note that of these groups, only your office and White River National Forest provided formal comments on the project:

- Arapaho/Roosevelt National Forest
- Breckenridge Heritage Alliance
- Colorado Preservation Inc.
- Copper Mountain Metropolitan District
- Eagle County
- Eagle County Historical Society
- Frisco Preservation Board
- National Park Service
- National Trust for Historic Preservation
- State Historic Preservation Officer
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- Summit County Preservation Commission
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- Town of Breckenridge Planning Commission (CLG)
- Town of Vail Design Review Board
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We are not requesting concurrence in this submittal, but we would appreciate a response indicating you have received the additional information. We plan to proceed with the next steps in the Section 106 process by notifying the Advisory Council on Historic Preservation of the adverse effect. If you have questions or require additional clarification, please contact EPB Senior Historian Lisa Schoch at (303) 512-4258 or lisa.schoch@state.co.us.

Very truly yours,

for Jane Hann, Manager
Environmental Program Branch

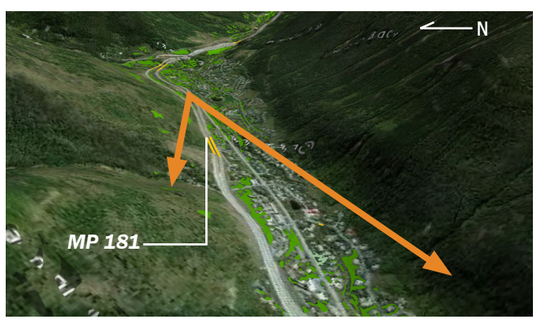
Enclosure: I-70 West Vail Pass Auxiliary Lanes, Visual Impacts and Visualizations Report

Valley Floor Landscape Unit View 1

Existing

Potential Treatment

Location



Location:

Valley Floor Landscape Unit

Adjacent to East Vail Neighborhood

Viewers: Residential Neighbors, Recreational Neighbors, Commuter Travelers, Touring Travelers, Shipping Travelers, Pedestrian Travelers, Bicycle Travelers

Context:

- The roadway is located along the lower slopes of the Vail Valley's steep south-facing aspects and above the East Vail Neighborhood.
- An existing scalloped wall exhibiting the typical red hues of Vail Pass structures sits between EB and NB directions and is visible to EB travelers and neighbors found in the East Vail Neighborhood. No revegetation of the median was conducted.
- Roadway is not visible from the adjacent frontage road/recreational path due to grade differences. Jersey barriers and guard rails can be seen from the frontage road when looking up and south.

Views:

Travelers: Background views to the west and east, middle ground views of the East Vail Neighborhood to the south, and foreground views of south facing valley walls to the north.

Neighbors: Background views to the west and east, middle ground and foreground views of the East Vail Neighborhood and north-facing valley walls, foreground views of I-70 fill slopes, and jersey barriers.

Impacts

Natural Harmony (Neutral): Widening of I-70 to six lanes will impact the natural environment, which would require the construction of additional retaining walls along the north side of WB lanes. This foreground view is currently dominated by the natural land cover typical of the landscape unit. Removal of the existing retaining wall in the median will allow for a more naturalized median, beneficial to EB travelers as well as East Vail neighbors.

Cultural Order (Neutral): Proposed changes to I-70 are neutral in their impact to the Cultural Order of the Valley Floor Landscape Unit. Roadway widening and construction of a retaining wall will occur on the north side of the facility, minimizing impacts to the East Vail neighborhood. In this location, removing the retaining wall in the median will allow for revegetation of the median, visually mitigating roadway widening impacts.

Project Coherence (Beneficial): If roadway improvements utilize consistent designs such as scalloped retaining walls, colored barriers, and existing revegetation techniques, impacts will be beneficial for Project Coherence. Repetition of design elements reinforces the aesthetics of West Vail Pass.

Visual Quality (Neutral): Proposed widening could have an adverse effect on the overall visual quality of the location and within the Valley Floor Landscape Unit. However, mitigation strategies, including revegetation and consistent design of highway elements, will create a neutral visual impact. Background and middle ground views will remain unaffected. Foreground views for roadway travelers will be minimally impacted and in some cases improved.

Potential Treatments

High-level aesthetics concepts shown in potential treatment renderings are based on recommendations outlined in the following documents:

- *Memorandum of Understanding between the Bureau of Land Management, the Colorado Department of Transportation, Federal Highway Administration, and the USDA Forest Service Rocky Mountain Region. 2016*
- *I-70 in a Mountain Environment*
- *I-70 Mountain Corridor Context Sensitive Solutions*

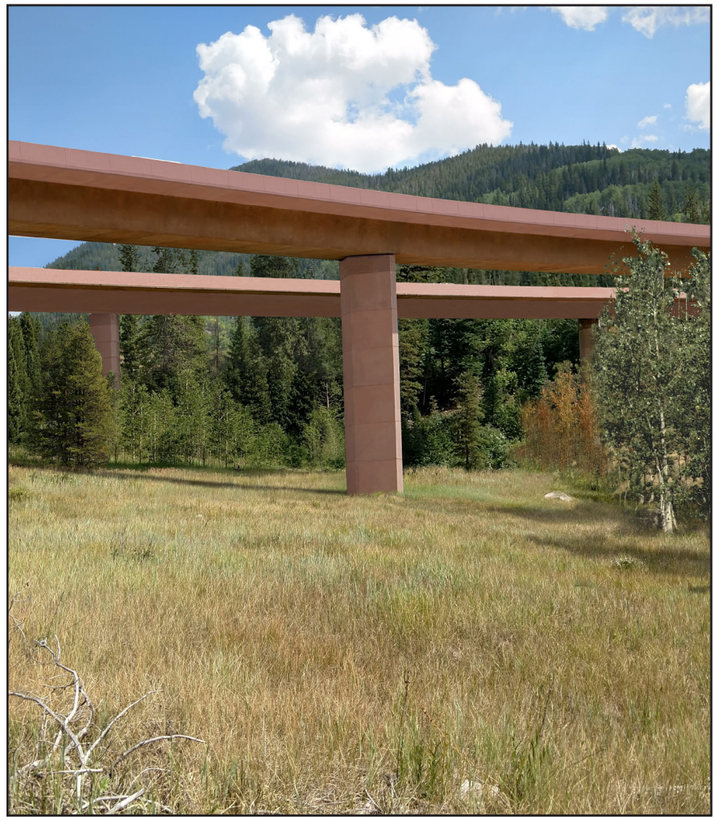
More detailed aesthetic guidance and recommendations will be developed by the Aesthetic Issues Task Force during final design of the West Vail Pass project. The Aesthetics Issues Task Force will use a combination of the documents listed above and formalized mitigations defined in the final Visual Impact Assessment to develop detailed visual mitigations.

Valley Floor Landscape Unit View 2

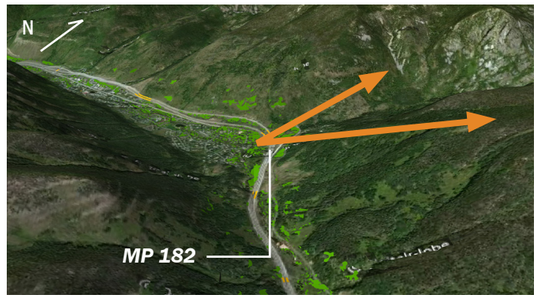
Visual Impacts and Visualizations

Existing

Potential Treatment



Location



Location:

Valley Floor Landscape Unit.

Adjacent to East Vail Neighborhood, near the confluence of Black Gore Creek and Gore Creek, and the Gore Creek Campground / Trailhead.

Viewers: Residential Neighbors, Recreational Neighbors, Commuter Travelers, Touring Travelers, Shipping Travelers, Pedestrian Travelers, Bicycle Travelers.

Context:

- I-70 spans Gore Creek, the access road to the Gore Creek Campground, and the western terminus of the Vail Pass Recreational Trail on parallel curvilinear concrete bridges.
- The bridge is in close visual proximity (north and east) of several single family homes.
- Bridges serve as a visual landmark for travelers entering and leaving the Vail Valley.
- The dual bridge configuration treads lightly on the land conveying a sense of visual harmony with the environment.
- Maintenance activities included non-conforming materials and colors that detract from project visual coherence.

Views:

From the bridge, WB travelers have background views west into the Vail Valley and EB travelers have middle ground and foreground views due to the rising grade of I-70. The bridge partially obstructs background and middle ground views up the Gore Creek Valley and into the Gore Range for neighbors in East Vail. Due to land cover (elements of the visual landscape that sit on top of land forms like trees, buildings, and other elements) the bridge is well screened from the Gore Creek Campground. Recreational neighbors accessing Gore Creek Campground and the Vail Pass Recreation Trail pass under the bridge to access these amenities, impacting their fore, middle, and background views.

Impacts

Natural Harmony (Neutral): Widening of I-70 and bridges to six lanes will have an adverse impact upon the natural environment due to additional width needs, requiring construction of larger structures. Larger bridges will be placed south and west of their existing location and the Gore Creek Campground and the Vail Pass Recreation Trail. An increase in distance from I-70 to Gore Creek Campground and Vail Pass Recreation Trail will lessen the visual impacts of I-70 on these important recreational amenities.

Cultural Order (Adverse): Changes at this location will have an adverse effect on cultural order. Movement of the bridges to the south and west will bring I-70 closer to existing homes. The movement, in combination with the larger structures make I-70 more visually intrusive within the East Vail neighborhood.

Project Coherence (Beneficial): If roadway improvement utilize consistent and historically-appropriate designs in the construction of new bridges, there will be beneficial impacts on project coherence. The current structure exhibits the textures and colors of other roadway structural elements. However, repair and maintenance activities have degraded the original visual composition by replacing some components with visually incompatible barriers, piers, and material colors.

Visual Quality (Neutral): Proposed widening could have an adverse effect on the overall visual quality of the location and within the Valley Floor Landscape Unit. However, because the proposed design will mimic original designs, incorporate project-wide colors, and will lessen visual impacts to the Gore Creek Campground and the Vail Pass Recreational Trail impacts to visual quality can be considered neutral.

Potential Treatments

High-level aesthetics concepts shown in potential treatment renderings are based on recommendations outlined in the following documents:

- *Memorandum of Understanding between the Bureau of Land Management, the Colorado Department of Transportation, Federal Highway Administration, and the USDA Forest Service Rocky Mountain Region. 2016*
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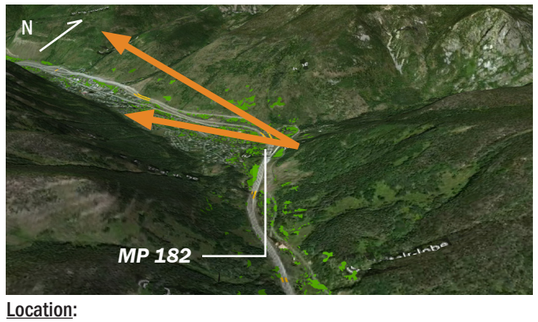
More detailed aesthetic guidance and recommendations will be developed by the Aesthetic Issues Task Force during final design of the West Vail Pass project. The Aesthetics Issues Task Force will use a combination of the documents listed above and formalized mitigations defined in the final Visual Impact Assessment to develop detailed visual mitigations.

Valley Floor Landscape Unit View 3

Existing

Potential Treatment

Location



Location:

Valley Floor Landscape Unit.

Taken from the western terminus of the Vail Pass Recreation Trail where it meets the Gore Creek Campground.

Viewers: Recreational Neighbors, Pedestrian Travelers, and Bicycle Travelers.

Context:

- Located on the lower slopes of northern valley walls.
- Bridges serve as a visual landmark for recreationalist when entering or leaving the Vail Valley.
- The existing dual bridge configuration treads lightly on the land by minimizing the size of a combined structure, conveying a sense of visual harmony with the natural environment.

Views:

Neighbors: In this location WB recreationalist have extensive background views west into the Vail Valley as well as middle ground and foreground views of both the north side and south sides of the Valley. The bridge is partially obstructed due to land cover and land forms.

Impacts

Natural Harmony (Neutral): Widening of I-70 and bridges to six lanes will have an adverse impact upon the natural environment due to additional width needs, requiring the construction of larger structures. Larger bridges will be placed south and west of their existing location, the Gore Creek Campground, and the Vail Pass Recreational Trail. However, movement of the bridges to the south and west of this location will lessen visual impacts due to their increased distance from this location.

Cultural Order (Neutral): Changes to I-70 at this location will have a beneficial effect on cultural order. Movement of the bridges to the south and west will separate them further from the Vail Pass Recreational Trail and the Gore Creek Campground. However the larger structures will make I-70 more visually apparent and intrusive when in the East Vail neighborhood.

Project Coherence (Beneficial): If roadway improvement utilize consistent and historically-appropriate designs in the construction of new bridges there will be beneficial impacts on project coherence. The current structure exhibits the textures and colors of other roadway structural elements. However, repair and maintenance activities have degraded the original visual composition of the bridges by replacing some components with visually incompatible barriers, piers, and material colors.

Visual Quality (Neutral): Proposed widening could have an adverse effect on the overall visual quality of the location and within the Valley Floor Landscape Unit. However, because the proposed design will mimic original structures, incorporate project-wide visual elements, and will lessen visual impacts on the Gore Creek Campground and the Vail Pass Recreational Trail the impacts to visual quality can be considered neutral.

Potential Treatments

High-level aesthetics concepts shown in potential treatment renderings are based on recommendations outlined in the following documents:

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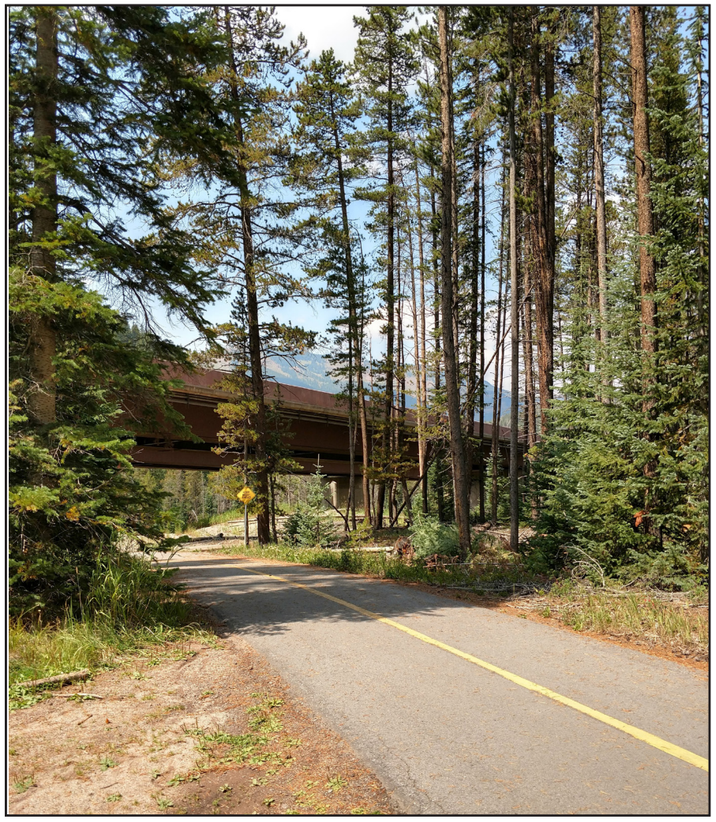
Mid-Pass Valley Landscape Unit View 4

Visual Impacts and Visualizations

Existing



Potential Treatment

Location

Location:

Mid-Pass Valley Landscape Unit.

Taken from the Vail Pass Recreational Trail as it passes under I-70 (looking south).

Viewers: Residential Neighbors, Recreational Neighbors, Commuter Travelers, Touring Travelers, Shipping Travelers, Pedestrian Travelers, and Bicycle Travelers.

Context:

- The trail in this location is crossing from the forested slopes of the north side of the valley to the forested slopes of the south side of the valley under two large steel bridges.
- The current bridges serve as one of the largest human-constructed visual elements for recreational neighbors using the Vail Pass Recreational Trail.
- The dual bridge configuration treads lightly on the land conveying a sense of visual harmony with the natural visual environment.

Views:

In this location both EB and WB recreationalist's foreground views are dominated by the structures. Middle and background views are almost completely obstructed due to the bridges and vegetation.

Due to mature vegetation travelers on I-70 have little knowledge that they are on a bridge. The structures location above surrounding landforms and land cover combined with I-70's descending grades afford rare Mid-Pass Valley background views to the west. Middle and foreground views to the east are terminated by the sharp curves of the steeply rising roadway.

Impacts

Natural Harmony (Neutral): Widening of I-70 and bridges to six lanes will have an adverse impact upon the natural environment due to additional width needs, requiring the construction of larger structures. However, the new bridges are planned to be constructed further apart. Lessening their combined visual intensity for all users and for recreational neighbors in particular.

Cultural Order (Neutral): Proposed changes to I-70 and bridges at this location will have a neutral effect on cultural order at this location due to the natural visual context of the location.

Project Coherence (Beneficial): If roadway improvement utilize consistent and historically-appropriate designs in the construction of new elements their will be beneficial impacts on project coherence. The current structure exhibits the textures and colors of other roadway structural elements. However, repair and maintenance activities have degraded the original visual composition of the bridges by replacing some components with visually incompatible barriers, piers, and material colors.

Visual Quality (Beneficial): Proposed widening could have an adverse effect on the overall visual quality of the location and within the Mid-Pass Valley Landscape Unit. However, because the proposed design will increase the distance between the two structures the overall impact of changes at this location can be considered beneficial.

Potential Treatments

High-level aesthetics concepts shown in potential treatment renderings are based on recommendations outlined in the following documents:

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More detailed aesthetic guidance and recommendations will be developed by the Aesthetic Issues Task Force during final design of the West Vail Pass project. The Aesthetics Issues Task Force will use a combination of the documents listed above and formalized mitigations defined in the final Visual Impact Assessment to develop detailed visual mitigations.

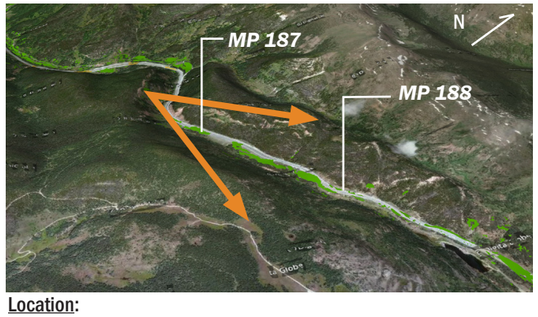
Top of the Pass & Mid-Pass Valley Landscape Units View 5

Visual Impacts and Visualizations

Existing

Potential Treatment

Location



Location:

Mid-Pass Valley Landscape Unit.

Taken from the ridge-line located south of and above I-70 looking to the East and the Top of the Pass Landscape Unit.

Viewers: Residential Neighbors, Recreational Neighbors, Commuter Travelers, Touring Travelers, Shipping Travelers, Pedestrian Travelers, and Bicycle Travelers.

Context:

- This location illustrates the direct adjacency of the Vail Pass Recreational Trail to EB lanes of I-70.
- The Vail Pass Recreational Trail joins I-70 just east of MP 186 and departs its adjacency at approximately MP 188.
- Confined valley walls and close proximity to Black Gore Creek contributed to the original placement of the trail directly adjacent to I-70.

Views:

In this location the views of EB and WB recreationalists of the Vail Pass Recreation Trail are dominated by the busy and chaotic visual environment of I-70. Trails user's middle ground views extend to either side of the valley and down towards Black Gore Creek. To the east and west background views for recreationalist terminate where curves or topographic changes occur. Interstate travelers of both directions experience the same visual environment due to the unseparated roadway.

Impacts

Natural Harmony (Beneficial): Recreational neighbors within the current built condition experience a disjointed and unharmonious visual environment due to the proximity of the trail to I-70's EB travel lanes. Movement of the trail away from I-70 will create a visual composition that is better integrated into the natural context. For travelers, relocation of the trail will have a neutral impact on their perception of visual natural harmony.

Cultural Order (Beneficial): The direct adjacency of the Vail Pass Recreation Trail to I-70 in this area is uncommon within the project area. For both travelers and recreational neighbors this close visual relationship is a departure from the established cultural order of the project area. Movement of the trail away from I-70 will alleviate this configuration and benefit the visual cultural order in this location as well as corridor-wide.

Project Coherence (Beneficial): Separation of I-70 and the trail will be beneficial to project coherence by removing this singular instance of direct adjacency.

Visual Quality (Beneficial): Movement of the trail at this location will enhance the overall visual quality of the Mid-Pass Valley Landscape Unit for travelers and neighbors alike. Roadway travelers will no longer be distracted by recreational users and will have unimpeded views into the surrounding landscape. Recreationalist will experience the visual solitude and separation experiences found in other trail locations within the study area.

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COLORADO
Department of Transportation
Division of Transportation Development

Environmental Programs Branch
2829 W. Howard Pl., 4th Floor
Denver, CO 80204
(303) 757-9281

March 13, 2020

Ms. Larissa O'Neil
Breckenridge Heritage Alliance
P.O. Box 2460
Breckenridge, CO 80424

SUBJECT: Additional Information, CDOT Project NHPP 0701-240, I-70 West Vail Pass Auxiliary Lanes Environmental Assessment, Eagle and Summit Counties, Colorado (HC#75431)

Dear Ms. O'Neil:

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Very truly yours,

Jane Hann, Manager
Environmental Program Branch

Enclosure: I-70 West Vail Pass Auxiliary Lanes, Visual Impacts and Visualizations Report

COLORADO
Department of Transportation
Division of Transportation Development

Environmental Programs Branch
2829 W. Howard Pl., 4th Floor
Denver, CO 80204
(303) 757-9281

March 13, 2020

Mr. Robert Martin
Public Works Director
Copper Mountain Consolidated Metropolitan District
0800 Copper Road
Copper Mountain, CO 80443

SUBJECT: Additional Information, CDOT Project NHPP 0701-240, I-70 West Vail Pass Auxiliary Lanes Environmental Assessment, Eagle and Summit Counties, Colorado (HC#75431)

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Visual Analysis Information, Determination of Effects

I-70 Vail Pass segment (5EA1826.4/5ST892.5), US Highway 6 segment (5EA2587.9): In the enclosed visualization, the locations for comparisons were selected based on the proximity of contributing features within the linear historic district, including bridges, retaining walls, roadbed, embankments, and the recreational trail. The majority of visual impacts appear to be either neutral or beneficial, demonstrating the intent of the project team to uphold the high visual quality of the corridor and reinforce the current aesthetics of west Vail Pass. Designs have not been developed for the replacement bridges and retaining walls, but these concepts show the existing designs being replicated along the corridor. The visual analysis will be updated throughout the project as engineering designs are developed to ensure that the scenic quality of west Vail Pass is upheld and enhanced. Designs will be reviewed by project stakeholders, including your staff and the Section 106 consulting parties, as part of the commitment to Context Sensitive Solutions and the I-70 Aesthetics Issues Task Force. CDOT has determined the visualizations do not alter our initial *adverse effect* determination for the I-70 Vail Pass segment (5EA1826.4/5ST892.5) and the *no adverse effect* determination for the US Highway 6 segment

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Additional Information, Black Lake Cabin Camp

Subsequent to the initial Section 106 consultation process, your office provided information about the location of a former cabin camp at Black Lake on the west side of Vail Pass. You shared background history and some early photos of the cabins, which were likely destroyed during construction of the first dam at the site by the US Forest Service in 1940. We are therefore providing this for informational purposes only; we do not intend to edit the survey report or formally survey and document the cabin camp location, which is under water, likely no longer extant, and will not be directly affected by the project. Your office agreed with this approach, but will document the location of the former cabins if dam improvement projects are proposed in the future.

Section 106 Issue Task Force/Consulting Parties

CDOT, on behalf of FHWA, is also providing this letter and attachment to members of the Section 106 Issue Task Force as consulting parties, as listed below.

- Arapaho/Roosevelt National Forest
- Breckenridge Heritage Alliance
- Colorado Preservation Inc.
- Copper Mountain Metropolitan District
- Eagle County
- Eagle County Historical Society
- Frisco Preservation Board
- National Park Service
- National Trust for Historic Preservation
- State Historic Preservation Officer
- Summit County Historical Society
- Summit County Preservation Commission
- Town of Vail
- Town of Breckenridge Planning Commission (CLG)
- Town of Vail Design Review Board
- White River National Forest

We are not requesting comments about this submittal, but we would appreciate a response indicating you have received the additional information. We plan to proceed with the next steps in the Section 106 process by notifying the Advisory Council on Historic Preservation of the adverse effect. If you have questions or require additional clarification, please contact EPB Senior Historian Lisa Schoch at (303) 512-4258 or lisa.schoch@state.co.us.

Very truly yours,

for Jane Hann, Manager
Environmental Program Branch

Enclosure: I-70 West Vail Pass Auxiliary Lanes, Visual Impacts and Visualizations Report

COLORADO
Department of Transportation
Division of Transportation Development

Environmental Programs Branch
2829 W. Howard Pl., 4th Floor
Denver, CO 80204
(303) 757-9281

March 13, 2020

Ms. Julie Puester
Town of Breckenridge
Planning Commission
P.O. Box 168
Breckenridge, CO 80424

SUBJECT: Additional Information, CDOT Project NHPP 0701-240, I-70 West Vail Pass Auxiliary Lanes Environmental Assessment, Eagle and Summit Counties, Colorado (HC#75431)

Dear Ms. Puester:

This letter and the enclosed document provide additional information to supplement the determinations of effects for the project referenced above. We previously consulted regarding eligibility and effects determinations in correspondence dated October 14, 2019. The project study limits include eastbound and westbound I-70 from milepost (MP) 179.5 to MP 191.5 in Eagle and Summit Counties.

After completing the initial Section 106 consultation, the project team prepared the enclosed Visual Impacts and Visualizations Report. That document compares existing conditions with potential treatments at key locations in the corridor to objectively measure and assess the visual impacts of the project. Although the evaluation was developed to evaluate general visual issues, it is being used to assist with the Section 106 consultation process. We noted in our initial consultation that we would share results when these visualizations were complete to determine whether additional consultation should occur based on additional changes or modifications to relevant historic properties within the APE.

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Section 106 Issue Task Force/Consulting Parties

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- Breckenridge Heritage Alliance
- Colorado Preservation Inc.
- Copper Mountain Metropolitan District
- Eagle County
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- Frisco Preservation Board
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We are not requesting comments about this submittal, but we would appreciate a response indicating you have received the additional information. We plan to proceed with the next steps in the Section 106 process by notifying the Advisory Council on Historic Preservation of the adverse effect. If you have questions or require additional clarification, please contact EPB Senior Historian Lisa Schoch at (303) 512-4258 or lisa.schoch@state.co.us.

Very truly yours,

Lisa Schoch

Jane Hann, Manager
Environmental Program Branch

Enclosure: I-70 West Vail Pass Auxiliary Lanes, Visual Impacts and Visualizations Report

COLORADO
Department of Transportation
Division of Transportation Development

Environmental Programs Branch
2829 W. Howard Pl., 4th Floor
Denver, CO 80204
(303) 757-9281

March 13, 2020

Ms. Jennifer Orrigo-Charles
Colorado Preservation Inc.,
1420 Ogden Street
Suite 104
Denver, CO 80218

SUBJECT: Additional Information, CDOT Project NHPP 0701-240, I-70 West Vail Pass Auxiliary Lanes Environmental Assessment, Eagle and Summit Counties, Colorado (HC#75431)

Dear Ms. Orrigo-Charles:

This letter and the enclosed document provide additional information to supplement the determinations of effects for the project referenced above. We previously consulted regarding eligibility and effects determinations in correspondence dated October 7, 2019. The project study limits include eastbound and westbound I-70 from milepost (MP) 179.5 to MP 191.5 in Eagle and Summit Counties.

After completing the initial Section 106 consultation, the project team prepared the enclosed Visual Impacts and Visualizations Report. That document compares existing conditions with potential treatments at key locations in the corridor to objectively measure and assess the visual impacts of the project. Although the evaluation was developed to evaluate general visual issues, it is being used to assist with the Section 106 consultation process. We noted in our initial consultation that we would share results when these visualizations were complete to determine whether additional consultation should occur based on additional changes or modifications to relevant historic properties within the APE.

Visual Analysis Information, Determination of Effects

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Section 106 Issue Task Force/Consulting Parties

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- Town of Breckenridge Planning Commission (CLG)
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We are not requesting comments about this submittal, but we would appreciate a response indicating you have received the additional information. We plan to proceed with the next steps in the Section 106 process by notifying the Advisory Council on Historic Preservation of the adverse effect. If you have questions or require additional clarification, please contact EPB Senior Historian Lisa Schoch at (303) 512-4258 or lisa.schoch@state.co.us.

Very truly yours,

for Jane Hann, Manager
Environmental Program Branch

Enclosure: I-70 West Vail Pass Auxiliary Lanes, Visual Impacts and Visualizations Report

COLORADO
Department of Transportation
Division of Transportation Development

Environmental Programs Branch
2829 W. Howard Pl., 4th Floor
Denver, CO 80204
(303) 757-9281

March 13, 2020

Ms. Kathy Heicher
Eagle County Historical Society
P.O. Box 192
Eagle, CO 81631

SUBJECT: Additional Information, CDOT Project NHPP 0701-240, I-70 West Vail Pass Auxiliary Lanes Environmental Assessment, Eagle and Summit Counties, Colorado (HC#75431)

Dear Ms. Heicher:

This letter and the enclosed document provide additional information to supplement the determinations of effects for the project referenced above. We previously consulted regarding eligibility and effects determinations in correspondence dated October 14, 2019. The project study limits include eastbound and westbound I-70 from milepost (MP) 179.5 to MP 191.5 in Eagle and Summit Counties.

After completing the initial Section 106 consultation, the project team prepared the enclosed Visual Impacts and Visualizations Report. That document compares existing conditions with potential treatments at key locations in the corridor to objectively measure and assess the visual impacts of the project. Although the evaluation was developed to evaluate general visual issues, it is being used to assist with the Section 106 consultation process. We noted in our initial consultation that we would share results when these visualizations were complete to determine whether additional consultation should occur based on additional changes or modifications to relevant historic properties within the APE.

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Very truly yours,

Jane Hann, Manager
Environmental Program Branch

Enclosure: I-70 West Vail Pass Auxiliary Lanes, Visual Impacts and Visualizations Report

COLORADO
Department of Transportation
Division of Transportation Development

Environmental Programs Branch
2829 W. Howard Pl., 4th Floor
Denver, CO 80204
(303) 757-9281

March 13, 2020

Ms. Barbara Pahl
National Trust for Historic Preservation
Denver Field Office
1420 Ogden Street, Suite 203
Denver, CO 80218

SUBJECT: Additional Information, CDOT Project NHPP 0701-240, I-70 West Vail Pass Auxiliary Lanes Environmental Assessment, Eagle and Summit Counties, Colorado (HC#75431)

Dear Ms. Pahl:

This letter and the enclosed document provide additional information to supplement the determinations of effects for the project referenced above. We previously consulted regarding eligibility and effects determinations in correspondence dated October 16, 2019. The project study limits include eastbound and westbound I-70 from milepost (MP) 179.5 to MP 191.5 in Eagle and Summit Counties.

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Section 106 Issue Task Force/Consulting Parties

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- Town of Vail
- Town of Breckenridge Planning Commission (CLG)
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Very truly yours,

Jane Hann, Manager
Environmental Program Branch

Enclosure: I-70 West Vail Pass Auxiliary Lanes, Visual Impacts and Visualizations Report

COLORADO
Department of Transportation
Division of Transportation Development

Environmental Programs Branch
2829 W. Howard Pl., 4th Floor
Denver, CO 80204
(303) 757-9281

March 13, 2020

Mr. Justin Henderson
National Park Service
Intermountain Region
12795 West Alameda Parkway
P.O. Box 25287
Denver, CO 80225

SUBJECT: Additional Information, CDOT Project NHPP 0701-240, I-70 West Vail Pass Auxiliary Lanes Environmental Assessment, Eagle and Summit Counties, Colorado (HC#75431)

Dear Mr. Henderson:

This letter and the enclosed document provide additional information to supplement the determinations of effects for the project referenced above. We previously consulted regarding eligibility and effects determinations in correspondence dated October 16, 2019. The project study limits include eastbound and westbound I-70 from milepost (MP) 179.5 to MP 191.5 in Eagle and Summit Counties.

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Section 106 Issue Task Force/Consulting Parties

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- Summit County Preservation Commission
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- Town of Breckenridge Planning Commission (CLG)
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Very truly yours,

Lisa Schoch

Jane Hann, Manager
Environmental Program Branch

Enclosure: I-70 West Vail Pass Auxiliary Lanes, Visual Impacts and Visualizations Report

COLORADO
Department of Transportation
Division of Transportation Development

Environmental Programs Branch
2829 W. Howard Pl., 4th Floor
Denver, CO 80204
(303) 757-9281

March 13, 2020

Ms. Sally Queen
Acting Director
Summit County Historical Society
P.O. Box 143
Dillon, CO 80435

SUBJECT: Additional Information, CDOT Project NHPP 0701-240, I-70 West Vail Pass Auxiliary Lanes Environmental Assessment, Eagle and Summit Counties, Colorado (HC#75431)

Dear Ms. Queen:

This letter and the enclosed document provide additional information to supplement the determinations of effects for the project referenced above. We previously consulted regarding eligibility and effects determinations in correspondence dated October 14, 2019. The project study limits include eastbound and westbound I-70 from milepost (MP) 179.5 to MP 191.5 in Eagle and Summit Counties.

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Section 106 Issue Task Force/Consulting Parties

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- Summit County Preservation Commission
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- Town of Breckenridge Planning Commission (CLG)
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We are not requesting comments about this submittal, but we would appreciate a response indicating you have received the additional information. We plan to proceed with the next steps in the Section 106 process by notifying the Advisory Council on Historic Preservation of the adverse effect. If you have questions or require additional clarification, please contact EPB Senior Historian Lisa Schoch at (303) 512-4258 or lisa.schoch@state.co.us.

Very truly yours,

Jane Hann, Manager
Environmental Program Branch

Enclosure: I-70 West Vail Pass Auxiliary Lanes, Visual Impacts and Visualizations Report

COLORADO
Department of Transportation
Division of Transportation Development

Environmental Programs Branch
2829 W. Howard Pl., 4th Floor
Denver, CO 80204
(303) 757-9281

March 13, 2020

Mr. Bill Pierce
Town of Vail
Design Review Board
75 South Frontage Road
Vail, CO 81657

SUBJECT: Additional Information, CDOT Project NHPP 0701-240, I-70 West Vail Pass Auxiliary Lanes Environmental Assessment, Eagle and Summit Counties, Colorado (HC#75431)

Dear Mr. Pierce

This letter and the enclosed document provide additional information to supplement the determinations of effects for the project referenced above. We previously consulted regarding eligibility and effects determinations in correspondence dated October 16, 2019. The project study limits include eastbound and westbound I-70 from milepost (MP) 179.5 to MP 191.5 in Eagle and Summit Counties.

After completing the initial Section 106 consultation, the project team prepared the enclosed Visual Impacts and Visualizations Report. That document compares existing conditions with potential treatments at key locations in the corridor to objectively measure and assess the visual impacts of the project. Although the evaluation was developed to evaluate general visual issues, it is being used to assist with the Section 106 consultation process. We noted in our initial consultation that we would share results when these visualizations were complete to determine whether additional consultation should occur based on additional changes or modifications to relevant historic properties within the APE.

Visual Analysis Information, Determination of Effects

I-70 Vail Pass segment (5EA1826.4/5ST892.5), US Highway 6 segment (5EA2587.9): In the enclosed visualization, the locations for comparisons were selected based on the proximity of contributing features within the linear historic district, including bridges, retaining walls, roadbed, embankments, and the recreational trail. The majority of visual impacts appear to be either neutral or beneficial, demonstrating the intent of the project team to uphold the high visual quality of the corridor and reinforce the current aesthetics of west Vail Pass. Designs have not been developed for the replacement bridges and retaining walls, but these concepts show the existing designs being replicated along the corridor. The visual analysis will be updated throughout the project as engineering designs are developed to ensure that the scenic quality of west Vail Pass is upheld and enhanced. Designs will be reviewed by project stakeholders, including your staff and the Section 106 consulting parties, as part of the commitment to Context Sensitive Solutions and the I-70 Aesthetics Issues Task Force. CDOT has determined the visualizations do not alter our initial *adverse effect* determination for the I-70 Vail Pass segment (5EA1826.4/5ST892.5) and the *no adverse effect* determination for the US Highway 6 segment

(5EA2587.9). However, the information is a helpful tool to better understand current design concepts for key locations along the corridor.

Additional Information, Black Lake Cabin Camp

Subsequent to the initial Section 106 consultation process, your office provided information about the location of a former cabin camp at Black Lake on the west side of Vail Pass. You shared background history and some early photos of the cabins, which were likely destroyed during construction of the first dam at the site by the US Forest Service in 1940. We are therefore providing this for informational purposes only; we do not intend to edit the survey report or formally survey and document the cabin camp location, which is under water, likely no longer extant, and will not be directly affected by the project. Your office agreed with this approach, but will document the location of the former cabins if dam improvement projects are proposed in the future.

Section 106 Issue Task Force/Consulting Parties

CDOT, on behalf of FHWA, is also providing this letter and attachment to members of the Section 106 Issue Task Force as consulting parties, as listed below.

- Arapaho/Roosevelt National Forest
- Breckenridge Heritage Alliance
- Colorado Preservation Inc.
- Copper Mountain Metropolitan District
- Eagle County
- Eagle County Historical Society
- Frisco Preservation Board
- National Park Service
- National Trust for Historic Preservation
- State Historic Preservation Officer
- Summit County Historical Society
- Summit County Preservation Commission
- Town of Vail
- Town of Breckenridge Planning Commission (CLG)
- Town of Vail Design Review Board
- White River National Forest

We are not requesting comments about this submittal, but we would appreciate a response indicating you have received the additional information. We plan to proceed with the next steps in the Section 106 process by notifying the Advisory Council on Historic Preservation of the adverse effect. If you have questions or require additional clarification, please contact EPB Senior Historian Lisa Schoch at (303) 512-4258 or lisa.schoch@state.co.us.

Very truly yours,

Jane Hann, Manager
Environmental Program Branch

Enclosure: I-70 West Vail Pass Auxiliary Lanes, Visual Impacts and Visualizations Report

COLORADO
Department of Transportation
Division of Transportation Development

Environmental Programs Branch
2829 W. Howard Pl., 4th Floor
Denver, CO 80204
(303) 757-9281

March 13, 2020

Mr. Tom Fuller
Heritage Program Manager
White River National Forest
900 Grand Avenue
Glenwood Springs, CO 81601

SUBJECT: Additional Information, CDOT Project NHPP 0701-240, I-70 West Vail Pass Auxiliary Lanes Environmental Assessment, Eagle and Summit Counties, Colorado (HC#75431)

Dear Mr. Fuller:

This letter and the enclosed document provide additional information to supplement the determinations of effects for the project referenced above. We previously consulted regarding eligibility and effects determinations in correspondence dated October 7, 2019 and you provided comments via an email dated October 10, 2019. The project study limits include eastbound and westbound I-70 from milepost (MP) 179.5 to MP 191.5 in Eagle and Summit Counties.

After completing the initial Section 106 consultation, the project team prepared the enclosed Visual Impacts and Visualizations Report. That document compares existing conditions with potential treatments at key locations in the corridor to objectively measure and assess the visual impacts of the project. Although the evaluation was developed to evaluate general visual issues, it is being used to assist with the Section 106 consultation process. We noted in our initial consultation that we would share results when these visualizations were complete to determine whether additional consultation should occur based on additional changes or modifications to relevant historic properties within the APE.

Visual Analysis Information, Determination of Effects

I-70 Vail Pass segment (5EA1826.4/5ST892.5), US Highway 6 segment (5EA2587.9): In the enclosed visualization, the locations for comparisons were selected based on the proximity of contributing features within the linear historic district, including bridges, retaining walls, roadbed, embankments, and the recreational trail. The majority of visual impacts appear to be either neutral or beneficial, demonstrating the intent of the project team to uphold the high visual quality of the corridor and reinforce the current aesthetics of west Vail Pass. Designs have not been developed for the replacement bridges and retaining walls, but these concepts show the existing designs being replicated along the corridor. The visual analysis will be updated throughout the project as engineering designs are developed to ensure that the scenic quality of west Vail Pass is upheld and enhanced. Designs will be reviewed by project stakeholders, including your staff and the Section 106 consulting parties, as part of the commitment to Context Sensitive Solutions and the I-70 Aesthetics Issues Task Force. CDOT has determined the visualizations do not alter our initial *adverse effect* determination for the I-70 Vail Pass segment (5EA1826.4/5ST892.5) and the *no adverse effect* determination for the US Highway 6 segment

(5EA2587.9). However, the information is a helpful tool to better understand current design concepts for key locations along the corridor.

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- Frisco Preservation Board
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- Town of Breckenridge Planning Commission (CLG)
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Very truly yours,

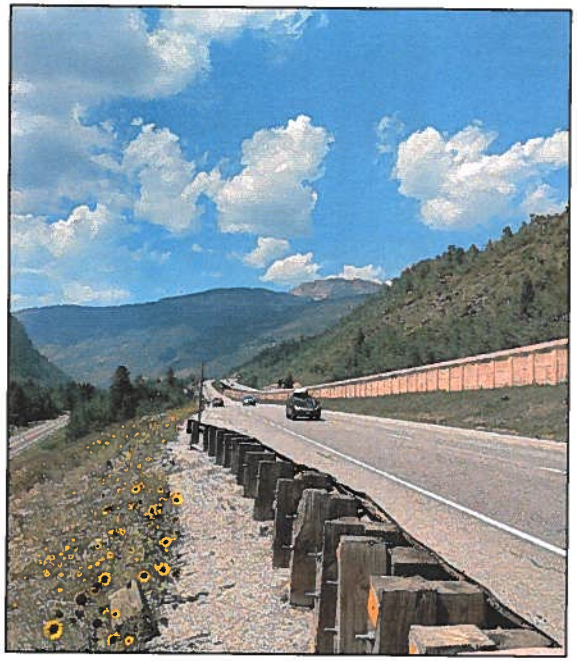
Jane Hann, Manager
Environmental Program Branch

Enclosure: I-70 West Vail Pass Auxiliary Lanes, Visual Impacts and Visualizations Report

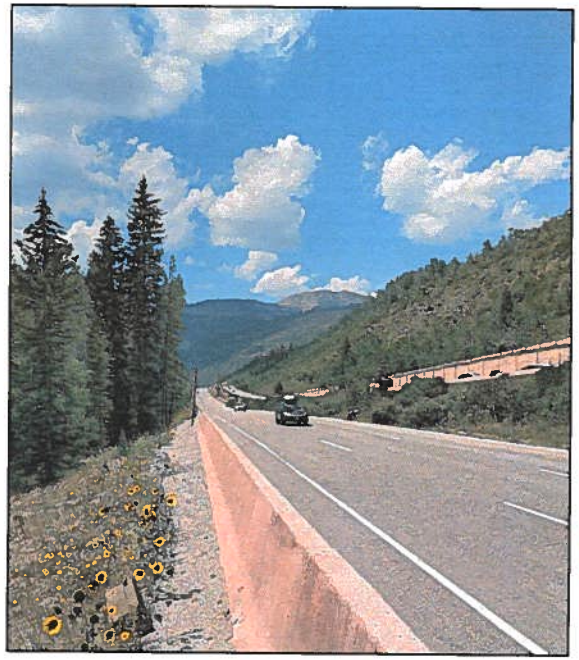
Valley Floor Landscape Unit View 1

Visual Impacts and Visualizations

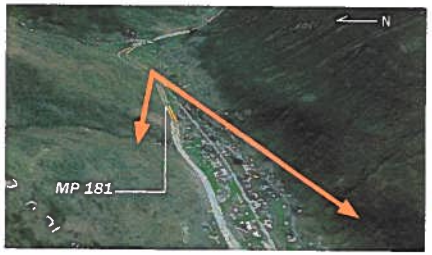
Existing



Potential Treatment



Location



Location:

Valley Floor Landscape Unit

Adjacent to East Vail Neighborhood

Viewers: Residential Neighbors, Recreational Neighbors, Commuter Travelers, Touring Travelers, Shipping Travelers, Pedestrian Travelers, Bicycle Travelers

Context:

- The roadway is located along the lower slopes of the Vail Valley's steep south-facing aspects and above the East Vail Neighborhood.
- An existing scalloped wall exhibiting the typical red hues of Vail Pass structures sits between EB and NB directions and is visible to EB travelers and neighbors found in the East Vail Neighborhood. No revegetation of the median was conducted.
- Roadway is not visible from the adjacent frontage road/recreational path due to grade differences. Jersey barriers and guard rails can be seen from the frontage road when looking up and south.

Views:

Travelers: Background views to the west and east, middle ground views of the East Vail Neighborhood to the south, and foreground views of south facing valley walls to the north.

Neighbors: Background views to the west and east, middle ground and foreground views of the East Vail Neighborhood and north-facing valley walls, foreground views of I-70 fill slopes, and jersey barriers.

Impacts

Natural Harmony (Neutral): Widening of I-70 to six lanes will impact the natural environment, which would require the construction of additional retaining walls along the north side of WB lanes. This foreground view is currently dominated by the natural land cover typical of the landscape unit. Removal of the existing retaining wall in the median will allow for a more naturalized median, beneficial to EB travelers as well as East Vail neighbors.

Cultural Order (Neutral): Proposed changes to I-70 are neutral in their impact to the Cultural Order of the Valley Floor Landscape Unit. Roadway widening and construction of a retaining wall will occur on the north side of the facility, minimizing impacts to the East Vail neighborhood. In this location, removing the retaining wall in the median will allow for revegetation of the median, visually mitigating roadway widening impacts.

Project Coherence (Beneficial): If roadway improvements utilize consistent designs such as scalloped retaining walls, colored barriers, and existing revegetation techniques, impacts will be beneficial for Project Coherence. Repetition of design elements reinforces the aesthetics of West Vail Pass.

Visual Quality (Neutral): Proposed widening could have an adverse effect on the overall visual quality of the location and within the Valley Floor Landscape Unit. However, mitigation strategies, including revegetation and consistent design of highway elements, will create a neutral visual impact. Background and middle ground views will remain unaffected. Foreground views for roadway travelers will be minimally impacted and in some cases improved.

Potential Treatments

High-level aesthetics concepts shown in potential treatment renderings are based on recommendations outlined in the following documents:

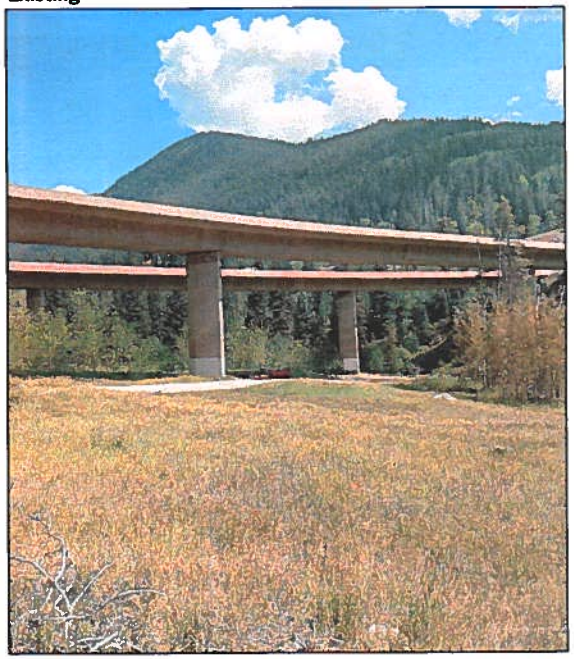
- *Memorandum of Understanding between the Bureau of Land Management, the Colorado Department of Transportation, Federal Highway Administration, and the USDA Forest Service Rocky Mountain Region. 2016*
- *I-70 in a Mountain Environment*
- *I-70 Mountain Corridor Context Sensitive Solutions*

More detailed aesthetic guidance and recommendations will be developed by the Aesthetic Issues Task Force during final design of the West Vail Pass project. The Aesthetics Issues Task Force will use a combination of the documents listed above and formalized mitigations defined in the final Visual Impact Assessment to develop detailed visual mitigations.

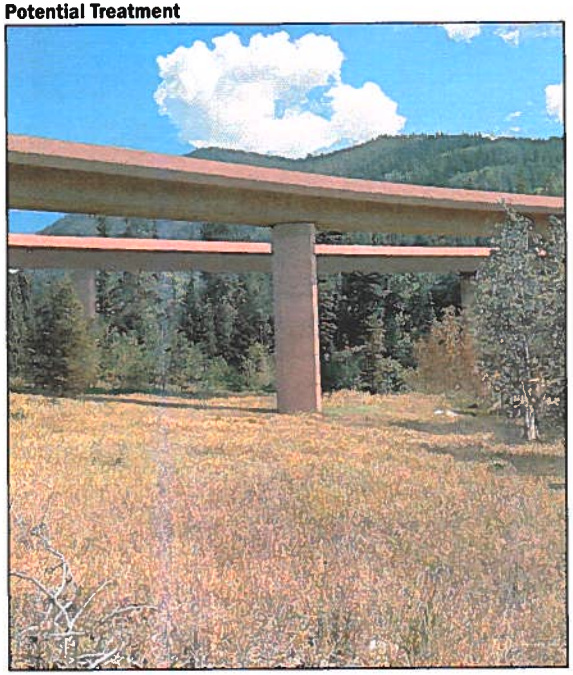
Valley Floor Landscape Unit View 2

Visual Impacts and Visualizations

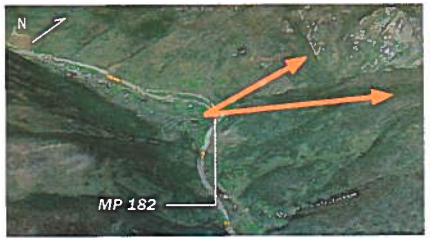
Existing



Potential Treatment



Location



Location:

Valley Floor Landscape Unit.

Adjacent to East Vail Neighborhood, near the confluence of Black Gore Creek and Gore Creek, and the Gore Creek Campground / Trailhead.

Viewers: Residential Neighbors, Recreational Neighbors, Commuter Travelers, Touring Travelers, Shipping Travelers, Pedestrian Travelers, Bicycle Travelers.

Context:

- I-70 spans Gore Creek, the access road to the Gore Creek Campground, and the western terminus of the Vail Pass Recreational Trail on parallel curvilinear concrete bridges.
- The bridge is in close visual proximity (north and east) of several single family homes.
- Bridges serve as a visual landmark for travelers entering and leaving the Vail Valley.
- The dual bridge configuration treads lightly on the land conveying a sense of visual harmony with the environment.
- Maintenance activities included non-conforming materials and colors that detract from project visual coherence.

Views:

From the bridge, WB travelers have background views west into the Vail Valley and EB travelers have middle ground and foreground views due to the rising grade of I-70. The bridge partially obstructs background and middle ground views up the Gore Creek Valley and into the Gore Range for neighbors in East Vail. Due to land cover (elements of the visual landscape that sit on top of land forms like trees, buildings, and other elements) the bridge is well screened from the Gore Creek Campground. Recreational neighbors accessing Gore Creek Campground and the Vail Pass Recreation Trail pass under the bridge to access these amenities, impacting their fore, middle, and background views.

Impacts

Natural Harmony (Neutral): Widening of I-70 and bridges to six lanes will have an adverse impact upon the natural environment due to additional width needs, requiring construction of larger structures. Larger bridges will be placed south and west of their existing location and the Gore Creek Campground and the Vail Pass Recreation Trail. An increase in distance from I-70 to Gore Creek Campground and Vail Pass Recreation Trail will lessen the visual impacts of I-70 on these important recreational amenities.

Cultural Order (Adverse): Changes at this location will have an adverse effect on cultural order. Movement of the bridges to the south and west will bring I-70 closer to existing homes. The movement, in combination with the larger structures make I-70 more visually intrusive within the East Vail neighborhood.

Project Coherence (Beneficial): If roadway improvement utilize consistent and historically-appropriate designs in the construction of new bridges, there will be beneficial impacts on project coherence. The current structure exhibits the textures and colors of other roadway structural elements. However, repair and maintenance activities have degraded the original visual composition by replacing some components with visually incompatible barriers, piers, and material colors.

Visual Quality (Neutral): Proposed widening could have an adverse effect on the overall visual quality of the location and within the Valley Floor Landscape Unit. However, because the proposed design will mimic original designs, incorporate project-wide colors, and will lessen visual impacts to the Gore Creek Campground and the Vail Pass Recreational Trail impacts to visual quality can be considered neutral.

Potential Treatments

High-level aesthetics concepts shown in potential treatment renderings are based on recommendations outlined in the following documents:

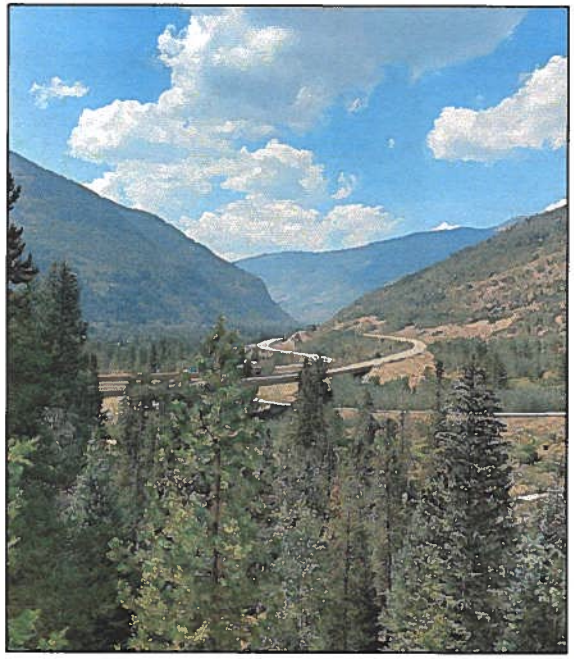
- *Memorandum of Understanding between the Bureau of Land Management, the Colorado Department of Transportation, Federal Highway Administration, and the USDA Forest Service Rocky Mountain Region. 2016*
- *I-70 in a Mountain Environment*
- *I-70 Mountain Corridor Context Sensitive Solutions*

More detailed aesthetic guidance and recommendations will be developed by the Aesthetic Issues Task Force during final design of the West Vail Pass project. The Aesthetics Issues Task Force will use a combination of the documents listed above and formalized mitigations defined in the final Visual Impact Assessment to develop detailed visual mitigations.

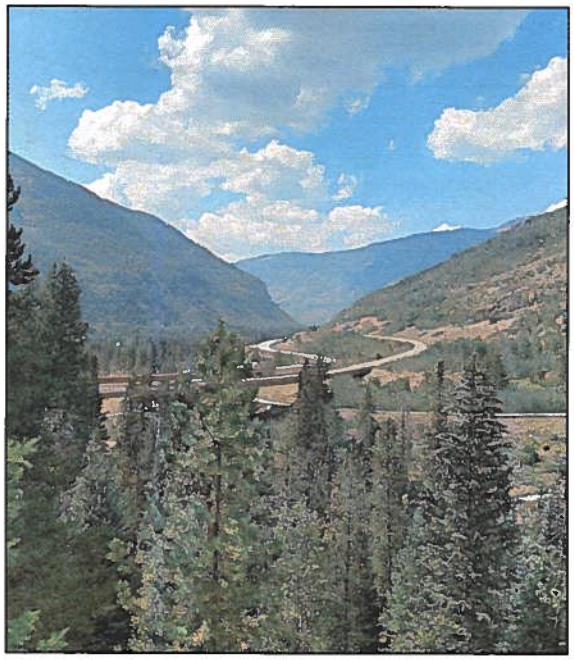
Valley Floor Landscape Unit View 3

Visual Impacts and Visualizations

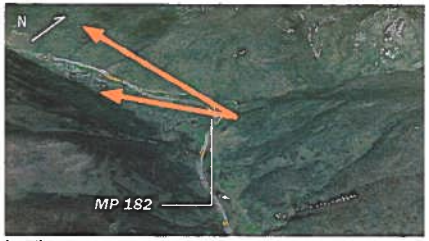
Existing



Potential Treatment



Location



Location:

Valley Floor Landscape Unit.

Taken from the western terminus of the Vail Pass Recreation Trail where it meets the Gore Creek Campground.

Viewers: Recreational Neighbors, Pedestrian Travelers, and Bicycle Travelers.

Context:

- Located on the lower slopes of northern valley walls.
- Bridges serve as a visual landmark for recreationalist when entering or leaving the Vail Valley.
- The existing dual bridge configuration treads lightly on the land by minimizing the size of a combined structure, conveying a sense of visual harmony with the natural environment.

Views:

Neighbors: In this location WB recreationalist have extensive background views west into the Vail Valley as well as middle ground and foreground views of both the north side and south sides of the Valley. The bridge is partially obstructed due to land cover and land forms.

Impacts

Natural Harmony (Neutral): Widening of I-70 and bridges to six lanes will have an adverse impact upon the natural environment due to additional width needs, requiring the construction of larger structures. Larger bridges will be placed south and west of their existing location, the Gore Creek Campground, and the Vail Pass Recreational Trail. However, movement of the bridges to the south and west of this location will lessen visual impacts due to their increased distance from this location.

Cultural Order (Neutral): Changes to I-70 at this location will have a beneficial effect on cultural order. Movement of the bridges to the south and west will separate them further from the Vail Pass Recreational Trail and the Gore Creek Campground. However the larger structures will make I-70 more visually apparent and intrusive when in the East Vail neighborhood.

Project Coherence (Beneficial): If roadway improvement utilize consistent and historically-appropriate designs in the construction of new bridges there will be beneficial impacts on project coherence. The current structure exhibits the textures and colors of other roadway structural elements. However, repair and maintenance activities have degraded the original visual composition of the bridges by replacing some components with visually incompatible barriers, piers, and material colors.

Visual Quality (Neutral): Proposed widening could have an adverse effect on the overall visual quality of the location and within the Valley Floor Landscape Unit. However, because the proposed design will mimic original structures, incorporate project-wide visual elements, and will lessen visual impacts on the Gore Creek Campground and the Vail Pass Recreational Trail the impacts to visual quality can be considered neutral.

Potential Treatments

High-level aesthetics concepts shown in potential treatment renderings are based on recommendations outlined in the following documents:

- *Memorandum of Understanding between the Bureau of Land Management, the Colorado Department of Transportation, Federal Highway Administration, and the USDA Forest Service Rocky Mountain Region. 2016*
- *I-70 in a Mountain Environment*
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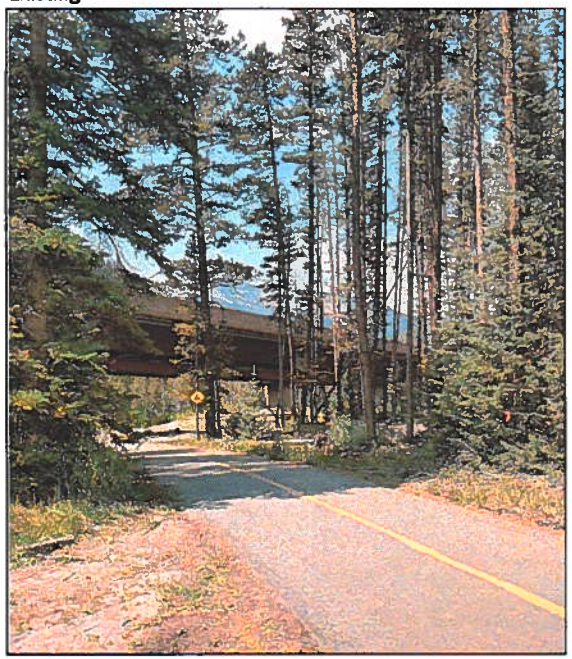
More detailed aesthetic guidance and recommendations will be developed by the Aesthetic Issues Task Force during final design of the West Vail Pass project. The Aesthetics Issues Task Force will use a combination of the documents listed above and formalized mitigations defined in the final Visual Impact Assessment to develop detailed visual mitigations.

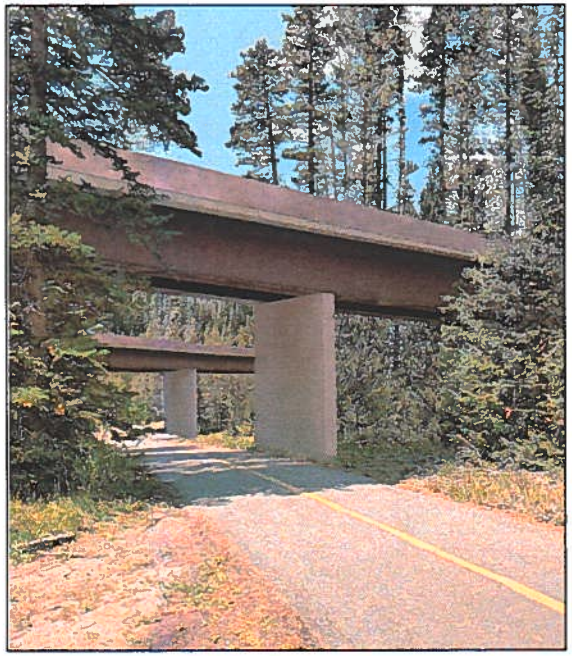
Mid-Pass Valley Landscape Unit View 4

Visual Impacts and Visualizations

Existing



Potential Treatment



Location

Location:

Mid-Pass Valley Landscape Unit.

Taken from the Vail Pass Recreational Trail as it passes under I-70 (looking south).

Viewers: Residential Neighbors, Recreational Neighbors, Commuter Travelers, Touring Travelers, Shipping Travelers, Pedestrian Travelers, and Bicycle Travelers.

Context:

- The trail in this location is crossing from the forested slopes of the north side of the valley to the forested slopes of the south side of the valley under two large steel bridges.
- The current bridges serve as one of the largest human-constructed visual elements for recreational neighbors using the Vail Pass Recreational Trail.
- The dual bridge configuration treads lightly on the land conveying a sense of visual harmony with the natural visual environment.

Views:

In this location both EB and WB recreationalist's foreground views are dominated by the structures. Middle and background views are almost completely obstructed due to the bridges and vegetation.

Due to mature vegetation travelers on I-70 have little knowledge that they are on a bridge. The structures location above surrounding landforms and land cover combined with I-70's descending grades afford rare Mid-Pass Valley background views to the west. Middle and foreground views to the east are terminated by the sharp curves of the steeply rising roadway.

Impacts

Natural Harmony (Neutral): Widening of I-70 and bridges to six lanes will have an adverse impact upon the natural environment due to additional width needs, requiring the construction of larger structures. However, the new bridges are planned to be constructed further apart. Lessening their combined visual intensity for all users and for recreational neighbors in particular.

Cultural Order (Neutral): Proposed changes to I-70 and bridges at this location will have a neutral effect on cultural order at this location due to the natural visual context of the location.

Project Coherence (Beneficial): If roadway improvement utilize consistent and historically-appropriate designs in the construction of new elements their will be beneficial impacts on project coherence. The current structure exhibits the textures and colors of other roadway structural elements. However, repair and maintenance activities have degraded the original visual composition of the bridges by replacing some components with visually incompatible barriers, piers, and material colors.

Visual Quality (Beneficial): Proposed widening could have an adverse effect on the overall visual quality of the location and within the Mid-Pass Valley Landscape Unit. However, because the proposed design will increase the distance between the two structures the overall impact of changes at this location can be considered beneficial.

Potential Treatments

High-level aesthetics concepts shown in potential treatment renderings are based on recommendations outlined in the following documents:

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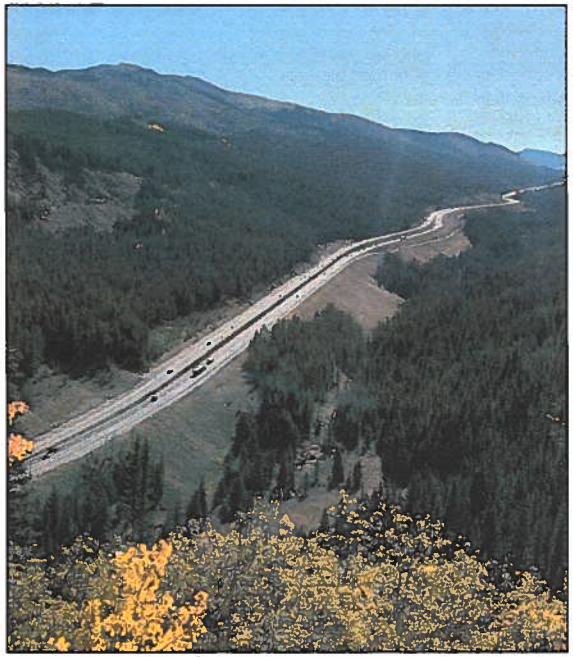
More detailed aesthetic guidance and recommendations will be developed by the Aesthetic Issues Task Force during final design of the West Vail Pass project. The Aesthetics Issues Task Force will use a combination of the documents listed above and formalized mitigations defined in the final Visual Impact Assessment to develop detailed visual mitigations.

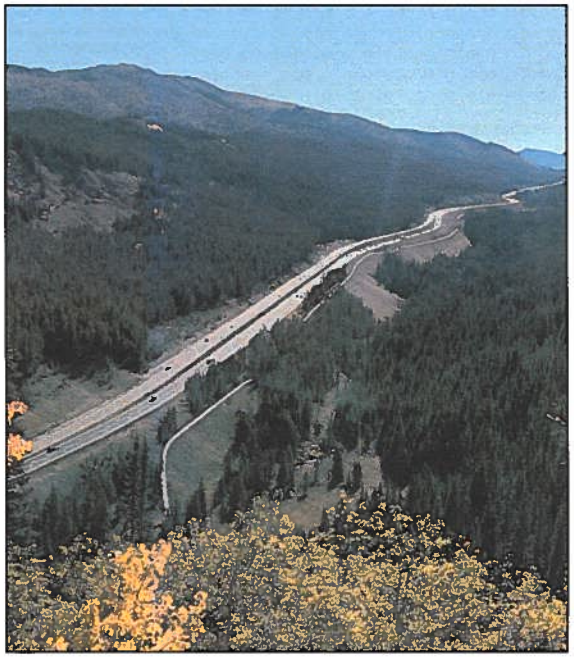
Top of the Pass & Mid-Pass Valley Landscape Units View 5

Visual Impacts and Visualizations

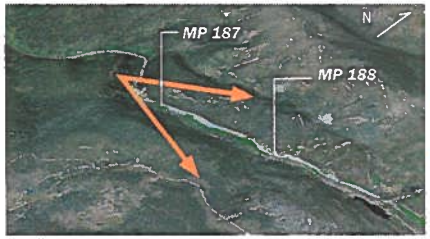
Existing



Potential Treatment



Location



Location:

Mid-Pass Valley Landscape Unit.

Taken from the ridge-line located south of and above I-70 looking to the East and the Top of the Pass Landscape Unit.

Viewers: Residential Neighbors, Recreational Neighbors, Commuter Travelers, Touring Travelers, Shipping Travelers, Pedestrian Travelers, and Bicycle Travelers.

Context:

- This location illustrates the direct adjacency of the Vail Pass Recreational Trail to EB lanes of I-70.
- The Vail Pass Recreational Trail joins I-70 just east of MP 186 and departs its adjacency at approximately MP 188.
- Confined valley walls and close proximity to Black Gore Creek contributed to the original placement of the trail directly adjacent to I-70.

Views:

In this location the views of EB and WB recreationalists of the Vail Pass Recreation Trail are dominated by the busy and chaotic visual environment of I-70. Trails user's middle ground views extend to either side of the valley and down towards Black Gore Creek. To the east and west background views for recreationalist terminate where curves or topographic changes occur. Interstate travelers of both directions experience the same visual environment due to the unseparated roadway.

Impacts

Natural Harmony (Beneficial): Recreational neighbors within the current built condition experience a disjointed and unharmonious visual environment due to the proximity of the trail to I-70's EB travel lanes. Movement of the trail away from I-70 will create a visual composition that is better integrated into the natural context. For travelers, relocation of the trail will have a neutral impact on their perception of visual natural harmony.

Cultural Order (Beneficial): The direct adjacency of the Vail Pass Recreation Trail to I-70 in this area is uncommon within the project area. For both travelers and recreational neighbors this close visual relationship is a departure from the established cultural order of the project area. Movement of the trail away from I-70 will alleviate this configuration and benefit the visual cultural order in this location as well as corridor-wide.

Project Coherence (Beneficial): Separation of I-70 and the trail will be beneficial to project coherence by removing this singular instance of direct adjacency.

Visual Quality (Beneficial): Movement of the trail at this location will enhance the overall visual quality of the Mid-Pass Valley Landscape Unit for travelers and neighbors alike. Roadway travelers will no longer be distracted by recreational users and will have unimpeded views into the surrounding landscape. Recreationalist will experience the visual solitude and separation experiences found in other trail locations within the study area.

Potential Treatments

High-level aesthetics concepts shown in potential treatment renderings are based on recommendations outlined in the following documents:

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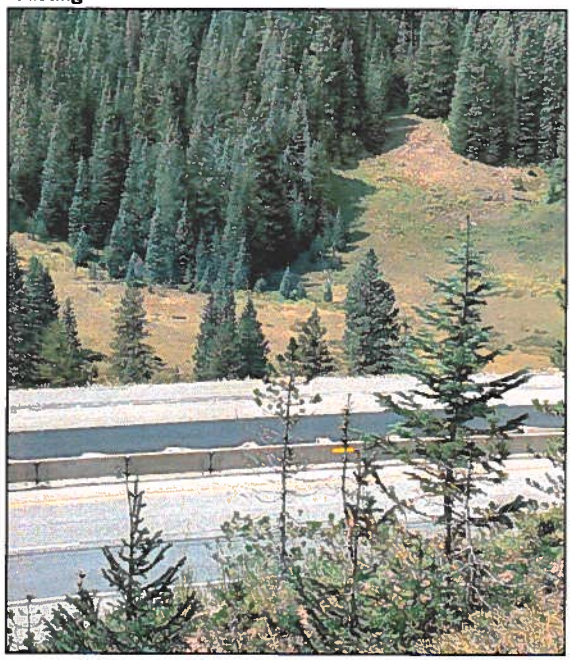
More detailed aesthetic guidance and recommendations will be developed by the Aesthetic Issues Task Force during final design of the West Vail Pass project. The Aesthetics Issues Task Force will use a combination of the documents listed above and formalized mitigations defined in the final Visual Impact Assessment to develop detailed visual mitigations.

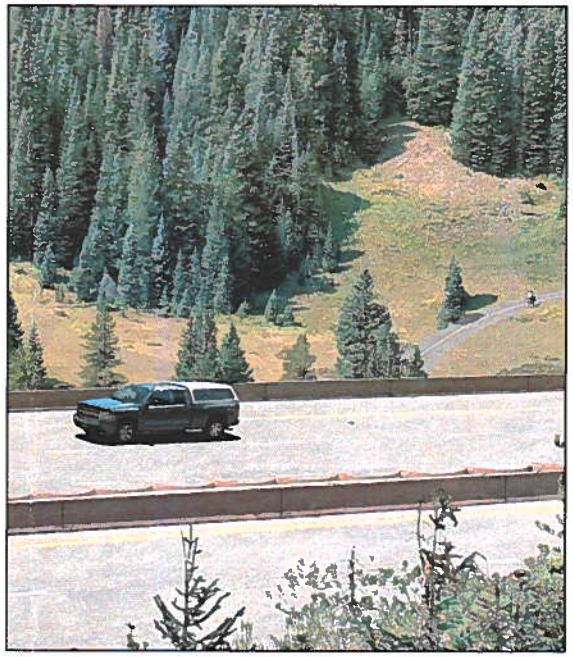
Mid-Pass Valley Landscape Unit View 6

Visual Impacts and Visualizations

Existing



Potential Treatment



Location

Location:

Mid-Pass Valley Landscape Unit.

Taken from the ridge-line located north and slightly above I-70 looking to the west and the opposite side of the valley.

Viewers: Residential Neighbors, Recreational Neighbors, Commuter Travelers, Touring Travelers, Shipping Travelers, Pedestrian Travelers, and Bicycle Travelers.

Context:

- This location illustrates the direct adjacency of the Vail Pass Recreational Trail to EB lanes of I-70. In this location the only buffering is horizontal distance between the trail and the EB lanes of I-70.
- The Vail Pass Recreational Trail joins I-70 just east of MP 186 and departs its adjacency at approximately MP 188.
- Confined valley walls and close proximity to Black Gore Creek contributed to the original placement of the trail directly adjacent to I-70.

Views:

In this location the views of EB and WB recreationalists of the Vail Pass Recreation Trail are dominated by the busy and chaotic visual environment of I-70. Trail users' middle ground views extend to either side of the valley and down towards Black Gore Creek. East and west background views for recreationalist terminate where curves or topographic changes occur. Interstate travelers of both directions experience the same visual environment due to the unseparated horizontal roadway. However, a retaining wall located in the highway median does provide for limited vertical separation between EB and WB lanes.

Impacts

Natural Harmony (Beneficial): Recreational neighbors within the current built condition experience a disjointed and unharmonious visual environment due to the proximity of the trail to I-70's EB travel lanes. Movement of the trail away from I-70 and to the other side of the valley create a visual composition that is better integrated into the natural context. For travelers, relocation of the trail will have a neutral impact on their perception of visual natural harmony.

Cultural Order (Beneficial): The direct adjacency of the Vail Pass Recreation Trail to I-70 in this area is uncommon within the project area. For both travelers and recreational neighbors this close visual relationship is a departure from the established cultural order of the project area. Movement of the trail away from I-70 and to the opposite side of the valley will alleviate this configuration and benefit the visual cultural order in this location and corridor-wide.

Project Coherence (Beneficial): Separation of I-70 and the trail will be beneficial to project coherence by removing this singular instance of direct adjacency of the trail and the highway.

Visual Quality (Beneficial): Movement of the trail at this location will enhance the overall visual quality of the Mid-Pass Valley Landscape Unit for travelers and neighbors alike. Roadway travelers will no longer be distracted by recreational users and will have unimpeded views into the surrounding landscape. Recreationalists will experience the visual solitude and separation experiences found in other trail locations within the study area because of increased vertical and horizontal separation. This condition will be further enhanced by the trail's proximity to Black Gore Creek. A closer relationship with Black Gore Creek will enhance the visual environment for trail users and blend their visual experience into the natural composition of the valley.

Potential Treatments

High-level aesthetics concepts shown in potential treatment renderings are based on recommendations outlined in the following documents:

- *Memorandum of Understanding between the Bureau of Land Management, the Colorado Department of Transportation, Federal Highway Administration, and the USDA Forest Service Rocky Mountain Region. 2016*
- *I-70 in a Mountain Environment*
- *I-70 Mountain Corridor Context Sensitive Solutions*

More detailed aesthetic guidance and recommendations will be developed by the Aesthetic Issues Task Force during final design of the West Vail Pass project. The Aesthetics Issues Task Force will use a combination of the documents listed above and formalized mitigations defined in the final Visual Impact Assessment to develop detailed visual mitigations.

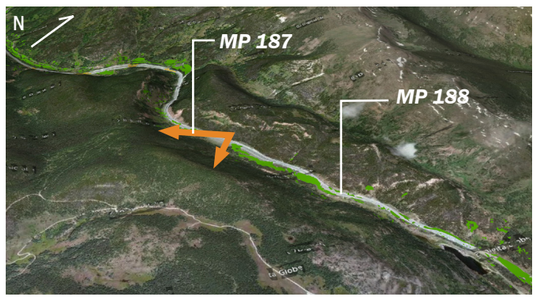
Mid-Pass Valley Landscape Unit View 6

Visual Impacts and Visualizations

Existing

Potential Treatment

Location



Location:

Mid-Pass Valley Landscape Unit.

Taken from the ridge-line located north and slightly above I-70 looking to the west and the opposite side of the valley.

Viewers: Residential Neighbors, Recreational Neighbors, Commuter Travelers, Touring Travelers, Shipping Travelers, Pedestrian Travelers, and Bicycle Travelers.

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COLORADO
Department of Transportation
Division of Transportation Development

Environmental Programs Branch
2829 W. Howard Pl., 4th Floor
Denver, CO 80204
(303) 757-9281

March 23, 2020

Mr. John Cater, Division Administrator
Federal Highway Administration
Colorado Division
12300 West Dakota Avenue, Suite 180
Lakewood, CO 80228

SUBJECT: Documentation for Finding of Adverse Effect, CDOT Project NHPP 0701-240, I-70 West Vail Pass Auxiliary Lanes Environmental Assessment, Eagle and Summit Counties, Colorado (Subaccount 21685)

Dear Mr. Cater:

Pursuant to Section 800.6(a)(1) of the Advisory Council on Historic Preservation (ACHP) regulations, Agency officials must notify the ACHP of adverse effect determinations by providing Documentation for Finding of Adverse Effect, the content of which is specified in Section 800.11 of the regulations. Such notification allows the ACHP to determine whether it will participate in the consultation between the agency and the State Historic Preservation Officer. If the ACHP does not respond within 15 calendar days, the agency can assume that the ACHP will not be participating in the consultation process.

The project referenced above will adversely affect the I-70 Vail Pass Segment (5EA1826.4/5ST892.5). Included with this email is the Documentation of Adverse Effect for transmittal to the ACHP via its electronic Section 106 (e106@achp.gov) submittal system. A draft letter to the ACHP has been emailed to Stephanie Gibson of your staff for convenience.

Please send a copy of all correspondence with the ACHP to CDOT Senior Staff Historian Lisa Schoch for our files. If you have questions or require additional information, please contact Ms. Schoch at (303) 512-4258 or lisa.schoch@state.co.us.

Very truly yours,

for Jane Hann, Manager
Environmental Programs Branch

Enclosures: Documentation of Adverse Effect and attachments (electronic copies)

---------- Forwarded message ---------
From: **Gibson, Stephanie (FHWA)** <Stephanie.Gibson@dot.gov>
Date: Fri, Mar 27, 2020 at 11:05 AM
Subject: Documentation for Finding of Adverse Effect, Colorado Department of Transportation (CDOT) NHPP 0701-240, Interstate 70 West Vail Pass Auxiliary Lanes Environmental Assessment, Eagle and Summit Counties, Colorado, Email #1 of 3
To: e106 <e106@achp.gov>
Cc: Lisa Schoch (Lisa.Schoch@state.co.us) <Lisa.Schoch@state.co.us>, Bellen, Jeff (FHWA) <Jeff.Bellen@dot.gov>, Jason O'Brien - HC <jason.obrien@state.co.us>, Joseph Saldibar - HC <joseph.saldibar@state.co.us>, Clarke, David (FHWA) <david.clarke@dot.gov>

Dear Mr. Nelson:

Transmitted herewith is the Documentation for Finding of Adverse Effect for the Colorado Department of Transportation (CDOT) project referenced above. According to 36 CFR 800, the proposed undertaking will result in adverse effects to one historic property: the Interstate 70 Vail Pass Segment (5EA1826.4/5ST892.5).

FHWA is submitting this Documentation for Finding of Adverse Effect pursuant to the Advisory Council Regulations, 36 CFR 800.6(a)(1). In accordance with the process set forth in the regulations, CDOT is in the process of identifying mitigation measures for the project as indicated in Item 11 of the enclosed documentation. Per 36 CFR 800.6(a)(1)(iii), the Council shall advise the agency official whether it will participate within 15 days of receipt of this documentation.

The files are large, so will be sent in a series of 3 emails.

If there are any questions regarding this project, please contact CDOT Senior Staff Historian Lisa Schoch at (303) 512-4258.

Stephanie Gibson
FHWA – Colorado Division

720-963-3013
Stephanie.Gibson@dot.gov

Preserving America's Heritage

Advisory Council on Historic Preservation
Electronic Section 106 Documentation Submittal System (*e*106) Form
MS Word format

Send to: *e106@achp.gov*

I. Basic information

1. **Name of federal agency** (If multiple agencies, state them all and indicate whether one is the lead agency):

Colorado Department of Transportation, Federal Highway Administration

2. **Name of undertaking/project** (Include project/permit/application number if applicable):

CDOT Project NHPP 0701-240, I-70 West Vail Pass Auxiliary Lanes Environmental Assessment (SA21685)

3. **Location of undertaking** (Indicate city(s), county(s), state(s), land ownership, and whether it would occur on or affect historic properties located on tribal lands):

Eagle and Summit Counties, Colorado

4. **Name and title of federal agency official and contact person for this undertaking**, including email address and phone number:

Stephanie Gibson, Environmental Manager, Federal Highway Administration, Colorado Division

stephanie.gibson@dot.gov, 720-963-3013

5. **Purpose of notification.** Indicate whether this documentation is to:

- **notify the ACHP of a finding that an undertaking may adversely affect historic properties, and/or**

II. Information on the Undertaking*

6. Describe the undertaking and nature of federal involvement (if multiple federal agencies are involved, specify involvement of each):

The project is located between mileposts 179.5 to 191.5 along Interstate 70 (I-70). With the exception of

the distance between 179.5 and 180, the project is located on the segment of I-70 over Vail Pass identified on the Federal Highway Administration's *Final List of Nationally and Exceptionally Significant Features of the Federal Interstate System*. The Vail Pass segment of Interstate 70 was recently documented as a linear historic district under site numbers 5EA1826.4/5ST892.5. The project involves the addition of auxiliary lanes in both directions on the west side of Vail Pass from milepost 180 to 190. The scope of work includes shifts in roadway alignment, bridge widening and replacing bridges, retaining wall replacement, culvert work, runaway truck ramp realignment, and realignment of a section of the Vail Pass Recreational Trail.

7. Describe the Area of Potential Effects:

The APE includes the following elements and is represented in the attached map.

- The footprint and associated right-of-way (ROW) of I-70 between MPs 179.5 and 191.5.
- The Vail Pass Recreational Trail between East Vail and the west summit of Vail Pass.
- Black Lake No.1 and Black Lake No. 2 near the west summit of Vail Pass.
- Parcel boundaries for properties that were built in or before 1976 between I-70 and Big Horn Road. Beginning on the west side of 5137 Main Gore Circle North to encompass that property, all properties on the north and east sides of Gore Circle, and two historic-agetownhouses south of Gore Circle adjacent to the existing bridges that carry I-70 over the bike path near the Bighorn Subdivision.

8. Describe steps taken to identify historic properties:

On behalf of CDOT, the consultant Mead & Hunt evaluated information from the 2007 environmental analysis of West Vail Pass and then conducted an updated file search of the Office of Archaeology and Historic Preservation (OAHP) Compass database. In June 2018, Mead & Hunt conducted a historic resources survey that resulted in the identification of 23 architectural properties in the project APE. Of these resources, three properties were determined to be historic: the Vail Pass Segment of Interstate Highway 70 (5EA1826.4/5ST892.5); US Highway 6 (Segment 5EA2587.9); and the Bradley Residence (5EA3607). Only the Interstate 70 Vail Pass Segment (5EA1826.4/5ST892.5) was found to be adversely affected by the project, so only that resource will be evaluated further in this documentation.

9. Describe the historic property (or properties) and any National Historic Landmarks within the APE (or attach documentation or provide specific link to this information):

Interstate 70 Vail Pass Segment (5EA1826.4/5ST892.5):

Significance

The Vail Pass segment of I-70, which is defined as the portion from MP 180 to MP 195.2, possesses exceptional significance at the statewide level under *Criterion A* in the areas of Transportation, Community Planning and Development, and Conservation, and under *Criterion C* in the areas of Landscape Architecture and Engineering because it represents an important aspect of highway planning, design, and construction in Colorado. It does not possess significance under *Criteria B* or *D*. The justification for these recommendations is provided below.

Criteria Consideration G

Completed in 1978, Vail Pass has not yet reached the 50-year age requirement set forth by the National Park Service. However, under *Criteria Consideration G: Properties that Have Achieved Significance*

Within the Past Fifty Years, the Vail Pass segment of I-70 exhibits "exceptional importance" at the statewide level as a resource with direct and significant associations with important events in the development of Colorado transportation networks and early solutions to the conflict between environmental concerns and highway construction that set standards for later Colorado projects.

Criterion A
Under *Criterion A*, the Vail Pass segment of I-70 possesses significance in the areas of Transportation, Community Planning and Development, and Conservation.

In the area of Transportation, Vail Pass provided a critical link in the I-70 mountain corridor, which led to an expanded transportation network in previously remote areas of the Colorado high country in the latter half of the twentieth century. Original Interstate plans had I-70 ending in Denver with no link across the western portion of the state. Years of debate and the efforts of politicians, boosters, and state highway engineers resulted in the 1957 decision to extend I-70 west from Denver across the challenging terrain presented by the Continental Divide. Subsequently, national controversy emerged over the highway's planned route through the Gore Range-Eagles Nest Wilderness. Ultimately, this route, known as "Red Buffalo," was rejected in favor of the Vail Pass route. The completion of the Vail Pass link in the controversial mountain corridor of I-70 resulted in the expansion of transportation corridors throughout previously remote areas of the Colorado High Country. Therefore, the highway segment is significant in the area of Transportation.

In the area of Community Planning and Development, the Vail Pass segment of I-70 and its anticipated effects were a key factor in Vail town planning. The town's 1973 master plan, the *Vail Plan*, called for various elements to ameliorate the noise and visual impacts along the Interstate corridor through Vail. Such elements included a landscaped main entry to the town "accented with stone walls and coarse stone pavements" and berms and boulders to absorb the sound and shield the visual impacts of the highway. As anticipated, Vail saw further increases in population and development after the completion of the Vail Pass segment. New ski resorts, such as the Beaver Creek Ski Resort, emerged in Vail as tourists flooded to the area in the late 1970s and 1980s. Development in Vail continued for several decades with the construction of new vacation homes, condominium complexes, hotels, strip malls, and various stores. The Vail Pass segment of I-70 was an influential factor in Vail town planning and its completion resulted in the town's continued growth and development. Therefore, the highway segment is significant in the area of Community Planning and Development.

Vail Pass is also significant in the area of Conservation as biologists, water quality specialists, designers and construction crews developed several innovative solutions to environmental issues presented by the highway's construction in a highly sensitive area. These solutions included complex temporary and permanent erosion control measures, the construction of a designated wildlife underpass, improvements to stream habitats and ponds, and sensitive channel relocations that improved the health of fisheries that had been disrupted by earlier projects. Therefore, Vail Pass is significant in the area of Conservation.

Criterion B
Research did not reveal direct associations between the Vail Pass segment of I-70 and any individual that singularly possesses significance for their association with Vail Pass. Although the highway segment bears the name of former State Highway Engineer Charles Vail, it was constructed several decades after his death and adopted his namesake from the preexisting portion of US 6 across the mountain pass. The Interstate segment is only loosely associated with Charles Vail and does not represent his career or achievements across Colorado. Furthermore, the construction of I-70 and the Vail Pass segment was the result of the work of collaborative efforts between numerous individuals, organizations, and agencies rather than a single person. Therefore, this highway does not possess significance under *Criterion B*.

Criterion C
Under *Criterion C,* the Vail Pass segment of I-70 possesses significance in the areas of Landscape Architecture and Engineering as a transportation corridor containing a significant linkage of structures and objects united aesthetically and functionally by a planned development. The segment and the associated features represent a significant and distinguishable entity whose components may lack individual distinction.

In the area of Landscape Architecture, Vail Pass exhibits a number of exceptionally significant innovations in highway landscape design. While landscape architects had been employed on earlier road projects, such as urban parkways, and to assist with covering construction scars after highway construction, their influence was a key element in the earliest design concepts produced for the Vail Pass segment. Unique and innovative landscape elements were integrated into the highway design to enhance the experience of motorists on the Interstate segment; these elements included sensitive earthwork and slope molding techniques, sculpted rock cuts to match natural outcroppings, revegetation with native flora, and selective placement of "natural" features such as boulders, stumps, and old logs along the highway slopes. Furthermore, engineered features of the corridor such as retaining walls and bridges exhibited qualities influenced by aesthetic principles of landscape architecture; unique retaining wall styles were used to blend into the landscape and create visual interest, and bridges were used over side valleys and hillsides when possible partly to minimize their visual impacts. Bridges, retaining walls, and some culverts were finished with iron oxide to create a reddish-pink hue to match the natural outcroppings of the Vail Valley. Additionally, several culverts featured a "barnwood" texture on their concrete headwalls and wingwalls. As an early example of a carefully designed highway corridor, Vail Pass is significant in the area of Landscape Architecture.

In the area of Engineering, the Vail Pass segment of I-70 possesses an exceptional level of significance as it represents early innovative design solutions that met Interstate safety and efficiency standards in a geologically constrained area while minimizing environmental and visual impacts to the landscape. The precast, segmented, concrete, post-tensioned, box girder bridges used on Vail Pass were the first of their kind Colorado and among the earliest used in the country. Due to their assembly method of construction, the use of precast elements reduced construction time and minimized impacts to vegetation. Their placement and orientation enabled trees to grow between bridge decks and only the area immediately surrounding the piers was disturbed. In addition to crossing creeks and streams, bridges were also used to minimize terrain disruption. The use of bridges instead of the typical treatment involving major fill and culverts for drainage minimized visual effects to the natural landscape and enabled wildlife to cross the highway beneath the structures. The result of these designs is a highway corridor that retains many of the slopes and valleys of the natural landscape and complements its surroundings rather than detracting from them. Vail Pass represents an early example of innovative engineering solutions in mountain highway design in response to environmental constraints and concerns; therefore, it is significant in the area of Engineering.

Criterion D
For a property to possess significance for information potential, the information yielded by the property must answer specific important research questions that cannot be otherwise answered. The technology of highway construction is well understood and documented. As such, this highway is unlikely to yield important information that cannot be discerned from archived plans and other records. Therefore, this highway does not possess significance under *Criterion D.*

The Vail Pass segment of I-70 retains a high degree of physical integrity related to its ability to convey significance as an exceptionally designed and engineered interstate segment associated with expanded transportation corridors, community development, and conservation in the region. While some deterioration, alterations, and additions to individual features are noted, the overall Vail Pass corridor

retains all aspects of integrity.

Materials, design, and workmanship
As a highway segment in continuous use since 1978, Vail Pass has undergone routine maintenance, including resurfacing and restriping of the roadbed and travel surfaces of both I-70 and the recreational path. These replacements appear to have been completed in-kind. While the actual materials of these structures have changed, the impact to overall integrity of materials and design is minimal. Immediately after construction, extra post-tensioned cables were added to the bridges including extruding caps. Because the bridges were the first of their kind in Colorado, retrofitting and improvements had to be implemented. Extensive alterations occurred in the 1980s when several segmented, concrete, box girder bridges between MPs 180 and 182 (F-11-AW, F-11, AX, and F-11-AV) required joint replacements, and these joints have continued to be replaced through the years. Based on a comparison of historic-age and current photographs, these rehabilitations, which were completed in 1990, did not result in major alterations to the overall aesthetic design characteristics of the bridges, nor did they appear to significantly alter their impact on the landscape. The bridges retain integrity of design and workmanship necessary to convey their significance as contributing resources within the Vail Pass corridor. In addition to the bridge alterations, the north headwall and wingwalls of the concrete box culvert crossing the Columbine Drive underpass has been resurfaced or painted and a wooden addition has been constructed at the top of the headwall. These alterations obscure the original "barnwood" textured concrete design of the culvert impacting the integrity of materials, design, and workmanship of this single resource but do not impact the overall integrity of the Vail Pass corridor; the size and scale of this alteration is minimal given the length and number of resources within the corridor. No major alterations to other original features of the corridor were noted during field survey. In addition to minor alterations, deterioration was observed on several precast curved panel retaining walls within the highway median and on both eastbound and westbound lanes. Concrete tiebacks of the retaining wall system appear to have failed and are falling forward away from the curved panels and some have begun to crumble. While this deterioration impacts integrity of workmanship to individual retaining walls in select locations, the retaining walls throughout the corridor still exhibit their unique aesthetic qualities that set them apart from standard retaining wall systems. Overall, the Vail Pass corridor retains its integrity of materials, design, and workmanship. With intact physical features, the corridor continues to convey its significance as an interstate corridor designed with careful consideration of the natural environment and use of innovative designs and construction methods.

Location, setting, and feeling
The Vail Pass segment of I-70 retains its integrity of location as it still follows the same alignment as selected for the highway in the early 1970s. Additionally, other contributing features of the highway appear to remain in their original locations as constructed. In addition to location, the highway segment has had few impacts to its integrity of setting or feeling. Updates to the corridor after the period of significance for safety, maintenance, noise mitigation, and conservation have resulted in minor additions such as replaced guardrails; added jersey barriers, noise walls, a lighted chain station and a second un-lit chain station, drainage culverts, sediment retention ponds, several restroom buildings, and CDOT maintenance sheds. These additions are minimal in nature and do not detract from the overall setting or feeling of Vail Pass. The corridor's natural and landscaped features such as hills, sculpted rock cuts, natural rock outcroppings, creeks and streams, and the Black Lakes, remain largely undisturbed. These intact natural and designed features of Vail Pass continue to convey a sense of time and place and exhibit the aesthetic qualities intended by its designers. Overall, the Vail Pass corridor retains its integrity of location, setting, and feeling.

Association
Vail Pass retains its integrity of association to historic developments related to Transportation, Community Planning and Development, and Conservation. The segment continues to serve the same

function as when it was completed in 1978, and through its recognizable physical elements, it continues to convey its significance as a critical link in the I-70 transportation corridor. The highway segment also remains visually and functionally connected to early planning efforts and development patterns in Vail. The highway segment remains the primary access route to Vail for westbound travelers and its influence in the growth of the town remains evident as development continues to concentrate along the I-70 corridor. The Vail Pass segment also continues to exhibit significance in its association to conservation efforts as its physical structures (bridges, retaining walls, culverts) and landscape treatments (sculpted rock cuts, revegetation areas, slope molding, creek relocations) which were designed to minimize ecological impacts, slow erosion, and reduce adverse visual effects to the natural landscape, remain intact and functioning as intended.

10. Describe the undertaking's effects on historic properties:

Interstate 70 Vail Pass Segment (5EA1826.4/5ST892.5): The Vail Pass I-70 segment is a linear historic district eligible for the National Register under *Criteria A* and *C* applying *Criteria Consideration G*. All of the impacts described will take place between the summit of Vail Pass and East Vail, which is referred to as West Vail Pass.

CDOT has determined the proposed design for the West Vail Pass Auxiliary Lanes will have an **Adverse Effect** to the historic property based on the current level of design, which is estimated to be less than five percent of the final engineering plans. As designs are refined, additional information will be provided to update the determination of effect and consult with SHPO, FHWA, and Section 106 consulting parties regarding appropriate measures to mitigate the adverse effect.

Details on the adverse effect determination are organized into the following sections and are discussed in greater detail below:

1. Commitment to the Context Sensitive Solutions (CSS) process.

2. Known effects (based on current level of engineering design) to contributing features of the linear historic corridor, including road alignment, bridges, retaining walls, embankments, sculpted rock cuts, landscape features, runaway truck ramps, access ramps, culverts, the Vail Pass Recreational Trail, Black Lake No. 1 and No. 2, and the Vail Pass Rest Area.

3. Known avoidance alternatives and minimization of impacts to the historic property.

1. Commitment to Context Sensitive Solutions Process

CDOT will follow the I-70 Mountain Corridor CSS process, which has been further refined for the West Vail Pass area and provided as Attachment 6. Critical issues that will be discussed as part of the CSS Process related to historic properties include:

- Impacts to the local communities.

- Maintaining the context sensitive design of the road while modernizing the facility.

- Impacts to high quality views in the project corridor.

Plans to address critical issues of concern relative to historic properties include:

- Adherence to the Section 106 Programmatic Agreement for the I-70 Mountain Corridor to mitigate adverse effects to historic properties. A supplement to the PA will be developed specifically for this project.

- Adherence to *the I-70 Mountain Corridor Aesthetics Guidance*: This document defines the I-70 Mountain corridor as a whole, rather than defining it in construction phases or funding increments. This ensures that all projects follow the guidance during design efforts. As part of the CSS process, aesthetic design will be integrated with engineering rather than tagged on as a decorative afterthought applied to predetermined solutions. The Vail Pass portion is within the Crest of the Rockies Design Segment (see Attachment 6), which includes numerous approaches to preserving the existing environment and landscape of Vail Pass. The design team for the project is committing to adhering to the guidelines as much as feasible during the process.

- Adherence to the Visual Impact Assessment (VIA) recommendations to preserve and enhance the visual characteristics of Vail Pass.

2. *Known effects to contributing features*

Known effects to the road alignment, bridges, retaining walls, embankments, sculpted rock cuts, landscape features, runaway truck ramps, access ramps, culverts, the Vail Pass Recreational Trail, Black Lake No. 1 and No. 2, and the Vail Pass Rest Area are discussed in this section.

Road Alignment

Federal Interstate Highway design standards have changed since the construction of Vail Pass. Originally the curves were designed for a 55 mile per hour (mph) speed but the current speed limit is 65 mph. The proposed plan is to construct one auxiliary lane on both the EB and WB lanes of Vail Pass in addition to two 12-foot-wide through travel lanes. According to the American Association of State Highway and Transportation Officials (AASHTO) 2011 Policy on Geometric Design of Highways and Streets (*Green Book*), Chapter 8-Freeways, "An auxiliary lane is the portion of the roadway adjoining the through lanes for speed change, turning, storage for turning, weaving, truck climbing, and other purposes that supplement through-traffic movement." The typical design for the roadway was designed for a mountainous freeway with two lanes, with the addition of an auxiliary lane. The future design speed for the lanes within the I-70 Mountain Corridor will be 65 mph.

Designers calculated different widths for the inside and outside shoulders of the new freeway corridor based on standards in the *Green Book*. Designers recommend the typical roadway to have a 10-foot outside shoulder and a 6-foot inside shoulder, two 12-foot-wide through-traffic lanes, and one 12-foot-wide auxiliary lane in each direction. This will require a minimum widening of the current roadway approximately 14 feet in each direction. These widths increase in some areas to provide sight distance at curves, or to offer additional room for chain-up for trucks, emergency truck ramps, heavy tow staging, or maintenance staging. Reduced shoulders will also be considered in areas where a reduction of impacts is necessary.

The steepness of the terrain and tight curves of the existing roadway also influenced alignment shifts to avoid

designing new fill slopes and retaining walls on the downhill side of the roadway. Small shifts in alignment are recommended to fix safety concerns and operational issues, and to allow the auxiliary lanes and bridges to be constructed on separate alignments so current traffic can be maintained on the existing alignment during construction. The construction will probably occur in phases, with EB lanes being constructed before or after the WB lanes.

Refer to Attachment 5 for locations of alignment shifts and widening, which are indicated on the plans on pages 4-10, 14-20, and 23.

Bridges

There are 16 bridges on the west side of Vail Pass that are noted in Attachment 5. These include two concrete box girders that serve as wildlife underpasses, eight concrete box girder segmented bridges, and six continuous steel box girder tubs. All date to between 1973 and 1978 and are near the end of their expected life span of 40 years. Designers have noted whether a bridge is steel or concrete bridge type, has the potential to remain in place, or if the bridge should be widened or replaced based on its alignment in Attachment 5 on pages 5, 9-11, and 13-16.

The segmental concrete box girders have required repairs and retrofitting through the years, including joint replacements and replacement and repair of post-tensioned cables. The steel girders are experiencing fatigue that will need to be addressed as part of the final design. Final decisions regarding the bridges on the corridor will be made with detailed engineering designs, structure selection reports, and life cycle cost analyses estimating maintenance needs for existing bridges once the project is funded for final design and construction.

The addition of an auxiliary lane in each direction requires widening existing bridges, which currently carry two lanes of traffic. Some of the bridges will also need to be replaced due to alignment corrections if the bridges are located on substandard curves. Realigning has also been recommended in some locations for construction staging, which will allow new bridges to be built while traffic continues to use the current alignment of I-70. Existing bridges may be widened or replaced with wider structures. Widening can be done to the left, right, or symmetrically. One option for widening includes adding a girder line next to the existing bridge, supported by struts or brackets along the lengths of the bridge, which would modify the current appearance of the bridge but leave the original superstructure intact if it is in acceptable condition. Another option of full replacement includes replacing the superstructure on the existing piers.

Retaining walls

There are several types of retaining walls present in the corridor. The condition assessment for all of the walls has not been done, but numerous precast concrete walls are noticeably deteriorating. The height and terracing of fill walls will be evaluated on a case-by-case basis as part of final design efforts. Some retaining walls will need to be replaced due to realignment of the roadway or deteriorated condition. If a current retaining wall is considered to be in acceptable condition, it will be maintained and/or modified to meet the roadway design. Designers have identified walls in East Vail that will not be impacted based on current design information. For more details, please refer to Attachment 5, which includes numerous notes on whether existing walls can remain or will be replaced based on the level of design at this time.

Embankment, sculpted rock cuts, landscape features, emergency truck ramps, access ramps, and culverts
Designers purposely avoided embankments, sculpted rock cuts, and landscape features unless there are no other alternatives to correcting substandard curves or other safety and operational deficiencies of the highway. Efforts have been made to widen to one side of the highway or towards the median rather than impacting embankments. The current level of design has made preservation of embankments a high priority. However, widening will have an impact on embankments, and has been noted in Attachment 5 on pages 8-22, 24-25.

The emergency truck ramps require realignment and improvements, but these will be done in the same location as the existing emergency truck ramps. Similarly, access ramps and culverts will be replaced and improved as necessary.

Visual Effects
A Visual Impacts and Visualization Report was completed to compare existing conditions with potential treatments at key locations to objectively measure and assess the visual impacts of the project. This information was used to evaluate effects to the I-70Vail Pass segment, which is also a historic district. CDOT forwarded this information to the SHPO and consulting parties in separate correspondence dated March 13, 2020, so that they would have additional information about the effect to the resource. The visual effect was determined to be neutral or beneficial with regard to the resource and did not change the overall adverse effect determination.

Vail Pass Recreational Trail
Ten miles of the Vail Pass Recreational Trail are present within the West Vail Pass project area. The project design proposes to realign 2 miles of the trail between MP 185 and 187 (refer to sheets 16-19 of Attachment 5 for the realigned section). This section of the trail is directly adjacent to I-70, and in an area where the original grade of US 6 was replaced by I-70. The trail in this section will be moved closer to Black Gore Creek, requiring easements from the White River National Forest, which will also result in a buffer between the trail and the highway. Other sections of the recreational trail will remain unchanged.

Black Lakes No. 1 and No. 2, and the Vail Pass Rest Area.
There are currently no known impacts to Black Lakes No. 1 and No. 2 and the Vail Pass Rest Area.

11. Explain how this undertaking would adversely affect historic properties (include information on any conditions or future actions known to date to avoid, minimize, or mitigate adverse effects):

In consultation with SHPO, it was determined that the project would result in an *adverse effect* to the Interstate 70 Vail Pass Segment due to changes to the bridges, highway alignment, and retaining walls, all of which are contributing features to the resource. The Proposed Action utilizes all possible planning to minimize harm to contributing features, which includes the road surfaces of both EB and WB lanes, medians, bridges, retaining walls, embankments, sculpted rock cuts, landscape features, runaway truck ramps, access ramps, culverts, the Vail-Frisco Recreational Path, Black Lake No. 1, Black Lake No. 2, and the Vail Pass Rest Area. Minimization efforts were detailed in Section 10 above; please refer to that section for more information and details. Additional minimization was identified for visual effects and in efforts to incorporate context-sensitive solutions to the project, as noted below.

Visual Impact Assessment: CDOT conducted a Visual Impacts and Visualization Report to evaluate the visual effects of the project. This information was also used to evaluate effects to the resource as a historic property and it was determined that the majority of the visual impacts appear to be neutral or beneficial in general and to the visual setting of the I-70 Vail Pass Segment as a historic district.

Context Sensitive Solutions: CDOT will follow the I-70 Mountain Corridor Context Sensitive Solutions (CSS) process with project stakeholders and the Section 106 Issues Task Force (aka SHPO and consulting parties), which has been further refined for the West Vail Pass area. CDOT will work with stakeholders to preserve and enhance the alpine environment, honoring original design of the highway and its features.

Critical issues that will be discussed as part of the CSS Process related to historic properties include:

- Impacts to the local communities.
- Maintaining the context sensitive design of the road while modernizing the facility.
- Impacts to high quality views in the project corridor.
- Integrate aesthetic design with engineering rather than tagged on as a decorative afterthought applied to predetermined solutions.
- Adherence to the Section 106 Programmatic Agreement for the I-70 Mountain Corridor to mitigate adverse effects to historic properties. A supplement to the PA will be developed specifically for this project.

Crest of the Rockies Aesthetics Guidance: The I-70 Mountain Corridor Crest of the Rockies Aesthetics Guidance defines the I-70 Mountain corridor as a whole, rather than defining it in construction phases or funding increments. This ensures that all projects follow the guidance during design efforts. The Vail Pass portion is within the Crest of the Rockies Design Segment (see Attachment 6), which includes numerous approaches to preserving the existing environment and landscape of Vail Pass. The design team for the project is committing to adhering to the guidelines as much as feasible during the process.

Mitigation: CDOT will identify mitigation in consultation with SHPO and consulting parties, but has already developed some mitigation in advance that will be applied to this project: a historic context for the highway segment over Vail Pass that provides a detailed history of the construction and a site form that documents this resource as a linear historic district. The context will be useful to historians and preservationists, but will also assist CDOT in its evaluation of future projects on Interstate 70 over Vail Pass. CDOT will develop a supplement to the I-70 Mountain Corridor PA that outlines other specific mitigation for this project.

12. Provide copies or summaries of the views provided to date by any consulting parties, Indian tribes or Native Hawai'ian organizations, or the public, including any correspondence from the SHPO and/or THPO.

In correspondence with various dates in October 2019, CDOT consulted with the State Historic Preservation Office (SHPO) and also submitted the project information to the following consulting parties and agencies: White River National Forest, Colorado Preservation Incorporated, Town of Breckenridge Planning Commission, Summit County Historical Society, Eagle County Historical Society, Copper Mountain Consolidated Metropolitan District, Breckenridge Heritage Alliance, Town of Vail Design Review Board, and the National Park Service Intermountain Region. The SHPO responded in correspondence dated October 17, 2019. White River National Forest responded via Email dated October 10, 2019 with additional information in an Email dated November 14, 2019. Copies of the correspondence are attached.

* see *Instructions for Completing the ACHP* e*106 Form*

III. Optional Information

13. Please indicate the status of any consultation that has occurred to date. Are there any consulting parties involved other than the SHPO/THPO? Are there any outstanding or unresolved concerns or issues that the ACHP should know about in deciding whether to participate in consultation?

The following consulting parties were identified: White River National Forest, Colorado Preservation Incorporated, Town of Breckenridge Planning Commission, Summit County Historical Society, Eagle County Historical Society, Copper Mountain Consolidated Metropolitan District, Breckenridge Heritage Alliance, Town of Vail Design Review Board, and the National Park Service Intermountain Region. The only party to respond was White River National Forest, which provided additional information regarding the Black Lake Cabin Camp, a former cabin camp at Black Lake on the west side of Vail Pass.

After the initial determinations of eligibility and effect were submitted in October 2019, additional information about visual effects and the information about the Black Lake Cabin Camp was submitted to SHPO and the consulting parties in March 2020. There are currently no outstanding issues related to the consultation.

14. Does your agency have a website or website link where the interested public can find out about this project and/or provide comments? Please provide relevant links:

The web address for the project is: https://www.codot.gov/projects/I-70-West-Vail-Auxiliary-Lanes

15. Is this undertaking considered a "major" or "covered" project listed on the Federal Infrastructure Projects Permitting Dashboard or other federal interagency project tracking system? If so, please provide the link or reference number:

Not Applicable

The following are attached to this form (check all that apply):

_X_ Section 106 consultation correspondence (October 2019, March 2020)

_X__ Maps, photographs, drawings, and/or plans (Attachment 5)

_X__ Additional historic property information (Site forms for I-70 Vail Pass Segment

___ Other:

Leah Langerman

From: Schoch - CDOT, Lisa <lisa.schoch@state.co.us>
Sent: Thursday, April 9, 2020 9:31 AM
To: Kara Swanson
Subject: Fwd: Additional Information, CDOT Project NHPP 0701-240, I-70 West Vail Pass Auxiliary Lanes EA, HC75431

Lisa Schoch
Environmental Protection Specialist, Senior Historian, and **Section 4(f) Specialist**
Environmental Programs Branch

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Division of Transportation Development

2829 West Howard Place, Denver, CO 80204
P 303.512.4258 | F 303.757.9445
lisa.schoch@state.co.us
www.coloradodot.info | www.codot.gov | www.cotrip.org

---------- Forwarded message ---------
From: **OBrien - HC, Jason** <jason.obrien@state.co.us>
Date: Wed, Mar 18, 2020 at 2:51 PM
Subject: Re: Additional Information, CDOT Project NHPP 0701-240, I-70 West Vail Pass Auxiliary Lanes EA, HC75431
To: Schoch - CDOT, Lisa <lisa.schoch@state.co.us>

Lisa,

We received the referenced letter and visual analysis by office on March 16, 2020. Thank you for the supplementary material for ongoing consultation of the above project. Will this email suffice as a response indicating we received and reviewed this additional information?

Thanks,

Jason

On Thu, Mar 12, 2020 at 3:56 PM Schoch - CDOT, Lisa <lisa.schoch@state.co.us> wrote:

Jason and Joe:

Attached is a cover letter and visual analysis for the Vail Pass EA project. This is additional information regarding visual effects. I have also put this in the regular mail to you.

Thanks
Lisa

Lisa Schoch
Environmental Protection Specialist, Senior Historian, and **Section 4(f) Specialist**
Environmental Programs Branch

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Jason O'Brien
Section 106 Compliance Manager - Built Environment
Office of Archaeology and Historic Preservation
History Colorado Center
1200 Broadway
Denver, Colorado 80203
(303) 866-2673
jason.obrien@state.co.us

HISTORY Colorado

April 14, 2020

Ms. Stephanie Gibson
Environmental Program Manager
Federal Highway Administration - Colorado Division
12300 W. Dakota Avenue, Suite 180
Lakewood, CO 80228

Ref: *Proposed I-70 West Vail Pass Auxiliary Lanes Environmental Assessment*
Eagle and Summit Counties, Colorado
ACHPConnect Log Number: 15231

Dear Ms. Gibson:

The Advisory Council on Historic Preservation (ACHP) has received your notification and supporting documentation regarding the adverse effects of the referenced undertaking on a property or properties listed or eligible for listing in the National Register of Historic Places. Based upon the information you provided, we have concluded that Appendix A, *Criteria for Council Involvement in Reviewing Individual Section 106 Cases*, of our regulations, "Protection of Historic Properties" (36 CFR Part 800), does not apply to this undertaking. Accordingly, we do not believe that our participation in the consultation to resolve adverse effects is needed. However, if we receive a request for participation from the State Historic Preservation Officer (SHPO), Tribal Historic Preservation Officer, affected Indian tribe, a consulting party, or other party, we may reconsider this decision. Additionally, should circumstances change, and you determine that our participation is needed to conclude the consultation process, please notify us.

Pursuant to 36 CFR §800.6(b)(1)(iv), you will need to file the final Programmatic Agreement (PA), developed in consultation with the Colorado State Historic Preservation Officer (SHPO) and any other consulting parties, and related documentation with the ACHP at the conclusion of the consultation process. The filing of the PA and supporting documentation with the ACHP is required in order to complete the requirements of Section 106 of the National Historic Preservation Act.

Thank you for providing us with your notification of adverse effect. If you have any questions or require further assistance, please contact Ms. Mandy Ranslow at (202) 517-0218 or via email at mranslow@achp.gov.

Sincerely,

LaShavio Johnson

LaShavio Johnson
Historic Preservation Technician
Office of Federal Agency Programs

COLORADO
Department of Transportation
Division of Transportation Development

Environmental Programs Branch
2829 W. Howard Pl., 4th Floor
Denver, CO 80204
(303) 757-9281

June 16, 2020

Mr. Steve Turner
State Historic Preservation Officer
History Colorado Center
1200 Broadway
Denver, CO 80202

SUBJECT: Section 106 Consultation (Additional Information), Determinations of Effects, CDOT Project NHPP 0701-240, I-70 West Vail Pass Auxiliary Lanes Environmental Assessment, Eagle and Summit Counties (HC#75431)

Dear Mr. Turner:

This letter and attachments provide additional information and updated determinations of effects for the undertaking referenced above. The project is located in Eagle and Summit Counties, with the eastern terminus just east of the Vail Pass Rest Area and the western terminus in the Town of Vail. The study limits include eastbound and westbound I-70 from mile post (MP) 179.5 to MP 191.5.

We previously consulted on eligibility and effects determinations in correspondence dated October 3, 2019, and received your concurrence in a letter dated October 17, 2019. We provided additional information on visual effects in March 2020. Since that time we determined there are additional effects to the I-70 Vail Pass Segment (5EA1826.4/5ST892.5) and US Highway 6 (segment 5EA2587.9) that were not included in our initial consultation effort. This submittal includes additional information and updated effects determinations for these resources.

Eligibility Determinations

I-70 Vail Pass Segment (5EA1826.4/5ST892.5): The Vail Pass Segment of I-70, extending from MP 180 to MP 195.2, possesses exceptional significance at the statewide level under *Criterion A* in the areas of Transportation, Community Planning and Development, and Conservation, and under *Criterion C* in the areas of Landscape Architecture and Engineering because it represents an important aspect of highway planning, design, and construction in Colorado. It does not possess significance under *Criteria B* or *D*. It has been identified as a linear historic district. It is also significant under Criteria Consideration G.

Completed in 1978, Vail Pass has not yet reached the 50-year age requirement set forth by the National Park Service. However, under *Criteria Consideration G: Properties that Have Achieved Significance Within the Past Fifty Years*, the Vail Pass Segment of I-70 exhibits "exceptional importance" at the statewide level as a resource with direct and significant associations with important events in the development of Colorado transportation networks and early solutions to the conflict between environmental concerns and highway construction that set standards for later Colorado projects.

US Highway 6 (Segment 5EA2587.9): US 6 in Colorado possesses significance under *Criterion A* in the areas of Transportation and Politics/Government, but does not possess significance under *Criteria B*, *C*,

or *D*. The segment of US 6 through Vail Pass has been highly modified and retains a low degree of integrity. Portions of the roadbed have been repurposed, realigned, obliterated, or superseded, which compromises integrity of materials, design, and workmanship. Furthermore, the close proximity of I-70 and other additions to the corridor, such as bus stops, bike lanes, and gates, detract from the setting and feeling of a historic highway. Due to these impacts to integrity, the segment of US 6 through Vail Pass is *non-supporting* of the overall, National Register of Historic Places (NRHP) eligible linear resource.

Please note that in our October 3, 2019 cover letter, we indicated that 5EA2587.9 is a s*upporting* segment, but in the site form and survey report, we indicate that this is a *non-supporting* segment of the overall highway; the information in the cover letter was incorrect and the segment is considered *non-supporting*. Your response dated October 17, 2019 concurred that the segment is *non-supporting*. We are also resubmitting a revised linear component form for the US 6 segment; in the linear form we submitted in October, we inadvertently included the significance statement under Item 19/Evaluation of Integrity. Please replace the site form we submitted in October 2019 with this updated version.

Updated Effects Determinations

I-70 Vail Pass Segment (5EA1826.4/5ST892.5): The Vail Pass recreational trail is a contributing feature of the I-70 Vail Pass Segment historic district. In our initial consultation, we evaluated the realignment of a two-mile section of the recreational trail adjacent to I-70 where the old US 6 alignment is located and indicated that there would be no other effects to the trail in different locations. In your October 17, 2019 response, you concurred that the trail realignment, along with other effects to the historic district, result in an *adverse effect*. Since then, we've determined that there will be shifts in the recreational trail alignment in other locations in the project area. These locations are represented by the trail that was built on the old US 6 alignment and are discussed below. The plans we submitted to your office in October 2019 included these locations, but these areas of trail were not evaluated as part of the effects determination for the Vail Pass Segment historic district or the US 6 segment. These changes to the trail are still part of the broader *adverse effect* to the overall historic district as noted in our initial consultation and do not alter that effect determination.

1. Milepost 184.5: In this location the recreational trail will be shifted about twenty feet to the north for a distance of 1,000 feet. In this area, the trail follows the old alignment of US 6 as depicted by the purple line identified as "trail realignment" on the far left side of page 15 in Attachment 5.

2. Milepost 184.9: In this location, the recreational trail will be shifted north about seventy feet for a distance of about 1,200 feet. In this area, the trail follows the old alignment of US 6 as depicted by the purple line identified as "trail realignment" on the far right side of page15 in Attachment 5.

US Highway 6 (Segment 5EA2587.9): The segment of US 6 in the APE is *non-supporting* of the significance of the overall highway. Below is additional information about the Vail Pass recreational trail and the runaway truck ramps as they relate to the effects determination for the US 6 segment.

1. Vail Pass Recreational Trail**:** In our initial consultation, we indicated that the Vail Pass recreational trail follows the old US 6 alignment in some areas but that the two-mile realignment of the trail was in an area that was not built on the old highway alignment. Since then, we've identified two other locations where the recreational trail that follows the old alignment of US 6 will be shifted.

   Milepost 184.5: In this location the recreational trail will be shifted about twenty feet to the north for a distance of 1,000 feet. In this area, the path follows the old alignment of US 6 as depicted by the purple line identified as "trail realignment" on the far left side of page 15 in Attachment 5.

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2. Runaway Truck Ramps: The project also involves realignment of the runaway truck ramps, which are contributing features of the Vail Pass Segment historic district but also have a connection to old US 6. The truck ramp at milepost 182 is intersected by the old alignment of US 6. The truck ramp at milepost 185.4 follows the old US 6 alignment.

   Milepost 182: The runaway truck ramp at this location will be straightened and lengthened for safer utilization by runaway vehicles. The paved portion of the old US 6 alignment in this area will remain as is, but the new ramp alignment will disturb existing ground in the vicinity of old US 6. The access location, a dirt road that leads from the old US 6 alignment to the top of the ramp, will remain in its current originating location, but will be shortened by the new ramp alignment. See page 10 of Attachment 5 for more information.

   Milepost 185.4: The runaway truck ramp will be realigned to straighten and eliminate the curve. It is possible that parts of the now gravel section that arrests the momentum of the trucks is on the old US 6 alignment. In addition there is a dirt access road at the top of the ramp that could be part of the old US 6 alignment as well. The gravel section and the dirt access road above the ramp will be obliterated with the new straighter alignment. The new straighter and lengthened ramp alignment will end in or near the existing cul-de-sac at the end of the paved portion of old US 6. The cul-de-sac and a short portion of the paved portion of old US 6 will require adjustment for the new ramp. See page 15 of Attachment 5 for more information.

Because the US 6 highway segment is considered *non-supporting*, the shifts of trail alignment in these additional locations and the changes to the runaway truck ramps will not affect the qualities that make the overall highway significant. For these reasons, CDOT supports its initial assessment that the project results in *no adverse effect* to overall US Highway 6.

Section 106 Issue Task Force/Consulting Parties
CDOT, on behalf of the Federal Highway Administration, is providing this letter and attachment to members of the Section 106 Issue Task Force (ITF) as consulting parties. Any comments received from members of the ITF will be forwarded to your office. The following parties received these materials. Please note that of these groups, only your office and White River National Forest provided formal comments on the project.

- Copper Mountain Metropolitan District
- Eagle County
- Eagle County Historical Society
- Frisco Preservation Board
- National Park Service
- National Trust for Historic Preservation
- State Historic Preservation Officer
- Summit County Historical Society
- Summit County Preservation Commission
- Town of Breckenridge Planning Commission (CLG)
- Town of Vail Design Review Board

- White River National Forest
- Breckenridge Heritage Alliance
- Colorado Preservation Inc.

We request your concurrence with the updated effects determinations as outlined above. If you have questions or require additional clarification, please contact CDOT Senior Historian Lisa Schoch at (303)512-4258 or lisa.schoch@state.co.us.

Very truly yours,

for Jane Hann, Manager
Environmental Program Branch

Attachments: Revised Linear Component Form (5EA2587.9)
Attachment 1 (APE and Resource Map)
Attachment 5 (Plans)

COLORADO
Department of Transportation
Division of Transportation Development

Environmental Programs Branch
2829 W. Howard Pl., 4th Floor
Denver, CO 80204
(303) 757-9281

June 18, 2020

Ms. Julie Puester
Town of Breckenridge
Planning Commission
P.O. Box 168
Breckenridge, CO 80424

SUBJECT: Section 106 Consultation (Additional Information), Determinations of Effects, CDOT Project NHPP 0701-240, I-70 West Vail Pass Auxiliary Lanes Environmental Assessment, Eagle and Summit Counties

Dear Ms. Puester:

This letter and attachments provide additional information and updated determinations of effects for the undertaking referenced above. The project is located in Eagle and Summit Counties, with the eastern terminus just east of the Vail Pass Rest Area and the western terminus in the Town of Vail. The study limits include eastbound and westbound I-70 from mile post (MP) 179.5 to MP 191.5. You are receiving these materials because your organization was identified as a Section 106 consulting party for this project, which is part of the broader Interstate 70 Mountain Corridor project.

We previously consulted with you regarding eligibility and effects determinations in correspondence dated October 7, 2019 and provided additional information on visual effects in March 2020. Since that time we determined there are additional effects to the I-70 Vail Pass Segment (5EA1826.4/5ST892.5) and US Highway 6 (segment 5EA2587.9) that were not included in our initial consultation effort. This submittal includes additional information and updated effects determinations for these resources.

Eligibility Determinations

I-70 Vail Pass Segment (5EA1826.4/5ST892.5): The Vail Pass Segment of I-70, extending from MP 180 to MP 195.2, possesses exceptional significance at the statewide level under *Criterion A* in the areas of Transportation, Community Planning and Development, and Conservation, and under *Criterion C* in the areas of Landscape Architecture and Engineering because it represents an important aspect of highway planning, design, and construction in Colorado. It does not possess significance under *Criteria B* or *D*. It has been identified as a linear historic district. It is also significant under Criteria Consideration G.

Completed in 1978, Vail Pass has not yet reached the 50-year age requirement set forth by the National Park Service. However, under *Criteria Consideration G: Properties that Have Achieved Significance Within the Past Fifty Years*, the Vail Pass Segment of I-70 exhibits "exceptional importance" at the statewide level as a resource with direct and significant associations with important events in the development of Colorado transportation networks and early solutions to the conflict between environmental concerns and highway construction that set standards for later Colorado projects.

US Highway 6 (Segment 5EA2587.9): US 6 in Colorado possesses significance under *Criterion A* in the areas of Transportation and Politics/Government, but does not possess significance under *Criteria B*, *C*,

or *D*. The segment of US 6 through Vail Pass has been highly modified and retains a low degree of integrity. Portions of the roadbed have been repurposed, realigned, obliterated, or superseded, which compromises integrity of materials, design, and workmanship. Furthermore, the close proximity of I-70 and other additions to the corridor, such as bus stops, bike lanes, and gates, detract from the setting and feeling of a historic highway. Due to these impacts to integrity, the segment of US 6 through Vail Pass is *non-supporting* of the overall, National Register of Historic Places (NRHP) eligible linear resource.

Please note that in our October 16, 2019 cover letter, we indicated that 5EA2587.9 is a s*upporting* segment, but in the site form and survey report, we indicate that this is a *non-supporting* segment of the overall highway; the information in the cover letter was incorrect and the segment is considered *non-supporting*. We are also resubmitting a revised linear component form for the US 6 segment; in the linear form we submitted in October, we inadvertently included the significance statement under Item 19/Evaluation of Integrity. Please replace the site form we submitted in October 2019 with this updated version.

Updated Effects Determinations

I-70 Vail Pass Segment (5EA1826.4/5ST892.5): The Vail Pass recreational trail is a contributing feature of the I-70 Vail Pass Segment historic district. In our initial consultation, we evaluated the realignment of a two-mile section of the recreational trail adjacent to I-70 where the old US 6 alignment is located and indicated that there would be no other effects to the trail in different locations. In your October 17, 2019 response, you concurred that the trail realignment, along with other effects to the historic district, result in an *adverse effect*. Since then, we've determined that there will be shifts in the recreational trail alignment in other locations in the project area. These locations are represented by the trail that was built on the old US 6 alignment and are discussed below. The plans we submitted to your office in October 2019 included these locations, but these areas of trail were not evaluated as part of the effects determination for the Vail Pass Segment historic district or the US 6 segment. These changes to the trail are still part of the broader *adverse effect* to the overall historic district as noted in our initial consultation and do not alter that effect determination.

1. Milepost 184.5: In this location the recreational trail will be shifted about twenty feet to the north for a distance of 1,000 feet. In this area, the trail follows the old alignment of US 6 as depicted by the purple line identified as "trail realignment" on the far left side of page 15 in Attachment 5.

2. Milepost 184.9: In this location, the recreational trail will be shifted north about seventy feet for a distance of about 1,200 feet. In this area, the trail follows the old alignment of US 6 as depicted by the purple line identified as "trail realignment" on the far right side of page15 in Attachment 5.

US Highway 6 (Segment 5EA2587.9): The segment of US 6 in the APE is *non-supporting* of the significance of the overall highway. Below is additional information about the Vail Pass recreational trail and the runaway truck ramps as they relate to the effects determination for the US 6 segment.

1. Vail Pass Recreational Trail**:** In our initial consultation, we indicated that the Vail Pass recreational trail follows the old US 6 alignment in some areas but that the two-mile realignment of the trail was in an area that was not built on the old highway alignment. Since then, we've identified two other locations where the recreational trail that follows the old alignment of US 6 will be shifted.

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2. Runaway Truck Ramps: The project also involves realignment of the runaway truck ramps, which are contributing features of the Vail Pass Segment historic district but also have a connection to old US 6. The truck ramp at milepost 182 is intersected by the old alignment of US 6. The truck ramp at milepost 185.4 follows the old US 6 alignment.

   Milepost 182: The runaway truck ramp at this location will be straightened and lengthened for safer utilization by runaway vehicles. The paved portion of the old US 6 alignment in this area will remain as is, but the new ramp alignment will disturb existing ground in the vicinity of old US 6. The access location, a dirt road that leads from the old US 6 alignment to the top of the ramp, will remain in its current originating location, but will be shortened by the new ramp alignment. See page 10 of Attachment 5 for more information.

   Milepost 185.4: The runaway truck ramp will be realigned to straighten and eliminate the curve. It is possible that parts of the now gravel section that arrests the momentum of the trucks is on the old US 6 alignment. In addition there is a dirt access road at the top of the ramp that could be part of the old US 6 alignment as well. The gravel section and the dirt access road above the ramp will be obliterated with the new straighter alignment. The new straighter and lengthened ramp alignment will end in or near the existing cul-de-sac at the end of the paved portion of old US 6. The cul-de-sac and a short portion of the paved portion of old US 6 will require adjustment for the new ramp. See page 15 of Attachment 5 for more information.

Because the US 6 highway segment is considered *non-supporting*, the shifts of trail alignment in these additional locations and the changes to the runaway truck ramps will not affect the qualities that make the overall highway significant. For these reasons, CDOT supports its initial assessment that the project results in *no adverse effect* to overall US Highway 6.

As a consulting party, we request your comments on these updated effects determinations as outlined above. Should you elect to respond, we request that you do so within thirty (30) days of receipt of these materials. Given the current public health crisis, you will only receive these materials electronically; because CDOT staff has limited access to the office in Denver, we request that you submit your comments via email to CDOT Senior Historian Lisa Schoch at lisa.schoch@state.co.us. If you have questions or require additional clarification, please contact Ms. Schoch at (303) 512-4258 or lisa.schoch@state.co.us.

Very truly yours,

for Jane Hann, Manager
Environmental Program Branch

Attachments: Revised Linear Component Form (5EA2587.9)
Attachment 1 (APE and Resource Map)
Attachment 5 (Plans)
Graphic of runaway truck ramp

COLORADO
Department of Transportation
Division of Transportation Development

Environmental Programs Branch
2829 W. Howard Pl., 4th Floor
Denver, CO 80204
(303) 757-9281

June 18, 2020

Mr. Robert Martin
Public Works Director
Copper Mountain Consolidated Metropolitan District
0800 Copper Road
Copper Mountain, CO 80442

SUBJECT: Section 106 Consultation (Additional Information), Determinations of Effects, CDOT Project NHPP 0701-240, I-70 West Vail Pass Auxiliary Lanes Environmental Assessment, Eagle and Summit Counties

Dear Mr. Martin:

This letter and attachments provide additional information and updated determinations of effects for the undertaking referenced above. The project is located in Eagle and Summit Counties, with the eastern terminus just east of the Vail Pass Rest Area and the western terminus in the Town of Vail. The study limits include eastbound and westbound I-70 from mile post (MP) 179.5 to MP 191.5. You are receiving these materials because your organization was identified as a Section 106 consulting party for this project, which is part of the broader Interstate 70 Mountain Corridor project.

We previously consulted with you regarding eligibility and effects determinations in correspondence dated October 16, 2019 and provided additional information on visual effects in March 2020. Since that time we determined there are additional effects to the I-70 Vail Pass Segment (5EA1826.4/5ST892.5) and US Highway 6 (segment 5EA2587.9) that were not included in our initial consultation effort. This submittal includes additional information and updated effects determinations for these resources.

Eligibility Determinations

I-70 Vail Pass Segment (5EA1826.4/5ST892.5): The Vail Pass Segment of I-70, extending from MP 180 to MP 195.2, possesses exceptional significance at the statewide level under *Criterion A* in the areas of Transportation, Community Planning and Development, and Conservation, and under *Criterion C* in the areas of Landscape Architecture and Engineering because it represents an important aspect of highway planning, design, and construction in Colorado. It does not possess significance under *Criteria B* or *D*. It has been identified as a linear historic district. It is also significant under Criteria Consideration G.

Completed in 1978, Vail Pass has not yet reached the 50-year age requirement set forth by the National Park Service. However, under *Criteria Consideration G: Properties that Have Achieved Significance Within the Past Fifty Years*, the Vail Pass Segment of I-70 exhibits "exceptional importance" at the statewide level as a resource with direct and significant associations with important events in the development of Colorado transportation networks and early solutions to the conflict between environmental concerns and highway construction that set standards for later Colorado projects.

US Highway 6 (Segment 5EA2587.9): US 6 in Colorado possesses significance under *Criterion A* in the areas of Transportation and Politics/Government, but does not possess significance under *Criteria B*, *C*,

or *D*. The segment of US 6 through Vail Pass has been highly modified and retains a low degree of integrity. Portions of the roadbed have been repurposed, realigned, obliterated, or superseded, which compromises integrity of materials, design, and workmanship. Furthermore, the close proximity of I-70 and other additions to the corridor, such as bus stops, bike lanes, and gates, detract from the setting and feeling of a historic highway. Due to these impacts to integrity, the segment of US 6 through Vail Pass is *non-supporting* of the overall, National Register of Historic Places (NRHP) eligible linear resource.

Please note that in our October 16, 2019 cover letter, we indicated that 5EA2587.9 is a s*upporting* segment, but in the site form and survey report, we indicate that this is a *non-supporting* segment of the overall highway; the information in the cover letter was incorrect and the segment is considered *non-supporting*. We are also resubmitting a revised linear component form for the US 6 segment; in the linear form we submitted in October, we inadvertently included the significance statement under Item 19/Evaluation of Integrity. Please replace the site form we submitted in October 2019 with this updated version.

Updated Effects Determinations

I-70 Vail Pass Segment (5EA1826.4/5ST892.5): The Vail Pass recreational trail is a contributing feature of the I-70 Vail Pass Segment historic district. In our initial consultation, we evaluated the realignment of a two-mile section of the recreational trail adjacent to I-70 where the old US 6 alignment is located and indicated that there would be no other effects to the trail in different locations. In your October 17, 2019 response, you concurred that the trail realignment, along with other effects to the historic district, result in an *adverse effect*. Since then, we've determined that there will be shifts in the recreational trail alignment in other locations in the project area. These locations are represented by the trail that was built on the old US 6 alignment and are discussed below. The plans we submitted to your office in October 2019 included these locations, but these areas of trail were not evaluated as part of the effects determination for the Vail Pass Segment historic district or the US 6 segment. These changes to the trail are still part of the broader *adverse effect* to the overall historic district as noted in our initial consultation and do not alter that effect determination.

1. Milepost 184.5: In this location the recreational trail will be shifted about twenty feet to the north for a distance of 1,000 feet. In this area, the trail follows the old alignment of US 6 as depicted by the purple line identified as "trail realignment" on the far left side of page 15 in Attachment 5.

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1. Vail Pass Recreational Trail**:** In our initial consultation, we indicated that the Vail Pass recreational trail follows the old US 6 alignment in some areas but that the two-mile realignment of the trail was in an area that was not built on the old highway alignment. Since then, we've identified two other locations where the recreational trail that follows the old alignment of US 6 will be shifted.

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   Milepost 182: The runaway truck ramp at this location will be straightened and lengthened for safer utilization by runaway vehicles. The paved portion of the old US 6 alignment in this area will remain as is, but the new ramp alignment will disturb existing ground in the vicinity of old US 6. The access location, a dirt road that leads from the old US 6 alignment to the top of the ramp, will remain in its current originating location, but will be shortened by the new ramp alignment. See page 10 of Attachment 5 for more information.

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Because the US 6 highway segment is considered *non-supporting*, the shifts of trail alignment in these additional locations and the changes to the runaway truck ramps will not affect the qualities that make the overall highway significant. For these reasons, CDOT supports its initial assessment that the project results in *no adverse effect* to overall US Highway 6.

As a consulting party, we request your comments on these updated effects determinations as outlined above. Should you elect to respond, we request that you do so within thirty (30) days of receipt of these materials. Given the current public health crisis, you will only receive these materials electronically; because CDOT staff has limited access to the office in Denver, we request that you submit your comments via email to CDOT Senior Historian Lisa Schoch at lisa.schoch@state.co.us. If you have questions or require additional clarification, please contact Ms. Schoch at (303) 512-4258 or lisa.schoch@state.co.us.

Very truly yours,

for Jane Hann, Manager
Environmental Program Branch

Attachments: Revised Linear Component Form (5EA2587.9)
Attachment 1 (APE and Resource Map)
Attachment 5 (Plans)
Graphic of runaway truck ramp

COLORADO
Department of Transportation
Division of Transportation Development

Environmental Programs Branch
2829 W. Howard Pl., 4th Floor
Denver, CO 80204
(303) 757-9281

June 18, 2020

Ms. Jennifer Orrigo-Charles
Colorado Preservation Inc.
1420 Ogden Street, Suite 104
Denver, CO 80218

SUBJECT: Section 106 Consultation (Additional Information), Determinations of Effects, CDOT Project NHPP 0701-240, I-70 West Vail Pass Auxiliary Lanes Environmental Assessment, Eagle and Summit Counties

Dear Ms. Orrigo-Charles:

This letter and attachments provide additional information and updated determinations of effects for the undertaking referenced above. The project is located in Eagle and Summit Counties, with the eastern terminus just east of the Vail Pass Rest Area and the western terminus in the Town of Vail. The study limits include eastbound and westbound I-70 from mile post (MP) 179.5 to MP 191.5. You are receiving these materials because your organization was identified as a Section 106 consulting party for this project, which is part of the broader Interstate 70 Mountain Corridor project.

We previously consulted with you regarding eligibility and effects determinations in correspondence dated October 7, 2019 and provided additional information on visual effects in March 2020. Since that time we determined there are additional effects to the I-70 Vail Pass Segment (5EA1826.4/5ST892.5) and US Highway 6 (segment 5EA2587.9) that were not included in our initial consultation effort. This submittal includes additional information and updated effects determinations for these resources.

Eligibility Determinations

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Completed in 1978, Vail Pass has not yet reached the 50-year age requirement set forth by the National Park Service. However, under *Criteria Consideration G: Properties that Have Achieved Significance Within the Past Fifty Years*, the Vail Pass Segment of I-70 exhibits "exceptional importance" at the statewide level as a resource with direct and significant associations with important events in the development of Colorado transportation networks and early solutions to the conflict between environmental concerns and highway construction that set standards for later Colorado projects.

US Highway 6 (Segment 5EA2587.9): US 6 in Colorado possesses significance under *Criterion A* in the areas of Transportation and Politics/Government, but does not possess significance under *Criteria B*, *C*,

or *D*. The segment of US 6 through Vail Pass has been highly modified and retains a low degree of integrity. Portions of the roadbed have been repurposed, realigned, obliterated, or superseded, which compromises integrity of materials, design, and workmanship. Furthermore, the close proximity of I-70 and other additions to the corridor, such as bus stops, bike lanes, and gates, detract from the setting and feeling of a historic highway. Due to these impacts to integrity, the segment of US 6 through Vail Pass is *non-supporting* of the overall, National Register of Historic Places (NRHP) eligible linear resource.

Please note that in our October 16, 2019 cover letter, we indicated that 5EA2587.9 is a s*upporting* segment, but in the site form and survey report, we indicate that this is a *non-supporting* segment of the overall highway; the information in the cover letter was incorrect and the segment is considered *non-supporting*. We are also resubmitting a revised linear component form for the US 6 segment; in the linear form we submitted in October, we inadvertently included the significance statement under Item 19/Evaluation of Integrity. Please replace the site form we submitted in October 2019 with this updated version.

Updated Effects Determinations

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1. Vail Pass Recreational Trail**:** In our initial consultation, we indicated that the Vail Pass recreational trail follows the old US 6 alignment in some areas but that the two-mile realignment of the trail was in an area that was not built on the old highway alignment. Since then, we've identified two other locations where the recreational trail that follows the old alignment of US 6 will be shifted.

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Because the US 6 highway segment is considered *non-supporting*, the shifts of trail alignment in these additional locations and the changes to the runaway truck ramps will not affect the qualities that make the overall highway significant. For these reasons, CDOT supports its initial assessment that the project results in *no adverse effect* to overall US Highway 6.

As a consulting party, we request your comments on these updated effects determinations as outlined above. Should you elect to respond, we request that you do so within thirty (30) days of receipt of these materials. Given the current public health crisis, you will only receive these materials electronically; because CDOT staff has limited access to the office in Denver, we request that you submit your comments via email to CDOT Senior Historian Lisa Schoch at lisa.schoch@state.co.us. If you have questions or require additional clarification, please contact Ms. Schoch at (303) 512-4258 or lisa.schoch@state.co.us.

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for Jane Hann, Manager
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Attachment 1 (APE and Resource Map)
Attachment 5 (Plans)
Graphic of runaway truck ramp

COLORADO
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2829 W. Howard Pl., 4th Floor
Denver, CO 80204
(303) 757-9281

June 18, 2020

Ms. Kathy Heicher
Eagle County Historical Society
P.O. Box 192
Eagle, CO 81631

SUBJECT: Section 106 Consultation (Additional Information), Determinations of Effects, CDOT Project NHPP 0701-240, I-70 West Vail Pass Auxiliary Lanes Environmental Assessment, Eagle and Summit Counties

Dear Ms. Heicher:

This letter and attachments provide additional information and updated determinations of effects for the undertaking referenced above. The project is located in Eagle and Summit Counties, with the eastern terminus just east of the Vail Pass Rest Area and the western terminus in the Town of Vail. The study limits include eastbound and westbound I-70 from mile post (MP) 179.5 to MP 191.5. You are receiving these materials because your organization was identified as a Section 106 consulting party for this project, which is part of the broader Interstate 70 Mountain Corridor project.

We previously consulted with you regarding eligibility and effects determinations in correspondence dated October 14, 2019 and provided additional information on visual effects in March 2020. Since that time we determined there are additional effects to the I-70 Vail Pass Segment (5EA1826.4/5ST892.5) and US Highway 6 (segment 5EA2587.9) that were not included in our initial consultation effort. This submittal includes additional information and updated effects determinations for these resources.

Eligibility Determinations

I-70 Vail Pass Segment (5EA1826.4/5ST892.5): The Vail Pass Segment of I-70, extending from MP 180 to MP 195.2, possesses exceptional significance at the statewide level under *Criterion A* in the areas of Transportation, Community Planning and Development, and Conservation, and under *Criterion C* in the areas of Landscape Architecture and Engineering because it represents an important aspect of highway planning, design, and construction in Colorado. It does not possess significance under *Criteria B* or *D*. It has been identified as a linear historic district. It is also significant under Criteria Consideration G.

Completed in 1978, Vail Pass has not yet reached the 50-year age requirement set forth by the National Park Service. However, under *Criteria Consideration G: Properties that Have Achieved Significance Within the Past Fifty Years*, the Vail Pass Segment of I-70 exhibits "exceptional importance" at the statewide level as a resource with direct and significant associations with important events in the development of Colorado transportation networks and early solutions to the conflict between environmental concerns and highway construction that set standards for later Colorado projects.

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or *D*. The segment of US 6 through Vail Pass has been highly modified and retains a low degree of integrity. Portions of the roadbed have been repurposed, realigned, obliterated, or superseded, which compromises integrity of materials, design, and workmanship. Furthermore, the close proximity of I-70 and other additions to the corridor, such as bus stops, bike lanes, and gates, detract from the setting and feeling of a historic highway. Due to these impacts to integrity, the segment of US 6 through Vail Pass is *non-supporting* of the overall, National Register of Historic Places (NRHP) eligible linear resource.

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1. Milepost 184.5: In this location the recreational trail will be shifted about twenty feet to the north for a distance of 1,000 feet. In this area, the trail follows the old alignment of US 6 as depicted by the purple line identified as "trail realignment" on the far left side of page 15 in Attachment 5.

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Graphic of runaway truck ramp

COLORADO
Department of Transportation
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2829 W. Howard Pl., 4th Floor
Denver, CO 80204
(303) 757-9281

June 18, 2020

Mr. Justin Henderson
National Park Service
Intermountain Region
12795 West Alameda Parkway
P.O. Box 25287

SUBJECT: Section 106 Consultation (Additional Information), Determinations of Effects, CDOT Project NHPP 0701-240, I-70 West Vail Pass Auxiliary Lanes Environmental Assessment, Eagle and Summit Counties

Dear Mr. Henderson:

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1. Vail Pass Recreational Trail**:** In our initial consultation, we indicated that the Vail Pass recreational trail follows the old US 6 alignment in some areas but that the two-mile realignment of the trail was in an area that was not built on the old highway alignment. Since then, we've identified two other locations where the recreational trail that follows the old alignment of US 6 will be shifted.

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Because the US 6 highway segment is considered *non-supporting*, the shifts of trail alignment in these additional locations and the changes to the runaway truck ramps will not affect the qualities that make the overall highway significant. For these reasons, CDOT supports its initial assessment that the project results in *no adverse effect* to overall US Highway 6.

As a consulting party, we request your comments on these updated effects determinations as outlined above. Should you elect to respond, we request that you do so within thirty (30) days of receipt of these materials. Given the current public health crisis, you will only receive these materials electronically; because CDOT staff has limited access to the office in Denver, we request that you submit your comments via email to CDOT Senior Historian Lisa Schoch at lisa.schoch@state.co.us. If you have questions or require additional clarification, please contact Ms. Schoch at (303) 512-4258 or lisa.schoch@state.co.us.

Very truly yours,

for Jane Hann, Manager
Environmental Program Branch

Attachments: Revised Linear Component Form (5EA2587.9)
Attachment 1 (APE and Resource Map)
Attachment 5 (Plans)
Graphic of runaway truck ramp

COLORADO
Department of Transportation
Division of Transportation Development

Environmental Programs Branch
2829 W. Howard Pl., 4th Floor
Denver, CO 80204
(303) 757-9281

June 18, 2020

Ms. Sally Queen
Acting Director
Summit Historical Society
P.O. Box 143
Dillon, CO 80435

SUBJECT: Section 106 Consultation (Additional Information), Determinations of Effects, CDOT Project NHPP 0701-240, I-70 West Vail Pass Auxiliary Lanes Environmental Assessment, Eagle and Summit Counties

Dear Ms. Queen:

This letter and attachments provide additional information and updated determinations of effects for the undertaking referenced above. The project is located in Eagle and Summit Counties, with the eastern terminus just east of the Vail Pass Rest Area and the western terminus in the Town of Vail. The study limits include eastbound and westbound I-70 from mile post (MP) 179.5 to MP 191.5. You are receiving these materials because your organization was identified as a Section 106 consulting party for this project, which is part of the broader Interstate 70 Mountain Corridor project.

We previously consulted with you regarding eligibility and effects determinations in correspondence dated October 14, 2019 and provided additional information on visual effects in March 2020. Since that time we determined there are additional effects to the I-70 Vail Pass Segment (5EA1826.4/5ST892.5) and US Highway 6 (segment 5EA2587.9) that were not included in our initial consultation effort. This submittal includes additional information and updated effects determinations for these resources.

Eligibility Determinations

I-70 Vail Pass Segment (5EA1826.4/5ST892.5): The Vail Pass Segment of I-70, extending from MP 180 to MP 195.2, possesses exceptional significance at the statewide level under *Criterion A* in the areas of Transportation, Community Planning and Development, and Conservation, and under *Criterion C* in the areas of Landscape Architecture and Engineering because it represents an important aspect of highway planning, design, and construction in Colorado. It does not possess significance under *Criteria B* or *D*. It has been identified as a linear historic district. It is also significant under Criteria Consideration G.

Completed in 1978, Vail Pass has not yet reached the 50-year age requirement set forth by the National Park Service. However, under *Criteria Consideration G: Properties that Have Achieved Significance Within the Past Fifty Years*, the Vail Pass Segment of I-70 exhibits "exceptional importance" at the statewide level as a resource with direct and significant associations with important events in the development of Colorado transportation networks and early solutions to the conflict between environmental concerns and highway construction that set standards for later Colorado projects.

US Highway 6 (Segment 5EA2587.9): US 6 in Colorado possesses significance under *Criterion A* in the areas of Transportation and Politics/Government, but does not possess significance under *Criteria B*, *C*,

or *D*. The segment of US 6 through Vail Pass has been highly modified and retains a low degree of integrity. Portions of the roadbed have been repurposed, realigned, obliterated, or superseded, which compromises integrity of materials, design, and workmanship. Furthermore, the close proximity of I-70 and other additions to the corridor, such as bus stops, bike lanes, and gates, detract from the setting and feeling of a historic highway. Due to these impacts to integrity, the segment of US 6 through Vail Pass is *non-supporting* of the overall, National Register of Historic Places (NRHP) eligible linear resource.

Please note that in our October 16, 2019 cover letter, we indicated that 5EA2587.9 is a s*upporting* segment, but in the site form and survey report, we indicate that this is a *non-supporting* segment of the overall highway; the information in the cover letter was incorrect and the segment is considered *non-supporting*. We are also resubmitting a revised linear component form for the US 6 segment; in the linear form we submitted in October, we inadvertently included the significance statement under Item 19/Evaluation of Integrity. Please replace the site form we submitted in October 2019 with this updated version.

Updated Effects Determinations

I-70 Vail Pass Segment (5EA1826.4/5ST892.5): The Vail Pass recreational trail is a contributing feature of the I-70 Vail Pass Segment historic district. In our initial consultation, we evaluated the realignment of a two-mile section of the recreational trail adjacent to I-70 where the old US 6 alignment is located and indicated that there would be no other effects to the trail in different locations. In your October 17, 2019 response, you concurred that the trail realignment, along with other effects to the historic district, result in an *adverse effect*. Since then, we've determined that there will be shifts in the recreational trail alignment in other locations in the project area. These locations are represented by the trail that was built on the old US 6 alignment and are discussed below. The plans we submitted to your office in October 2019 included these locations, but these areas of trail were not evaluated as part of the effects determination for the Vail Pass Segment historic district or the US 6 segment. These changes to the trail are still part of the broader *adverse effect* to the overall historic district as noted in our initial consultation and do not alter that effect determination.

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Because the US 6 highway segment is considered *non-supporting*, the shifts of trail alignment in these additional locations and the changes to the runaway truck ramps will not affect the qualities that make the overall highway significant. For these reasons, CDOT supports its initial assessment that the project results in *no adverse effect* to overall US Highway 6.

As a consulting party, we request your comments on these updated effects determinations as outlined above. Should you elect to respond, we request that you do so within thirty (30) days of receipt of these materials. Given the current public health crisis, you will only receive these materials electronically; because CDOT staff has limited access to the office in Denver, we request that you submit your comments via email to CDOT Senior Historian Lisa Schoch at lisa.schoch@state.co.us. If you have questions or require additional clarification, please contact Ms. Schoch at (303) 512-4258 or lisa.schoch@state.co.us.

Very truly yours,

for Jane Hann, Manager
Environmental Program Branch

Attachments: Revised Linear Component Form (5EA2587.9)
Attachment 1 (APE and Resource Map)
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Graphic of runaway truck ramp

COLORADO
Department of Transportation
Division of Transportation Development

Environmental Programs Branch
2829 W. Howard Pl., 4th Floor
Denver, CO 80204
(303) 757-9281

June 18, 2020

Ms. Barbara Pahl
National Trust for Historic Preservation
Denver Field Office
1420 Ogden Street, Suite 203
Denver, CO 80218

SUBJECT: Section 106 Consultation (Additional Information), Determinations of Effects, CDOT Project NHPP 0701-240, I-70 West Vail Pass Auxiliary Lanes Environmental Assessment, Eagle and Summit Counties

Dear Ms. Pahl:

This letter and attachments provide additional information and updated determinations of effects for the undertaking referenced above. The project is located in Eagle and Summit Counties, with the eastern terminus just east of the Vail Pass Rest Area and the western terminus in the Town of Vail. The study limits include eastbound and westbound I-70 from mile post (MP) 179.5 to MP 191.5. You are receiving these materials because your organization was identified as a Section 106 consulting party for this project, which is part of the broader Interstate 70 Mountain Corridor project.

We previously consulted with you regarding eligibility and effects determinations in correspondence dated October 16, 2019 and provided additional information on visual effects in March 2020. Since that time we determined there are additional effects to the I-70 Vail Pass Segment (5EA1826.4/5ST892.5) and US Highway 6 (segment 5EA2587.9) that were not included in our initial consultation effort. This submittal includes additional information and updated effects determinations for these resources.

Eligibility Determinations

I-70 Vail Pass Segment (5EA1826.4/5ST892.5): The Vail Pass Segment of I-70, extending from MP 180 to MP 195.2, possesses exceptional significance at the statewide level under *Criterion A* in the areas of Transportation, Community Planning and Development, and Conservation, and under *Criterion C* in the areas of Landscape Architecture and Engineering because it represents an important aspect of highway planning, design, and construction in Colorado. It does not possess significance under *Criteria B* or *D*. It has been identified as a linear historic district. It is also significant under Criteria Consideration G.

Completed in 1978, Vail Pass has not yet reached the 50-year age requirement set forth by the National Park Service. However, under *Criteria Consideration G: Properties that Have Achieved Significance Within the Past Fifty Years*, the Vail Pass Segment of I-70 exhibits "exceptional importance" at the statewide level as a resource with direct and significant associations with important events in the development of Colorado transportation networks and early solutions to the conflict between environmental concerns and highway construction that set standards for later Colorado projects.

US Highway 6 (Segment 5EA2587.9): US 6 in Colorado possesses significance under *Criterion A* in the areas of Transportation and Politics/Government, but does not possess significance under *Criteria B*, *C*,

or *D*. The segment of US 6 through Vail Pass has been highly modified and retains a low degree of integrity. Portions of the roadbed have been repurposed, realigned, obliterated, or superseded, which compromises integrity of materials, design, and workmanship. Furthermore, the close proximity of I-70 and other additions to the corridor, such as bus stops, bike lanes, and gates, detract from the setting and feeling of a historic highway. Due to these impacts to integrity, the segment of US 6 through Vail Pass is *non-supporting* of the overall, National Register of Historic Places (NRHP) eligible linear resource.

Please note that in our October 16, 2019 cover letter, we indicated that 5EA2587.9 is a s*upporting* segment, but in the site form and survey report, we indicate that this is a *non-supporting* segment of the overall highway; the information in the cover letter was incorrect and the segment is considered *non-supporting*. We are also resubmitting a revised linear component form for the US 6 segment; in the linear form we submitted in October, we inadvertently included the significance statement under Item 19/Evaluation of Integrity. Please replace the site form we submitted in October 2019 with this updated version.

Updated Effects Determinations

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Environmental Program Branch

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Graphic of runaway truck ramp

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Division of Transportation Development

Environmental Programs Branch
2829 W. Howard Pl., 4th Floor
Denver, CO 80204
(303) 757-9281

June 18, 2020

Mr. Bill Pierce
Town of Vail
Design Review Board
75 South Frontage Road
Vail, CO 81657

SUBJECT: Section 106 Consultation (Additional Information), Determinations of Effects, CDOT Project NHPP 0701-240, I-70 West Vail Pass Auxiliary Lanes Environmental Assessment, Eagle and Summit Counties

Dear Mr.Pierce:

This letter and attachments provide additional information and updated determinations of effects for the undertaking referenced above. The project is located in Eagle and Summit Counties, with the eastern terminus just east of the Vail Pass Rest Area and the western terminus in the Town of Vail. The study limits include eastbound and westbound I-70 from mile post (MP) 179.5 to MP 191.5. You are receiving these materials because your organization was identified as a Section 106 consulting party for this project, which is part of the broader Interstate 70 Mountain Corridor project.

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Eligibility Determinations

I-70 Vail Pass Segment (5EA1826.4/5ST892.5): The Vail Pass Segment of I-70, extending from MP 180 to MP 195.2, possesses exceptional significance at the statewide level under *Criterion A* in the areas of Transportation, Community Planning and Development, and Conservation, and under *Criterion C* in the areas of Landscape Architecture and Engineering because it represents an important aspect of highway planning, design, and construction in Colorado. It does not possess significance under *Criteria B* or *D*. It has been identified as a linear historic district. It is also significant under Criteria Consideration G.

Completed in 1978, Vail Pass has not yet reached the 50-year age requirement set forth by the National Park Service. However, under *Criteria Consideration G: Properties that Have Achieved Significance Within the Past Fifty Years*, the Vail Pass Segment of I-70 exhibits "exceptional importance" at the statewide level as a resource with direct and significant associations with important events in the development of Colorado transportation networks and early solutions to the conflict between environmental concerns and highway construction that set standards for later Colorado projects.

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Because the US 6 highway segment is considered *non-supporting*, the shifts of trail alignment in these additional locations and the changes to the runaway truck ramps will not affect the qualities that make the overall highway significant. For these reasons, CDOT supports its initial assessment that the project results in *no adverse effect* to overall US Highway 6.

As a consulting party, we request your comments on these updated effects determinations as outlined above. Should you elect to respond, we request that you do so within thirty (30) days of receipt of these materials. Given the current public health crisis, you will only receive these materials electronically; because CDOT staff has limited access to the office in Denver, we request that you submit your comments via email to CDOT Senior Historian Lisa Schoch at lisa.schoch@state.co.us. If you have questions or require additional clarification, please contact Ms. Schoch at (303) 512-4258 or lisa.schoch@state.co.us.

Very truly yours,

for Jane Hann, Manager
Environmental Program Branch

Attachments: Revised Linear Component Form (5EA2587.9)
Attachment 1 (APE and Resource Map)
Attachment 5 (Plans)
Graphic of runaway truck ramp

COLORADO
Department of Transportation
Division of Transportation Development

Environmental Programs Branch
2829 W. Howard Pl., 4th Floor
Denver, CO 80204
(303) 757-9281

June 18, 2020

Mr. Tom Fuller
Heritage Program Manager
White River National Forest
900 Grand Avenue
Glenwood Springs, CO 81601

SUBJECT: Section 106 Consultation (Additional Information), Determinations of Effects, CDOT Project NHPP 0701-240, I-70 West Vail Pass Auxiliary Lanes Environmental Assessment, Eagle and Summit Counties

Dear Mr. Fuller:

This letter and attachments provide additional information and updated determinations of effects for the undertaking referenced above. The project is located in Eagle and Summit Counties, with the eastern terminus just east of the Vail Pass Rest Area and the western terminus in the Town of Vail. The study limits include eastbound and westbound I-70 from mile post (MP) 179.5 to MP 191.5. You are receiving these materials because your organization was identified as a Section 106 consulting party for this project, which is part of the broader Interstate 70 Mountain Corridor project.

We previously consulted with you regarding eligibility and effects determinations in correspondence dated October 7, 2019 and provided additional information on visual effects in March 2020. Since that time we determined there are additional effects to the I-70 Vail Pass Segment (5EA1826.4/5ST892.5) and US Highway 6 (segment 5EA2587.9) that were not included in our initial consultation effort. This submittal includes additional information and updated effects determinations for these resources.

Eligibility Determinations

I-70 Vail Pass Segment (5EA1826.4/5ST892.5): The Vail Pass Segment of I-70, extending from MP 180 to MP 195.2, possesses exceptional significance at the statewide level under *Criterion A* in the areas of Transportation, Community Planning and Development, and Conservation, and under *Criterion C* in the areas of Landscape Architecture and Engineering because it represents an important aspect of highway planning, design, and construction in Colorado. It does not possess significance under *Criteria B* or *D*. It has been identified as a linear historic district. It is also significant under Criteria Consideration G.

Completed in 1978, Vail Pass has not yet reached the 50-year age requirement set forth by the National Park Service. However, under *Criteria Consideration G: Properties that Have Achieved Significance Within the Past Fifty Years*, the Vail Pass Segment of I-70 exhibits "exceptional importance" at the statewide level as a resource with direct and significant associations with important events in the development of Colorado transportation networks and early solutions to the conflict between environmental concerns and highway construction that set standards for later Colorado projects.

US Highway 6 (Segment 5EA2587.9): US 6 in Colorado possesses significance under *Criterion A* in the areas of Transportation and Politics/Government, but does not possess significance under *Criteria B*, *C*,

or *D*. The segment of US 6 through Vail Pass has been highly modified and retains a low degree of integrity. Portions of the roadbed have been repurposed, realigned, obliterated, or superseded, which compromises integrity of materials, design, and workmanship. Furthermore, the close proximity of I-70 and other additions to the corridor, such as bus stops, bike lanes, and gates, detract from the setting and feeling of a historic highway. Due to these impacts to integrity, the segment of US 6 through Vail Pass is *non-supporting* of the overall, National Register of Historic Places (NRHP) eligible linear resource.

Please note that in our October 16, 2019 cover letter, we indicated that 5EA2587.9 is a s*upporting* segment, but in the site form and survey report, we indicate that this is a *non-supporting* segment of the overall highway; the information in the cover letter was incorrect and the segment is considered *non-supporting*. We are also resubmitting a revised linear component form for the US 6 segment; in the linear form we submitted in October, we inadvertently included the significance statement under Item 19/Evaluation of Integrity. Please replace the site form we submitted in October 2019 with this updated version.

Updated Effects Determinations

I-70 Vail Pass Segment (5EA1826.4/5ST892.5): The Vail Pass recreational trail is a contributing feature of the I-70 Vail Pass Segment historic district. In our initial consultation, we evaluated the realignment of a two-mile section of the recreational trail adjacent to I-70 where the old US 6 alignment is located and indicated that there would be no other effects to the trail in different locations. In your October 17, 2019 response, you concurred that the trail realignment, along with other effects to the historic district, result in an *adverse effect*. Since then, we've determined that there will be shifts in the recreational trail alignment in other locations in the project area. These locations are represented by the trail that was built on the old US 6 alignment and are discussed below. The plans we submitted to your office in October 2019 included these locations, but these areas of trail were not evaluated as part of the effects determination for the Vail Pass Segment historic district or the US 6 segment. These changes to the trail are still part of the broader *adverse effect* to the overall historic district as noted in our initial consultation and do not alter that effect determination.

1. Milepost 184.5: In this location the recreational trail will be shifted about twenty feet to the north for a distance of 1,000 feet. In this area, the trail follows the old alignment of US 6 as depicted by the purple line identified as "trail realignment" on the far left side of page 15 in Attachment 5.

2. Milepost 184.9: In this location, the recreational trail will be shifted north about seventy feet for a distance of about 1,200 feet. In this area, the trail follows the old alignment of US 6 as depicted by the purple line identified as "trail realignment" on the far right side of page15 in Attachment 5.

US Highway 6 (Segment 5EA2587.9): The segment of US 6 in the APE is *non-supporting* of the significance of the overall highway. Below is additional information about the Vail Pass recreational trail and the runaway truck ramps as they relate to the effects determination for the US 6 segment.

1. Vail Pass Recreational Trail**:** In our initial consultation, we indicated that the Vail Pass recreational trail follows the old US 6 alignment in some areas but that the two-mile realignment of the trail was in an area that was not built on the old highway alignment. Since then, we've identified two other locations where the recreational trail that follows the old alignment of US 6 will be shifted.

   Milepost 184.5: In this location the recreational trail will be shifted about twenty feet to the north for a distance of 1,000 feet. In this area, the path follows the old alignment of US 6 as depicted by the purple line identified as "trail realignment" on the far left side of page 15 in Attachment 5.

Milepost 184.9: In this location, the recreational trail will be shifted north about seventy feet for a distance of about 1,200 feet. In this area, the recreational trail follows the old alignment of US 6 as depicted by the purple line identified as "trail realignment" on the far right side of page15 in Attachment 5.

2. Runaway Truck Ramps: The project also involves realignment of the runaway truck ramps, which are contributing features of the Vail Pass Segment historic district but also have a connection to old US 6. The truck ramp at milepost 182 is intersected by the old alignment of US 6. The truck ramp at milepost 185.4 follows the old US 6 alignment.

   Milepost 182: The runaway truck ramp at this location will be straightened and lengthened for safer utilization by runaway vehicles. The paved portion of the old US 6 alignment in this area will remain as is, but the new ramp alignment will disturb existing ground in the vicinity of old US 6. The access location, a dirt road that leads from the old US 6 alignment to the top of the ramp, will remain in its current originating location, but will be shortened by the new ramp alignment. See page 10 of Attachment 5 for more information.

   Milepost 185.4: The runaway truck ramp will be realigned to straighten and eliminate the curve. It is possible that parts of the now gravel section that arrests the momentum of the trucks is on the old US 6 alignment. In addition there is a dirt access road at the top of the ramp that could be part of the old US 6 alignment as well. The gravel section and the dirt access road above the ramp will be obliterated with the new straighter alignment. The new straighter and lengthened ramp alignment will end in or near the existing cul-de-sac at the end of the paved portion of old US 6. The cul-de-sac and a short portion of the paved portion of old US 6 will require adjustment for the new ramp. See page 15 of Attachment 5 for more information.

Because the US 6 highway segment is considered *non-supporting*, the shifts of trail alignment in these additional locations and the changes to the runaway truck ramps will not affect the qualities that make the overall highway significant. For these reasons, CDOT supports its initial assessment that the project results in *no adverse effect* to overall US Highway 6.

As a consulting party, we request your comments on these updated effects determinations as outlined above. Should you elect to respond, we request that you do so within thirty (30) days of receipt of these materials. Given the current public health crisis, you will only receive these materials electronically; because CDOT staff has limited access to the office in Denver, we request that you submit your comments via email to CDOT Senior Historian Lisa Schoch at lisa.schoch@state.co.us. If you have questions or require additional clarification, please contact Ms. Schoch at (303) 512-4258 or lisa.schoch@state.co.us.

Very truly yours,

for Jane Hann, Manager
Environmental Program Branch

Attachments: Revised Linear Component Form (5EA2587.9)
Attachment 1 (APE and Resource Map)
Attachment 5 (Plans)
Graphic of runaway truck ramp

HISTORY Colorado

July 9, 2020 HC#75431

Ms. Jane Hann
Manager, Environmental Programs Branch
Colorado Department of Transportation
2829 W. Howard Pl., 4th Floor
Denver, Colorado 80204

RE: I-70 West Vail Pass Auxiliary Lanes
CDOT Project No. NHPP 0701-240
Eagle and Summit Counties, Colorado

Dear Ms. Hann:

Thank you for your correspondence dated June 16, 2020, and received by our office on June 17, 2020, regarding the review of the above referenced project under Section 106 of the National Historic Preservation Act of 1966, as amended, and its implementing regulations, 36 CFR Part 800.

We understand the Colorado Department of Transportation, Environmental Programs Branch (CDOT) has submitted additional project information regarding the Interstate 70 West Vail Pass Auxiliary Lanes Project located in Eagle and Summit Counties, Colorado. The Federal Highway Administration has designated CDOT the lead federal agency for this undertaking.

We have reviewed all documentation submitted for this undertaking and thank you for the information you have provided. We concur with your updated and clarified recommendations of eligibility for the Interstate 70 Vail Pass segment (5EA.1826.4/5ST.892.5) and US Highway 6 segment (5EA.2587.9). The I-70 Vail Pass segment remains a *supporting* element of the larger linear resource that is *eligible* for inclusion in the National Register of Historic Places under Criteria A and C. That resource also meets the standard established under Criteria Consideration G. Due to a lack of integrity the US Highway 6 segment is considered *non-supporting* of the larger linear resource.

As the I-70 segment contributes to the overall resource, we concur the undertaking will impose an *adverse effect* thereon. Conversely, the US Highway 6 segment does not support its associated resource. Accordingly, we concur the undertaking will have *no adverse effect* on that property. We understand additional project information will be submitted to our office to evaluate alternatives to avoid, minimize, or mitigate the undertaking's effects on historic properties. We will provide additional comments upon receipt of that documentation.

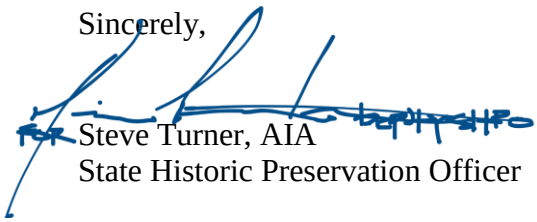
We request being involved in the consultation process with the local government, which as stipulated in 36 CFR §800.3 is required to be notified of the undertaking, and with other

consulting parties. Additional information provided by the local government or consulting parties might cause our office to re-evaluate our eligibility and potential effect findings. Please note that our compliance letter does not end the 30-day review period provided to other consulting parties.

Determinations of National Register eligibility subject to this letter were made in consultation pursuant to the implementing regulations of Section 106 of the National Historic Preservation Act, 36 CFR Part 800. Please note other Federal programs such as the National Register of Historic Places and the Federal Investment Tax Credit Program may have additional documentation and evaluation standards. Final determinations remain the responsibility of the Keeper of the National Register.

Thank you for the opportunity to comment. If we may be of further assistance, please contact Mitchell K. Schaefer, Section 106 Compliance Manager, at (303) 866-2673 or mitchell.schaefer@state.co.us.

Sincerely,



Steve Turner, AIA
State Historic Preservation Officer

COLORADO
Department of Transportation
Division of Transportation Development

Environmental Programs Branch
2829 W. Howard Pl.
Denver, CO 80204
(303) 757-9281

July 30 2020

Mr. Steve Turner
State Historic Preservation Officer
History Colorado Center
1200 Broadway
Denver, CO 80202

SUBJECT: Draft Section 106 Programmatic Agreement Supplement for Review, CDOT Project 0701-240, Interstate 70 Vail Pass Auxiliary Lanes Environmental Assessment (HC #75431)

Dear Mr. Turner:

Enclosed for your review and comment is the draft Third Supplement to the Programmatic Agreement (PA) for the I-70 Mountain Corridor, which was signed in 2008. Per Stipulation II(F) of the 2008 PA, a PA Supplement will be developed in lieu of a separate Memorandum of Agreement (MOA) to document mitigation commitments. We have included a copy of the 2008 PA with this submittal for your convenience.

The enclosed PA Supplement documents the approach to Section 106 mitigation for the Interstate 70 West Vail Pass Auxiliary Lanes Environmental Assessment, which involves the addition of auxiliary lanes to Interstate 70 in both directions on the west side of Vail Pass from milepost 180 to 190.

The undertaking results in an *adverse effect* to the Vail Pass Segment of Interstate 70 (5EPA1826.4 and 5ST892.5), a linear historic district determined significant under National Register of Historic Places (NRHP) Criteria A and C and Criteria Consideration G. In 2006, this segment of highway was included on Federal Highway Administration's (FHWA) *Final List of Nationally and Exceptionally Significant Features of the Federal Interstate Highway System.*

We previously consulted with your office regarding project eligibility and effects in October 2019 and submitted additional information in March and June 2020. The Advisory Council on Historic Preservation (ACHP) was notified of the adverse effect finding in March 2020. The ACHP responded in April 2020 that it would not participate in the resolution of the adverse effect for this project.

As part of the Section 106 consultation effort, CDOT held two consulting party meetings—an initial meeting in May 2018 to introduce the project and a conference call in October 2019 to discuss effects, mitigation, and the visual analysis of the project. Although CDOT has contacted over a dozen consulting parties for this project, only representatives from the White River

National Forest and Colorado Preservation Inc., attended the initial meeting in May 2018. There has been no feedback from consulting parties regarding mitigation, so the options outlined in this draft agreement were identified primarily by CDOT and FHWA with input from your office in the October 2019 meeting. This draft PA Supplement will be forwarded to all the consulting parties contacted for this project so there is an additional opportunity for them to comment and make suggestions.

We request your comments on this draft PA Supplement within 30 days of receipt of these materials. If you have questions or require additional information, please contact Ms. Schoch at (303) 512-4258 or the email referenced above. Thank you in advance for your prompt attention to this matter.

Very truly yours,

Jane Hann, Manager
Environmental Programs Branch

Enclosures:
Draft PA Supplement
2008 Programmatic Agreement

COLORADO
Department of Transportation
Division of Transportation Development

Environmental Programs Branch
2829 W. Howard Pl.
Denver, CO 80204
(303) 757-9281

July 31, 2020

SUBJECT: Draft Section 106 Programmatic Agreement Supplement for Review, CDOT Project 0701-240, Interstate 70 Vail Pass Auxiliary Lanes Environmental Assessment

Dear Consulting Party:

Enclosed for your review and comment is the draft Third Supplement to the Programmatic Agreement (PA) for the I-70 Mountain Corridor, which was signed in 2008. Per Stipulation II(F) of the 2008 PA, a PA Supplement will be developed in lieu of a separate Memorandum of Agreement (MOA) to document mitigation commitments. We have included a copy of the 2008 PA with this submittal for your convenience.

The enclosed PA Supplement documents the approach to Section 106 mitigation for the Interstate 70 West Vail Pass Auxiliary Lanes Environmental Assessment, which involves the addition of auxiliary lanes to Interstate 70 in both directions on the west side of Vail Pass from milepost 180 to 190.

The undertaking results in an *adverse effect* to the Vail Pass Segment of Interstate 70 (5EPA1826.4 and 5ST892.5), a linear historic district determined significant under National Register of Historic Places (NRHP) Criteria A and C and Criteria Consideration G. In 2006, this segment of highway was included on Federal Highway Administration's (FHWA) *Final List of Nationally and Exceptionally Significant Features of the Federal Interstate Highway System.*

We previously consulted with your organization or agency regarding project eligibility and effects in October 2019 and submitted additional information in March and June 2020. The Advisory Council on Historic Preservation (ACHP) was notified of the adverse effect finding in March 2020. The ACHP responded in April 2020 that it would not participate in the resolution of the adverse effect for this project.

As part of the Section 106 consultation effort, CDOT held two consulting party meetings—an initial meeting in May 2018 to introduce the project and a conference call in October 2019 to discuss effects, mitigation, and the visual analysis of the project. Representatives from the State Historic Preservation Office (SHPO), White River National Forest, and Colorado Preservation Inc., attended the initial meeting in May 2018. There has been no feedback from consulting parties regarding mitigation, so the options outlined in this draft agreement were identified primarily by CDOT and FHWA with input from SHPO in the October 2019 meeting. This draft PA Supplement has been forwarded to the SHPO for review.

As a Section 106 consulting party for this project, we welcome your comments on this draft agreement. Given the current public health crisis, CDOT staff has limited access to the office in Denver, so we

request that you submit comments via email to CDOT Senior Historian Lisa Schoch at lisa.schoch@state.co.us. If we do not receive a response within 30 days, we will assume you do not intend to comment. Thank you in advance for your prompt attention to this matter.
If you have questions or require additional information, please contact Ms. Schoch at (303) 512-4258 or the email referenced above. Thank you in advance for your prompt attention to this matter.

Very truly yours,

FOR
Jane Hann, Manager
Environmental Programs Branch

Enclosures:
Draft PA Supplement
2008 Programmatic Agreement

HISTORY Colorado

August 21, 2020 HC#75431

Ms. Jane Hann
Manager, Environmental Programs Branch
Colorado Department of Transportation
2829 W. Howard Pl., 4th Floor
Denver, Colorado 80204

RE: Draft Programmatic Agreement Supplement for Review
I-70 West Vail Pass Auxiliary Lanes
CDOT Project No. NHPP 0701-240
Eagle and Summit Counties, Colorado

Dear Ms. Hann:

Thank you for your correspondence that our received on July 31, 2020, regarding the review of the above referenced project under Section 106 of the National Historic Preservation Act of 1966, as amended, and its implementing regulations, 36 CFR Part 800.

We have reviewed the Third Supplement to the Programmatic Agreement for the I-70 Mountain Corridor. Generally, we concur with the mitigation measures enumerated within the document; however, we request that the first sentence of Stipulation I.B.1.b be modified to read accordingly:

> *Existing contributing structures and features of the historic district will be rehabilitated or reconstructed, including the road alignment and shoulders, retaining walls, landscape features, the Vail Pass recreational path, the runaway truck ramps, and median walls, which will be designed to honor the aesthetic of the original design and adhere to* The Secretary of the Interior's Standards for the Treatment of Historic Properties *to the extent possible.*

We have no other comments regarding the *draft* document at this time. We will provide additional comments upon receipt of the final agreement document.

Thank you for the opportunity to comment. If we may be of further assistance, please contact Mitchell K. Schaefer, Section 106 Compliance Manager, at (303) 866-2673 or mitchell.schaefer@state.co.us.

Sincerely,

Steve Turner, AIA
State Historic Preservation Officer