

# Meeting Notes



## I-70 Floyd Hill to Veterans Memorial Tunnels

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**Project:** I-70 Floyd Hill to Veterans Memorial Tunnels (VMT) NEPA and 30% Design  
**Meeting:** Section 106 Issue Task Force Meeting  
**Date:** February 28, 2019  
**Location:** CDOT Region 1, 425 Corporate Circle, Golden, CO

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### Attendees:

Ashley Bushey – Pinyon  
Alexis Ehr Gott – Clear Creek County  
Lynnette Hailey – Black Hawk  
Vanessa Henderson – CDOT  
Cindy Neely – Clear Creek County  
Jason O'Brien – History Colorado  
Joe Saldibar – History Colorado  
Lisa Schoch - CDOT

Summary of Action Items	Responsibility	Status
1. Look into the potential to put a "Local traffic only" sign at the Beaver Brook and Hyland Hills exits, which may help reduce the amount of congestion bypassers that create traffic problems for the local Floyd Hill residents	Vanessa	
2. Provide a copy of the Proposed Action graphic to the group	Vanessa	Complete
3. Look for potential pictures of the old stagecoach roadbed	Alexis	
4. Look to see if there are any pictures of the old stagecoach station on Floyd Hill prior to it being demolished in COMPASS	Joe	Complete
5. Look to see if there are any pictures of the old stagecoach station on Floyd Hill prior to it being demolished in information from Alexis	Ashley	
6. Look to see if the archaeo side has any information on the old stagecoach station on Floyd Hill	Ashley/Lisa	
7. Look into whether any other state (like California) may have a context for mountain subdivisions	Joe/Ashley/Lisa	

### SUMMARY OF DISCUSSION

[Note: Action items are in red.]

#### 1. Welcome/Introductions

Lisa Schoch, CDOT, welcomed the group and did a round of introductions.

#### 2. Project Updates

Vanessa Henderson, CDOT, discussed the project's status. With the propositions not passing in November, there is no construction funding identified for the project. Therefore, the decision has been made to finish up design to about the 20% level and look into a few key items more thoroughly, such as tunnel feasibility and the wildlife crossing at the top of the hill. The National Environmental Policy Act

(NEPA) process is going to finalize Existing Conditions reports for all resources and document what's been done to date. All of the resource specialists had gone into the field and done surveys last summer, so it's important to not let that information get lost. In terms of Section 106, this means that we're doing Eligibility. This project is still a priority for CDOT and while we've slowed down some on design and NEPA, CDOT is continuing to look for funding opportunities to move this project forward. The I-70 Mountain Corridor team is meeting with Executive Management next week to update the new Executive Management members on the corridor and start discussing those opportunities. New Executive Management members include the Executive Director and Deputy Director. Hopefully there will be some information to share at the next Technical Team meeting in March from that meeting.

Even if funding can't be identified for the full Floyd Hill project, there may be funding opportunities to do some short-term projects to help the Floyd Hill residents because CDOT knows that during congested periods, people get off I-70 at the top of Floyd Hill and go down US 40 to try to avoid the traffic, which impacts residents trying to get home. There may be some projects that can be done that don't rely on having the Floyd Hill project done – in NEPA terms, they would have independent utility and logical termini. Lynnette Hailey, Black Hawk, asked if there's a potential to put a "Local traffic only" sign at the exits to try to stop people from getting off I-70 and taking US 40. **Vanessa wasn't sure and will look into this idea.**

Vanessa then walked everyone through the Proposed Action graphic as it stands today. This Proposed Action is based on multiple Technical Team meetings where the group discussed numerous options and recommended what's currently shown to move forward in design and NEPA. Cindy Neely, Clear Creek County, and Lynnette asked where the Frontage Road is located. Vanessa indicated that at this time, it's shown on the north side. She also briefly let the rest of the group know that there was a discussion about potentially moving it to the south side, but that no decision has been made at this time and it won't be discussed again until funding is identified and the project moves forward.

The group asked if they could get a copy of the Proposed Action graphic since it was very fuzzy on the projector. **Vanessa indicated that it's on the website, but she will also send a copy of it out with the notes.**

### **3. Area of Potential Effect (APE) Discussion**

Lisa and Ashley Bushey, Pinyon, walked the group through the APE as it was defined after the last Section 106 Issue Task Force (ITF) meeting. The graphic shows the APE encompassing the full subdivisions, but also shows a dashed line where surveys were conducted. As discussed at the last ITF meeting, only those properties that were visible or could hear the highway would be included in the surveys. The group agreed again with that approach.

Cindy asked if the old stagecoach roadbed had been looked at for the overall context. Ashley provided some information that she had found. Cindy didn't think the information was entirely accurate because she knows the stagecoach location is across the valley from the pull-out going down Floyd Hill where the trucks pull over and police sit. **This location is outside of the APE, but Ashley will look more into the documents that she has and Alexis indicated that she'll see if she can find any pictures of it.** There may be documents that also describe accounts from people of the stagecoach ride down Floyd Hill. Cindy indicated that there might be an opportunity to include a fun interpretive sign about it at the open space lot up at the top of Floyd Hill.

### **4. Not Eligible Resources Discussion**

Ashley walked the group through the resources that are not eligible with high-level reasons why. She indicated that there are a lot of cool stories associated with the resources, but they're not inspiring properties overall.

The Brandt residence is built on land patented in 1892, but the residence was built in 1967. While the

Brandt family has deep multi-generational ties to the land, they are not likely the owners at the time of construction. The residence is on a two acre piece of the full holdings, outside the point of sale for the Brandt family and agricultural associations, and is architecturally not an example of a style or known regional vernacular.

The Francis residence, built in 1968, does not have an association with known historic themes and does not embrace a particular style.

The Anderson residence was built in 1969 by Kenneth Anderson who owned it until 2014. Anderson lived in Lafayette, so this was likely a vacation home. Stylistically, the property borrows from the contemporary and shed styles, but is not considered an exceptional example.

The Roberson residence was built in 1937 and is a rustic/vernacular building constructed by Dan Curtis who owned the property from the early 1920s to 1938. The building then experienced a high turnover of ownership. The building is not an exceptional example of the period, demonstrates integrity issues such as replacement windows, and is not associated with a prominent or notable family or agricultural enterprise.

The Thurlow residence was built as a modular unit in 1974 and was moved to its current location on a permanent foundation in 1984. There are no defining characteristics of architectural expression or setting.

The Elmgreen residence is a ranch built in 1962 that had a 10 foot garage extension added at an unknown date prior to 1984. The land is associated with the Elmgreen Ranch of the early to mid 20<sup>th</sup> century and this 10 acre parcel is still owned by descendants of the family. The building post-dates significant architectural achievements by the family and is a pretty generic example of a ranch style.

The Stauffer residence was built in 1968 on a 9+ acre parcel that was historically associated with the Elmgreen Ranch by descendants of the Elmgreens who owned the residence until 2009. The building was constructed after the early to mid 20<sup>th</sup> century ranch and is a fairly generic example of a ranch style.

The Kieldgaard residence was built in 1938. The property contains two houses and one has been modified to function as a duplex. The property may have been originally owned by the Silver Spruce Mining Company, but the use and duration of ownership for this property is unknown. This does not meet any National Register criteria.

The Floyd Hill stagecoach station is no longer recognizable as seen in the picture shown. Cindy asked how she knew where to look for it because that seemed to be a surprising location. Ashley said they used information from the Office of Archaeology and Historic Preservation (OAHP) from past recordings of it. A follow-up question was where did the building go. Joe Saldibar, State Historic Preservation Office (SHPO), indicated that it was likely demolished. **There was a question if there was any archaeo potential and Ashley and Lisa will look into whether or not the archaeo group has anything. Joe will look to see if there are any pictures of it before it was demolished.** During the meeting, Joe looked at COMPASS on his phone to see what the site form included. The form was completed in 1976, says it was destroyed, and there are no pictures. Clear Creek County is interested in the locations of the stagecoach stations if additional information is found. **Ashley will also look into the "treasure trove" of information that Alexis Ehrgott, Clear Creek County, provided to see if she can find anything else.**

Twin Tunnels was never updated after that project to change it from eligible to not eligible. Therefore, this project will do a Form 1405 to recommend that change.

The Peoriana Motel, which was brought up at the last ITF meeting, is no longer there and is not a Carl's Jr. This is also still listed in COMPASS as eligible, so this project will do a Form 1405 to recommend changing it to not eligible.

## **5. Eligible Resources Discussion**

Ashely then walked through the eligible resources. The Mesa LLC property is significant for architecture and does not have any significant ties to agriculture or other themes of the period. It was built in 1915 on land that was patented in 1869 (cash entry by John Colver). The land had passed from Colver's ownership by the time the building was constructed and the owner at the time of construction is not known, but was either John McKibbin or Anna Ramsey. The building is not associated with the ranch that it's on. This property is in Jefferson County at the top of Floyd Hill.

The overall linear resource of the Colorado Central Railroad is considered eligible. This resource is discussed more later.

## **6. Subdivisions Discussion**

Ashley and Lisa discussed the subdivisions overall. We are using Form 1403b for documentation. However, there is no context for mountain subdivisions. We have the overall National Register context and the Denver post-war context, but they don't really fit. These subdivisions appear to have an eclectic style, natural vegetation instead of traditional landscaping, and later construction than other contexts. The properties are diverse and the lots are bigger. The Saddleback subdivision sign appears to show that some planning was done to create a mountain community. So, we wanted to have a discussion with this group about how to move forward with the subdivisions.

Alexis indicated that she grew up in the 70s in a mountain community. It was mostly people who sold lots to others who then built whatever they wanted on them. Lynnette said that in California, that was exactly how it worked. People just bought a lot and built whatever they wanted.

**Ashley and Lisa are going to look into whether other states with mountain communities have any contexts, such as CalTrans. Joe indicated that he can also look into this.**

Joe indicated that if there is no architectural component like having catalog homes or planned lots, they may not be architecturally significant. Cindy said that they may be culturally significant because the fact that they don't have a style may be what makes them unique as communities. There is a "Community Planning and Development" criterion, but Joe indicated that the National Register criteria doesn't really support eligibility for these because there is no way to measure integrity since there's no consistent style.

Cindy asked how Georgetown was eligible then since they have different styles, too. Joe said the hard thing is that it appears people just did their own thing in these subdivisions while Georgetown potentially had styles of the time with a pattern book (he was guessing on this because he didn't have the information at hand). Alexis indicated that during this time period, there weren't really cookie cutter properties. Joe said that needs to show actual thought being put into the planning with intentional design. Jason O'Brien, SHPO, had said this could be planning to put houses in specific locations on the lots for views as an example. Cindy said that it would be interesting to see the subdivision filing to see the amount of planning that was done.

Lisa indicated that the best approach might be to treat these as needs data, which is essentially treating them as eligible. This is a low risk since this project should not have any direct impacts to these properties. The group agreed this might be the best approach.

## **7. Colorado Central Railroad Discussion**

Ashley summarized the history and history of recording of the railroad. In the past, only short segments were looked at for the railroad, so we did a much longer segment than the past recordings. The team

walked a 5.75 mile long segment from Idaho Springs to a little ways down US 6 in the canyon. The location is not very visible or able to be identified in the field. They had to rely on historical documents to find the location. Lisa said that it's hard to even tell it's a railroad corridor because there aren't any features to identify it as that. It could've been a railroad corridor, wagon road, transmission line corridor, etc. A small section in the US 6 area has some associated features of the corridor, but none to the west.

The team is recommending this as a non-supporting segment to the overall eligible resource. Cindy says the Hidden Valley section is of huge interest to Clear Creek County. This is because of the Technical Team discussions about whether the Frontage Road should go on the north or south side of the creek. Lisa said that the overall 5.75 miles is non-supporting because you have to use maps to even find it, there are no associated features, it doesn't convey significance in this section, and you can't even tell what kind of corridor it was. It is still a significant historic resource overall, but this segment itself is non-supporting. You have to look at the 7 integrity item criteria.

Joe said that you can have a resource that has a different purpose now, but is still there (like US 6). He said this appears to be a logical segment because this is where it was turned into something else rather than just abandoned. If it disappeared in chunks, that would be different because there usually is some continuity. Joe said this is a good length, which hasn't been done in the past and it was appreciated. In the past, projects have only looked at the segment in the project area, which could be extremely short and not enough information is gathered to determine if it's supporting or not.

#### **8. Next Steps/Schedule for Section 106**

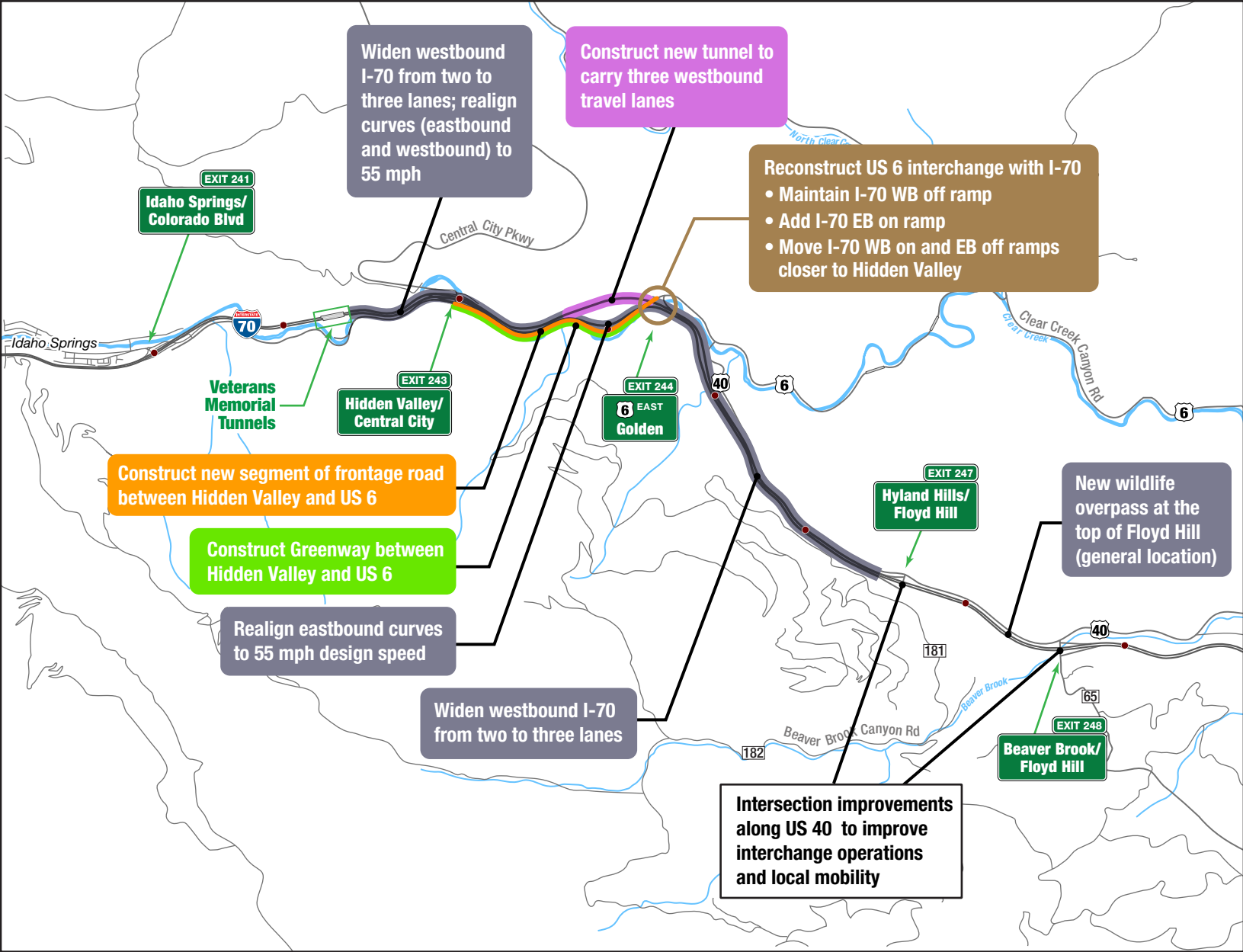
Ashley and Lisa discussed that the documentation would be prepared for the subdivisions as discussed. Pinyon is responding to Lisa's comments on the Eligibility documentation. Once that is all completed, the Eligibility documentation will be submitted to SHPO and the Consulting Parties. This would be at least one month out.

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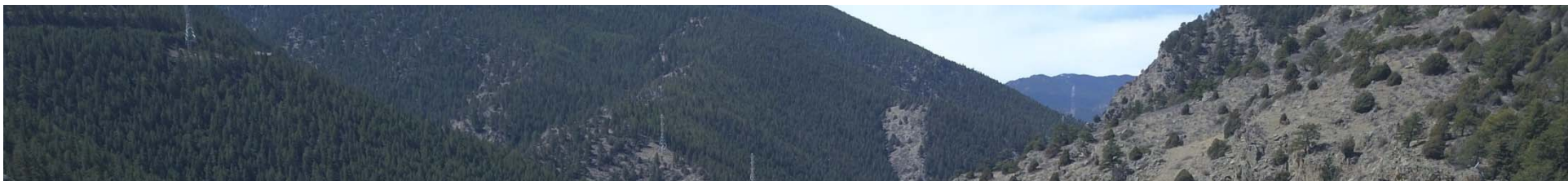
#### **Summary of Decisions Made**

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1. Treat subdivisions as needs data/eligible
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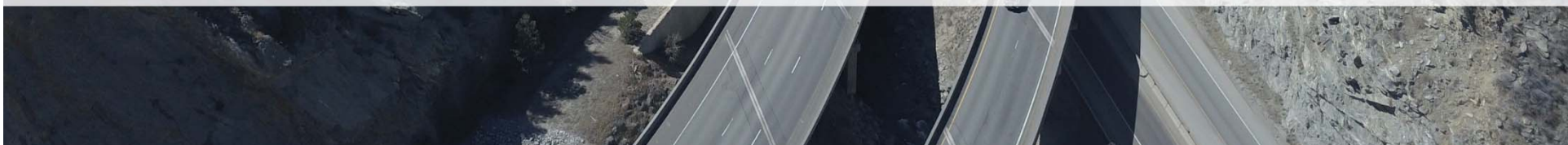
# I-70 Floyd Hill to Veterans Memorial Tunnels

**ATKINS**



## Section 106 Issue Task Force Meeting

February 28, 2019





# Agenda

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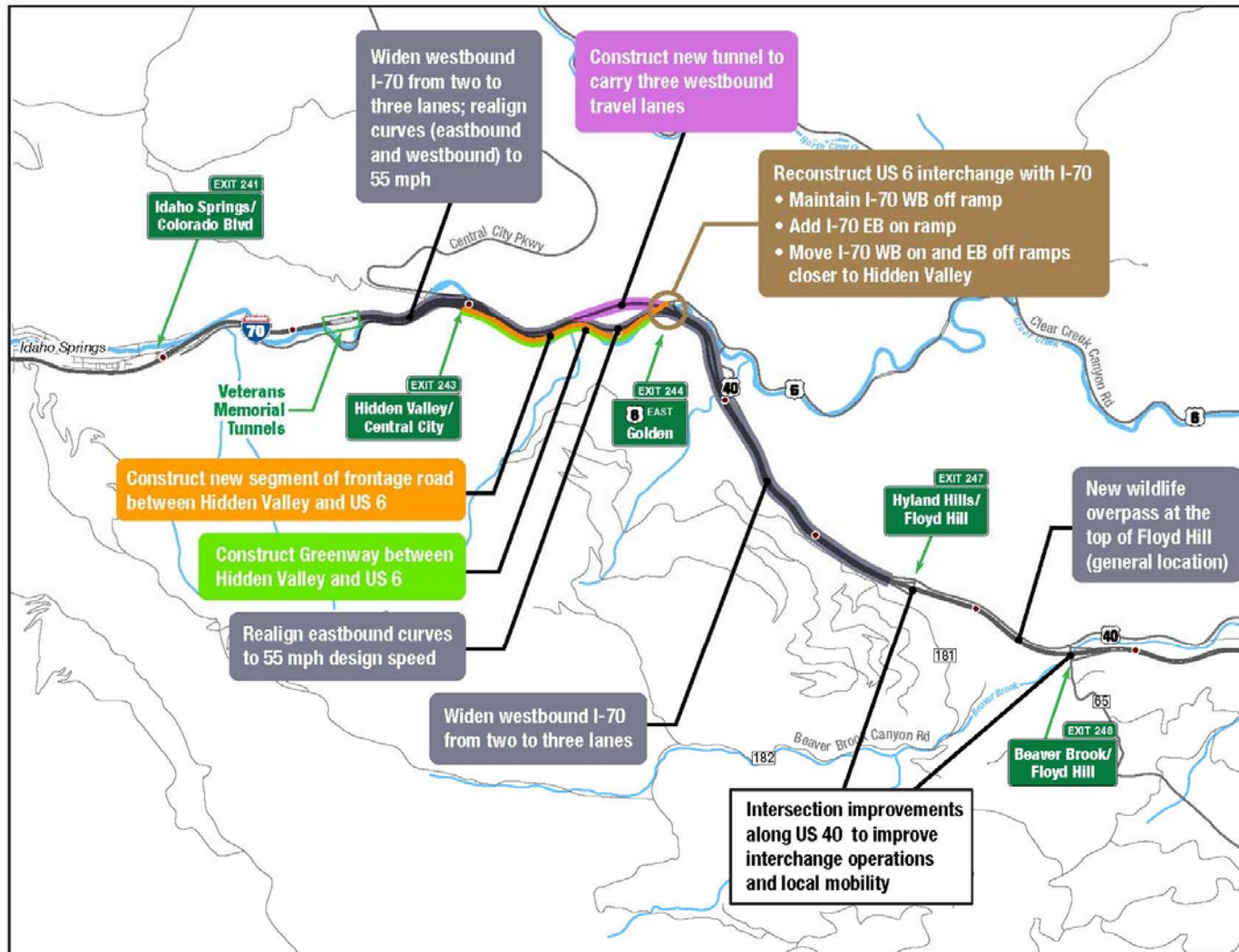
- Welcome / Introductions
- Project Updates
- APE
- Survey Results
  - Not Eligible Properties
  - Eligible Properties
  - Subdivision Discussion
  - Colorado Central Railroad Discussion
- Next Steps





## I-70 Floyd Hill to Veterans Memorial Tunnels

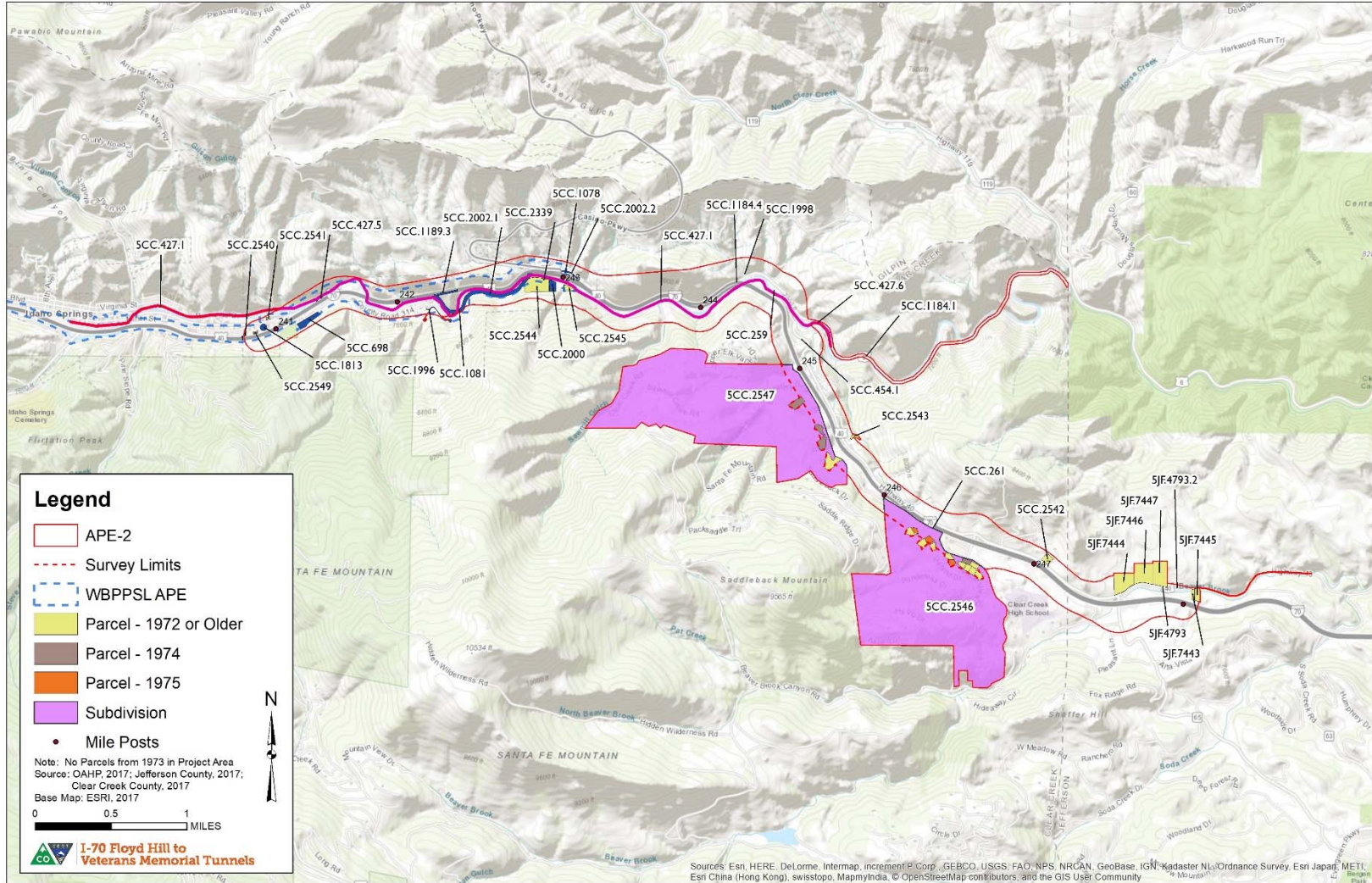
# Project Updates





# I-70 Floyd Hill to Veterans Memorial Tunnels

## APE

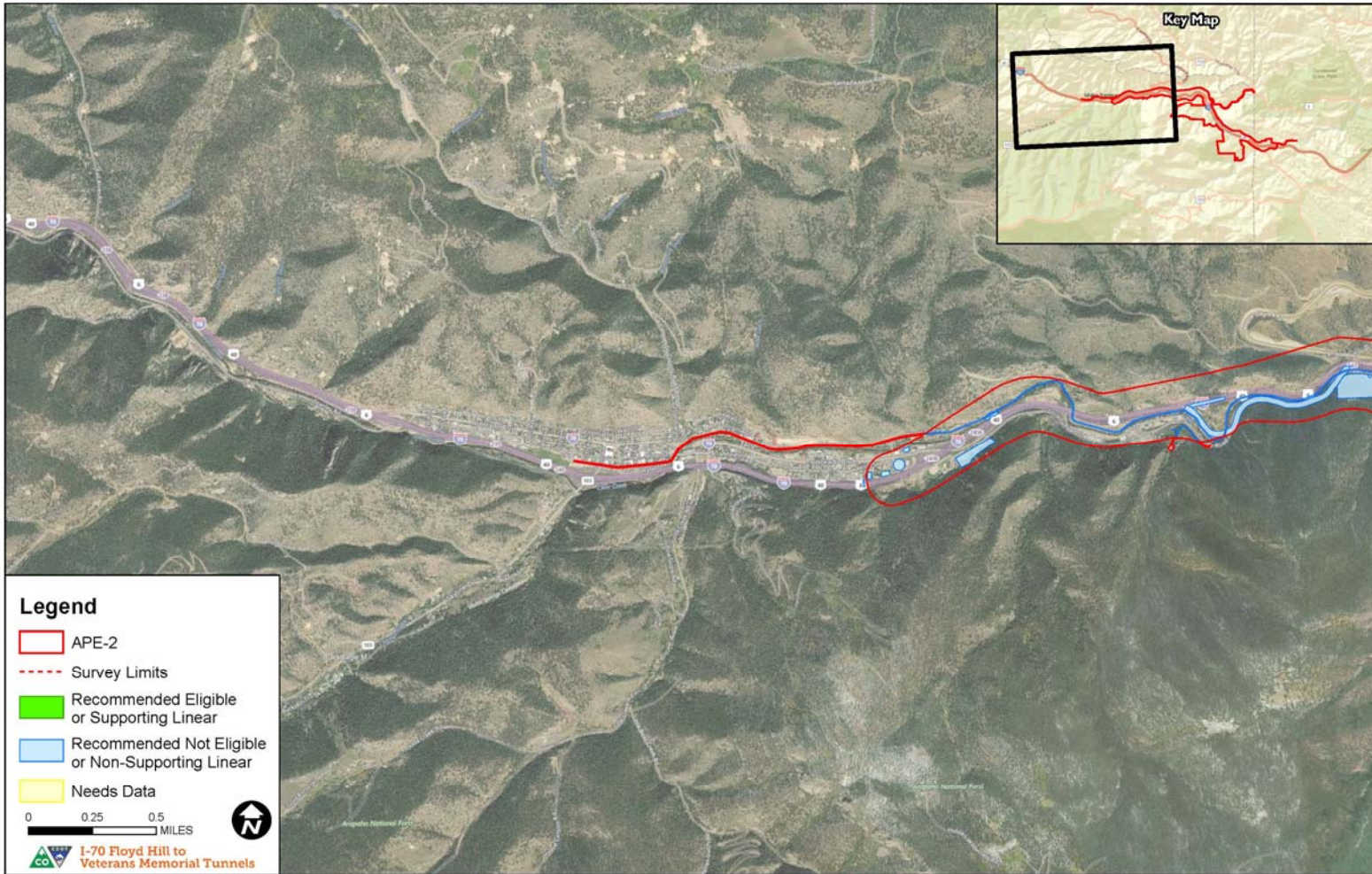






# I-70 Floyd Hill to Veterans Memorial Tunnels

# Survey Results

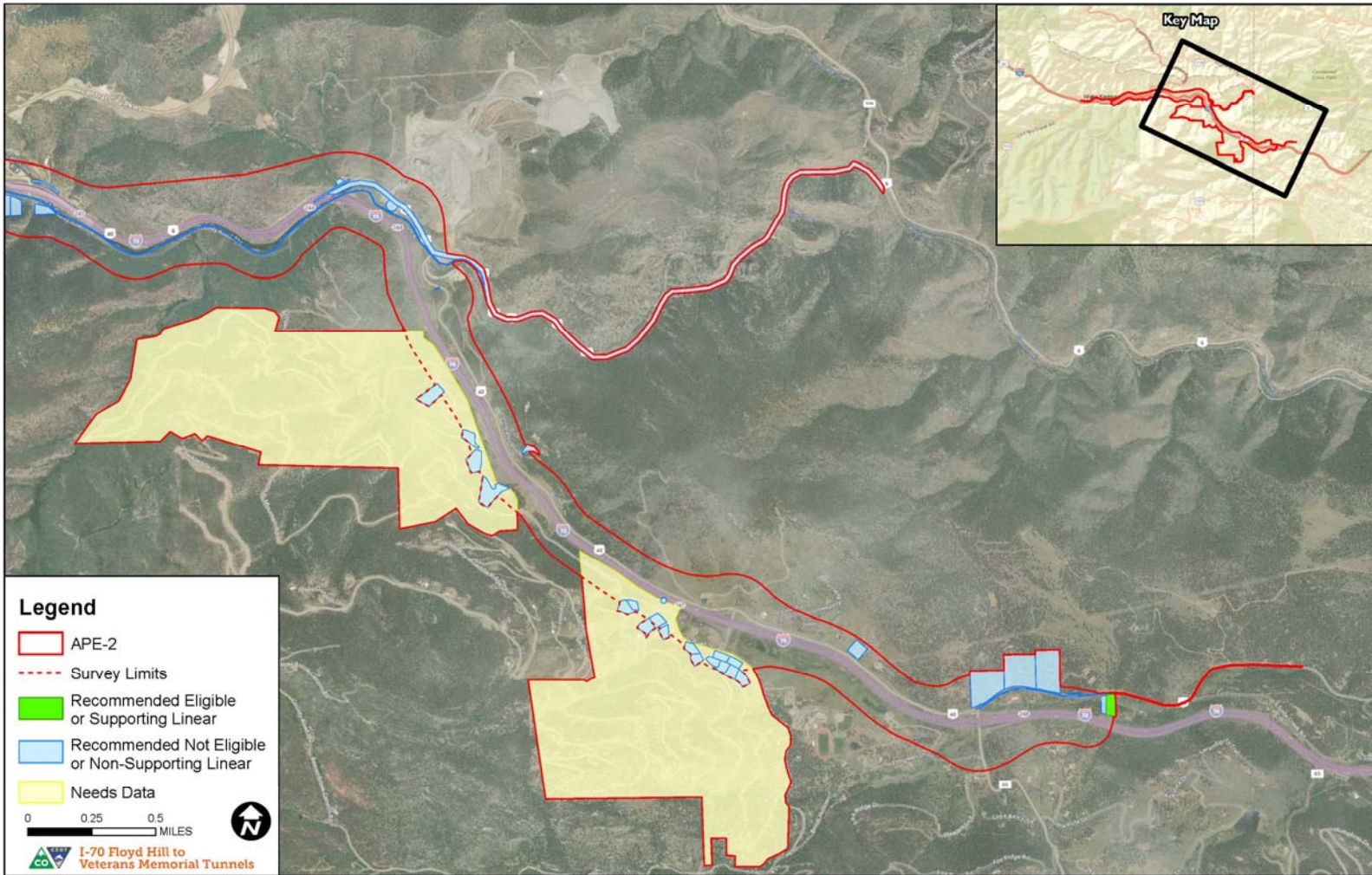






# I-70 Floyd Hill to Veterans Memorial Tunnels

## Survey Results





# Not Eligible Resources

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Brandt Residence (5CC.2542): 1967



Francis Residence (5CC.2543): 1968







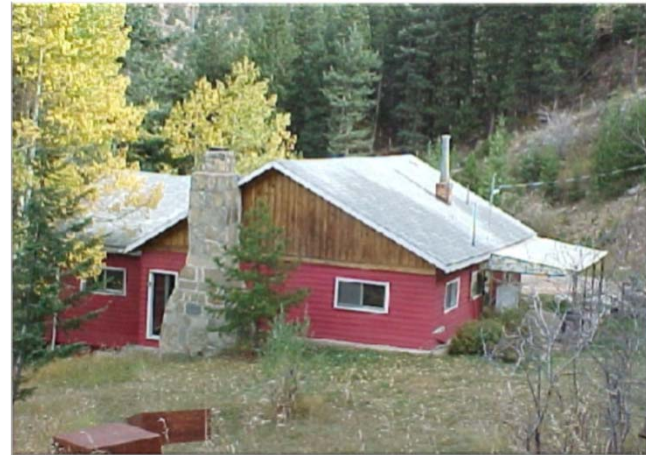
# Not Eligible Resources

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Anderson Residence (5CC.2545): 1969



Roberson Residence (5CC.2548): 1937





# Not Eligible Resources

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Thurlow Residence (5CC.2549): 1974



Hakes Residence (5JF.7743): 1880





# Not Eligible Resources

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Elmgreen Ranch (5JF.7444): ca. 1900



Elmgreen Residence (5JF.7446): 1962





# Not Eligible Resources

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Stauffer Residence (5JF.7447): 1968



Floyd Hill Stage Station (5CC.261): Not  
Extant



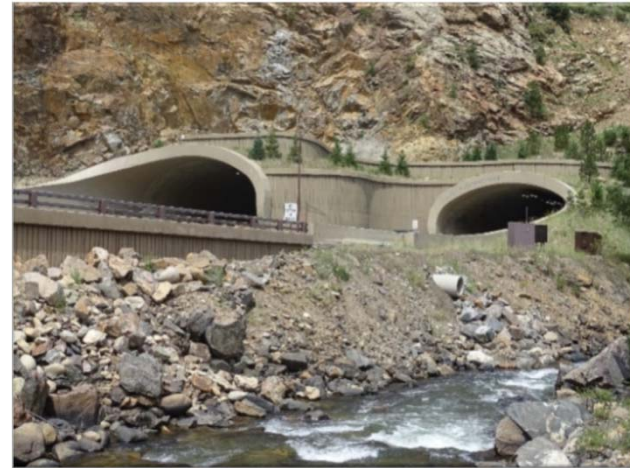




# Not Eligible Resources

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Twin Tunnels (5CC.1189.3): 1968



Peoriana Motel (5CC.1813): Not Extant







## I-70 Floyd Hill to Veterans Memorial Tunnels

# Not Eligible Resources

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Kieldgaard Residence (5CC.2540): 1938





# Eligible Resources

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Mesa LLC Property  
(5JF.7445)

33160 US Highway 40,  
Evergreen, CO

Construction: 1915

Criterion C: Folk Victorian





# Eligible Resources

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Colorado Central Railroad  
(5CC.427)

Overall linear resource  
considered Eligible (1990)

Construction: ca. 1870s

Criteria A & B







# Subdivisions

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## Hyland Hills (5CC.2546)

- 1962 – 1975
- Late Post-War Subdivision
- Eclectic Architectural Styles



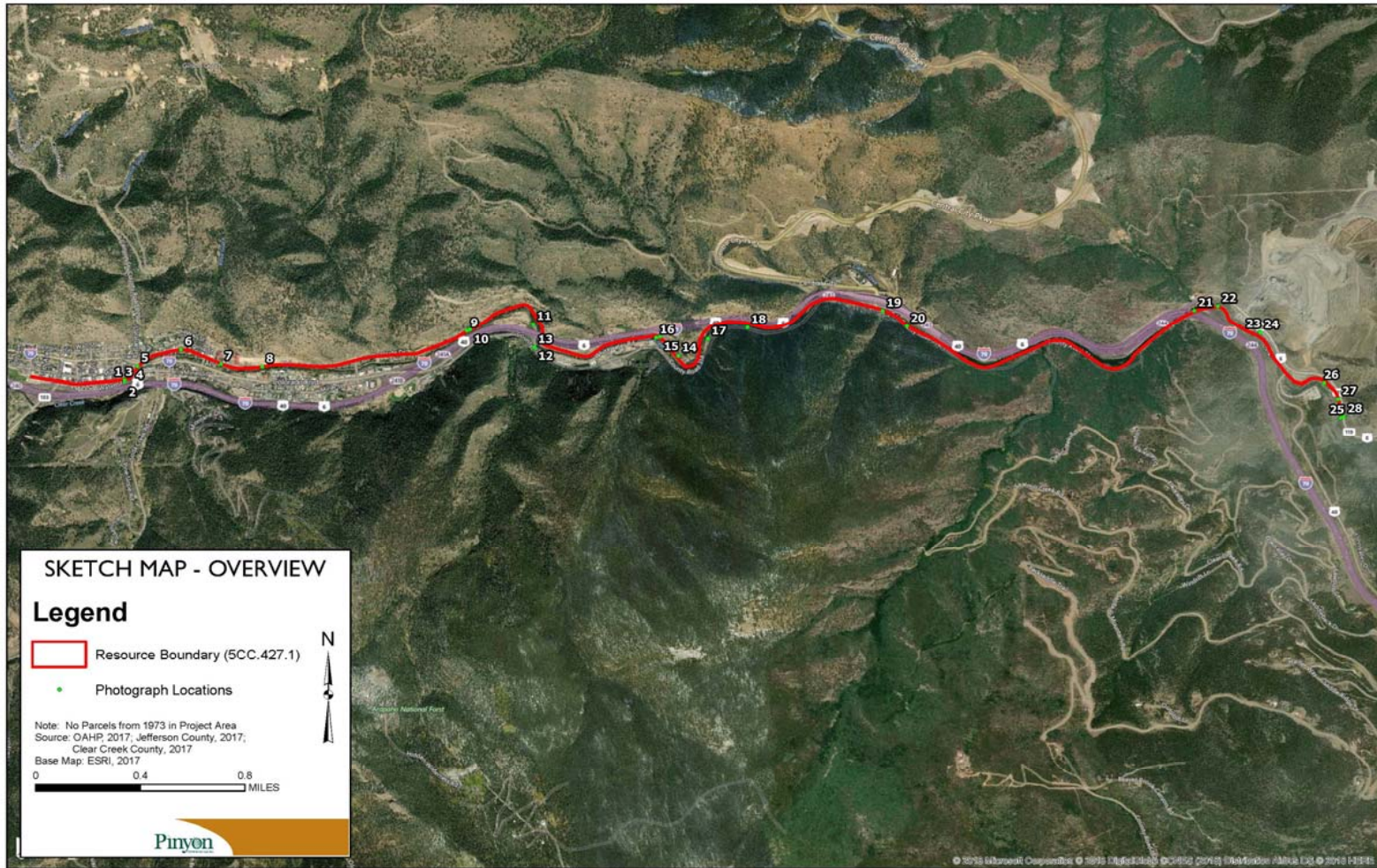






## I-70 Floyd Hill to Veterans Memorial Tunnels

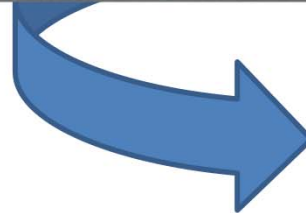
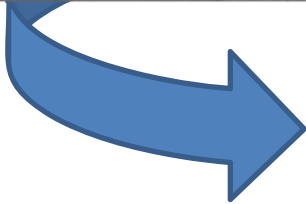
# Colorado Central Railroad





## I-70 Floyd Hill to Veterans Memorial Tunnels

# Colorado Central Railroad

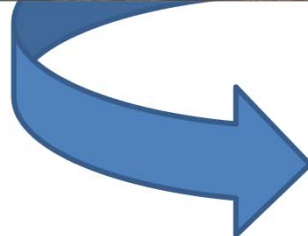
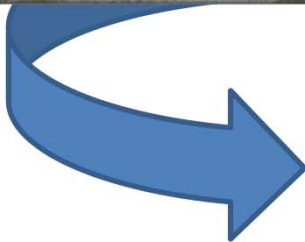






I-70 Floyd Hill to  
Veterans Memorial Tunnels

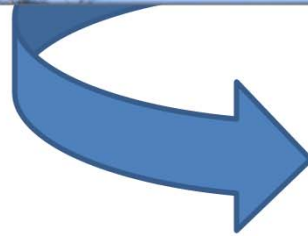
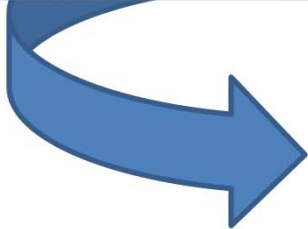
# Colorado Central Railroad





I-70 Floyd Hill to  
Veterans Memorial Tunnels

# Colorado Central Railroad

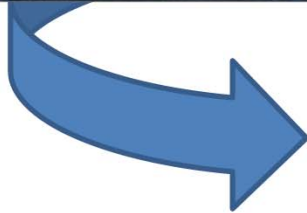






I-70 Floyd Hill to  
Veterans Memorial Tunnels

# Colorado Central Railroad





## Colorado Central Railroad

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- High degree of historic *significance*
- Low degree of historic *integrity*
- Requires archival support to locate and identify
- Sections have been eroded by Clear Creek, removed entirely by the construction of I-70, or graded, widened, and paved as a road, trail, or parking area



## Next Steps/Schedule

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- **Subdivision Documentation**
- **Submit Eligibility Documentation to SHPO & Consulting Parties**

