

***FINAL***  
**ARCHITECTURAL SURVEY AND EVALUATION**  
**FOR INTERSTATE 70 EASTBOUND**  
**PEAK PERIOD SHOULDER LANE PROJECT (MP 229-MP 243)**  
**CLEAR CREEK COUNTY, COLORADO**



**Prepared for:**  
**Colorado Department of Transportation**

**January 2014**



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**Prepared for:**

**Colorado Department of Transportation**

**Prepared by:**



**HDR, Inc.**  
**Denver, Colorado**

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**January 2014**



## **ABSTRACT**

HDR, Inc. conducted a Class III architectural survey to identify and evaluate historic built resources for National Register of Historic Places (NRHP) eligibility as part of the Colorado Department of Transportation's (CDOT) Interstate 70 (I-70) Peak Period Shoulder Lane (PPSL), Empire Junction to Twin Tunnels Project in Clear Creek County, Colorado. CDOT proposes to convert the eastbound shoulder for eastbound traffic during peak travel periods. Improvements would include restriping, signage, limited additional pavement, retaining walls, potential bridge and interchange modifications, and other location-specific improvements. Signage improvements would begin in the west near Empire Junction between mileposts 229 and 230 with road improvements beginning at milepost 232. Signage and road improvements would end at milepost 243, just east of the Twin Tunnels.

The Area of Potential Effects (APE) was determined with input of the Office of Archaeology and Historic Preservation (OAHP) [the State Historic Preservation Office (SHPO)] and representatives of Clear Creek County, Mill Valley Historical Society, and the Idaho Springs Historical Society.

An OAHP file search, archival research, and fieldwork to identify and evaluate built resources that are 48 years of age or older within the APE was conducted in October and December 2013. The file search returned 56 sites within the APE. Twenty were archaeological sites and 7 were historic built resources either NRHP eligible or listed—the Georgetown-Silver Plume National Historic Landmark District (5CC.3); the NRHP-listed Idaho Springs Downtown Commercial District (5CC.201); Dumont/Mill City, which had no assessment on file (5CC.306); the NRHP-listed Mill City House (5CC.313); the Officially Eligible Big Five Mine site (5CC.328); the Officially Eligible Mt. Evans Road/State Highway 103 segment (5CC.1151.1); and the Officially Eligible Interstate 70 Twin Tunnels (5CC.1189.3). Forty-seven (47) buildings, structures, objects, and sites within the APE met the age criterion (48 years) and were either previously unidentified and unevaluated or required re-evaluation based on evaluation status and date as reflected in the site forms on file at OAHP. Additionally, one historic district was identified and evaluated. All were surveyed and documented on OAHP Inventory Forms, including six previously identified properties. Surveyed properties included: residential properties in Lawson and Dumont; mine sites including the Hudson-Bellevue Mine Ore Bin, the Maude Munroe Mine site (5CC.339), and the Big Five Mine site; segments of the Colorado Central Railroad (CCRR) grade; one commercial property; a school; a train depot; and a local landmark object, the Charlie Taylor Waterwheel.

Newly surveyed or re-evaluated properties recommended eligible for NRHP listing are: a Historic District in Lawson composed of 19 contributing elements and 13 non-contributing elements; the Dumont Train Depot (5CC.2156); the Maude Munroe Mine site (5CC.339); the Charlie Tayler Waterwheel (5CC.229);

and three segments of the CCRR grade (5CC.427.13, 5CC.427.14, 5CC.427.15), and the W. E. Anderson Store (5CC.2146) in Lawson. In addition, the previous NRHP eligibility of the Big Five Mine site (5CC.328) was sustained in a new re-evaluation but boundaries of the site are proposed for revision. There are four properties within or adjacent to the APE that were previously listed in or eligible for the NRHP: Georgetown-Silver Plume National Historic Landmark Historic District (5CC.3), Idaho Springs Downtown Commercial District (5CC201), Mill City House, 247 Co. Rd. 308 in Dumont (5CC.313), and Twin Tunnels, Interstate 70 (5CC.1189.3). The current study did not recommend changes to the status of these properties based on review of resources within the current project APE.

Several properties that were either newly surveyed and evaluated or were previously surveyed and re-evaluated for the current project were recommended not eligible for the NRHP. These are the Hudson-Bellevue Mine Ore Bin; 72 West Dumont Road, Dumont; Blue Ribbon Tunnel; and segment of the Mount Evans Road (State Highway 103) within the APE.

## Table of Contents

Abstract .....	i
1. Introduction .....	1
1.1. Project Description .....	1
1.2. Project Area .....	1
1.3. Research and Methodology .....	35
1.3.1. File Research .....	35
1.3.2. Survey and Fieldwork Methodology .....	43
1.3.3. Evaluation Methods .....	44
2. Historic Context .....	47
2.1. Interstate 70 Mountain Corridor Context .....	47
2.1.1. Mining Industry .....	48
2.1.2. Timber Industry .....	49
2.1.3. Agriculture .....	50
2.1.4. Electrical Power Generation .....	50
2.1.5. Railroad Transportation .....	51
2.1.6. Road Transportation .....	51
2.1.7. Tourism and Recreation .....	52
2.2. Clear Creek County Overview .....	53
2.3. Mines near the Survey Area .....	58
2.4. Dumont, Downieville, and Lawson .....	64
2.4.1. Dumont .....	65
2.4.2. Downieville .....	67
2.4.3. Lawson .....	67
2.5. Idaho Springs .....	71
3. Survey Results .....	75
3.1. Bellevue-Hudson Ore Bin (5CC.2120) .....	75
3.2. Lawson .....	77
3.2.1. Lawson School (5CC.181) .....	79
3.2.2. W. E. Anderson Store (5CC.2146) .....	80
3.2.3. Lawson Historic District (5CC.2157) .....	81
3.3. 1615 County Road 308 (5CC.2153) .....	93
3.4. Dumont .....	96
3.4.1. Dumont Train Depot (5CC.2156) .....	96
3.4.2. 72 W. Dumont Road (5CC.2154) .....	99
3.5. Maude Munroe Mine (5CC.339) .....	102
3.6. Big Five Mine (5CC.328) .....	105
3.7. Charlie Taylor Waterwheel (5CC.229) .....	116
3.8. Blue Ribbon Tunnel (5CC.2155) .....	118
3.9. Colorado Central Railroad Grade Segments (5CC.427) .....	121
3.9.1. Colorado Central Railroad Grade Segment, Downtown Idaho Springs (5CC.427.15) .....	121
3.9.2. Colorado Central Railroad Grade Segment, N. Spring Gulch Road (5CC.427.13) .....	123
3.9.3. Colorado Central Railroad Grade Segment, Lawson (5CC.427.14) .....	124
3.10. Mt. Evans Road, State Highway 103 (5CC.1151.2) .....	125

4. Summary and Conclusions .....	129
4.1. Previously Identified Historic Properties .....	129
4.1.1. Previously Identified Properties Not Re-Evaluated .....	130
4.1.2. Previously Identified Properties Re-Evaluated .....	131
4.2. Newly Identified and Evaluated Properties .....	132
4.3. Conclusions .....	135
5. Bibliography .....	137

## Appendices

Appendix A: File Search Log (A-1), Survey Log (A-2), Log of Historic Properties (A-3) .....	A-1
Appendix B: Maps .....	B-1
Appendix C: SHPO Site Form Data .....	C-1

## List of Tables

Table 1. Previous Cultural Resource Reports Within or Intersecting the Area of Potential Effects.....	36
Table 2. Previously Recorded Cultural Resources Within or Intersecting the Area of Potential Effects, Previous NRHP Status, and Re-Evaluation Status/Comments. ....	39
Table 3. Important Time Periods in Eastern Clear Creek Drainage .....	48
Table 4. Cultural Resources Surveyed in Lawson. ....	84
Table 5. Table of Previously Identified Historic Properties Not Requiring Re-Evaluation .....	130
Table 6. Table of Previously Identified Properties Re-Evaluated for Current Project.....	132
Table 7. Newly Surveyed Resources in the Project Area of Potential Effects and NRHP Recommendations. ....	132
Table 8. Historic Resources Surveyed and Evaluated in Lawson Historic District (5CC.2157). ....	133
Table 9. Summary of Historic Properties Within or Intersecting the Area of Potential Effects. ....	136

## List of Figures

Figure 1. Project Location. ....	5
Figure 2. Overview of Project Area with Milepost Numbers and Areas of Signage Improvements Only. ....	7
Figure 3. Area of Potential Effects for the Interstate 70 Eastbound PPSL Project (map 1 of 13). ....	9
Figure 4. Area of Potential Effects for the Interstate 70 Eastbound PPSL Project (map 2 of 13). ....	11

Figure 5. Area of Potential Effects for the Interstate 70 Eastbound PPSL Project (map 3 of 13). .....	13
Figure 6. Area of Potential Effects for the Interstate 70 Eastbound PPSL Project (map 4 of 13). .....	15
Figure 7. Area of Potential Effects for the Interstate 70 Eastbound PPSL Project (map 5 of 13). .....	17
Figure 8. Area of Potential Effects for the Interstate 70 Eastbound PPSL Project (map 6 of 13). .....	19
Figure 9. Area of Potential Effects for the Interstate 70 Eastbound PPSL Project (map 7 of 13). .....	21
Figure 10. Area of Potential Effects for the Interstate 70 Eastbound PPSL Project (map 8 of 13). .....	23
Figure 11. Area of Potential Effects for the Interstate 70 Eastbound PPSL Project (map 9 of 13). .....	25
Figure 12. Area of Potential Effects for the Interstate 70 Eastbound PPSL Project (map 10 of 13). .....	27
Figure 13. Area of Potential Effects for the Interstate 70 Eastbound PPSL Project (map 11 of 13). .....	29
Figure 14. Area of Potential Effects for the Interstate 70 Eastbound PPSL Project (map 12 of 13). .....	31
Figure 15. Area of Potential Effects for the Interstate 70 Eastbound PPSL Project (map 13 of 13). .....	33
Figure 16. Map of Early Roads and Railroad Alignment through Lower Clear Creek Canyon from Empire to Floyd Hill (USGS 2009).....	55
Figure 17. 1917 Topographic Map Showing Mines in the Lawson and Dumont Area.....	59
Figure 18. 1917 Topographic Maps Showing Mines in Area West of Idaho Springs .....	60
Figure 19. Cross-Section of Extensive Levels of the Stanley Mine's Gehrman Shaft.....	61
Figure 20. West End of Idaho Springs. ....	62
Figure 21. View of Argo Mill, circa 1940 .....	63
Figure 22. Lawson and Dumont (Downieville not listed) on 1910 USGS Topographical Map, Central City Quadrangle. ....	64
Figure 23. Lawson, Downieville, and Dumont on 1980 USGS Topographical Map, Clear Creek Quadrangle. ....	65
Figure 24. View of Dumont, circa 1890–1900.....	66
Figure 25. 1879 Map of Lawson and Free America.....	68
Figure 26. Lawson, circa 1890–1900, View to Northeast. ....	69
Figure 27. View of Lawson, circa 1900–1930.....	70
Figure 28. Approximate Present Alignments of Interstate 70 (Blue) and County Road 308 (Red) on 1879 Map of Lawson.....	71
Figure 29. View of Idaho Springs Looking East, circa 1880–1885 .....	72
Figure 30. View of Idaho Springs Looking West, 1887.....	73
Figure 31. 1957 Aerial Photograph of West Idaho Springs Showing Original Channel of Clear Creek and Interstate 70 Construction Area .....	74
Figure 32. 1957 Aerial Photograph of West Idaho Springs Showing Original Channel of Clear Creek (Blue) and Interstate 70 Construction Area (Yellow) .....	74
Figure 33. View of Bellevue-Hudson Ore Bin (5CC.2120), Facing West. ....	76
Figure 34. Panorama of Lawson, View to North, Undated .....	77
Figure 35. View of Lawson from South across Clear Creek, Undated. ....	78
Figure 36. Undated Photo of Lawson School, Prior to Construction of West Addition.....	79

Figure 37. North (Primary) and East Facades of W. E. Anderson Store (5CC.2146), View Facing Southwest. ....	80
Figure 38. W. E. Anderson Store, 1985 .....	81
Figure 39. Proposed Boundaries of a Lawson Historic District.....	82
Figure 40. Approximate Boundaries of Proposed Lawson Historic District Overlaid on 1879 Map of Lawson and Free America .....	83
Figure 41. Primary (South) and East Facades of Residence at 1967 County Road 308, Lawson (5CC.2139), Facing Northwest. ....	85
Figure 42. Lawson circa 1890–1900 Facing Northeast with Property at 1967 County Road 308 Highlighted. ....	86
Figure 43. Primary (South) and East Facades of Two-room Log Residence at 1967 County Road 308, Lawson (5CC.2140). ....	87
Figure 44. Primary (South) and East Facades of Rocky Mountain Cabin Log Structure (red arrow) and Two Outbuildings at 1967 County Road 308, Lawson (5CC.2141). ....	88
Figure 45. Primary (North) and West Facades of Stone House at 1890 County Road 308, Lawson (5CC.182). ....	89
Figure 46. View to Southwest of Stone House at 1890 County Road 308 (5CC.182) and Rear Addition. ....	89
Figure 47. View to South of West and North Facade of 1890s Residence at 1924 County Road 308 (5CC.2131). ....	90
Figure 48. View to Southeast of North and West Facades of Second 1890s Residence at 1924 County Road 308 (5CC.2133) .....	91
Figure 49. 1930s Log Residences, 1924 County Highway 308, Lawson (5CC.2134 on Left and 5CC.2135 on Right), View Facing South. ....	93
Figure 50. View to North of South Primary and East Facades of 1615 County Road 308 (5CC.2153). ....	94
Figure 51. Photograph of Annie, John, and Daniel Hooley and Original 1890 Portion of Residence at 1615 County Road 308, Lawson, circa 1890–1900 .....	95
Figure 52. Photograph of 1615 County Road 308, Lawson, circa 1960, .....	95
Figure 53. Dumont Train Depot and Post Office, Undated .....	98
Figure 54. View of West and South Facades of the Dumont Train Depot (5CC.2156), Facing East. ....	98
Figure 55. View of North and West Facades of Dumont Train Depot (5CC.2156), Facing South. ....	99
Figure 56. View to South of North Primary Facade of 72 W Dumont Road (5CC.2154). ....	100
Figure 57. View to Northwest of South Rear and East Facades of 72 W. Dumont Road (5CC.2154). ....	101
Figure 58. View of West and South facades of 72 W. Dumont Facing Northeast, circa 1890-1900 .....	101
Figure 59. View of Maude Munroe Mine Site (5CC.339) from Stanley Road with Headframe to the Right and Outbuildings to the Left. ....	102
Figure 60. Sketch Map of Maude Munroe Mine Site (5CC.339), (HDR 2013). ....	103
Figure 61. View of Maude Munroe Mine Ore Bin (5CC.339), View to Northwest. ....	104
Figure 62. Undated Photograph of West End of Big Five Mine with Approximate Path of Interstate 70 Shown in Red. ....	106
Figure 63. Site Map of 5CC.328 Prior to Reclamation.....	107
Figure 64. Sketch Map of Big Five Mine Site after Reclamation (5CC.328) (HDR 2013). ....	107

Figure 65. Big Five Mine Tunnel Portal Located North of Interstate 70 (5CC.328).....	108
Figure 66. Big Five Mine, Shop, North and West Facades, Located North of Interstate70 (5CC.328). View to East .....	109
Figure 67. Big Five Mine,Shed on North Side of Interstate 70 (5CC.328).....	110
Figure 68. Big Five Mine, South of Interstate 70, (HDR, 2013). .....	111
Figure 69. Big Five Mine, North Side Waste Pile before Reclamation .....	112
Figure 70. Big Five Mine, South of Interstate 70.....	112
Figure 71. Big Five Mine, South of Interstate 70.....	113
Figure 72. Big Five Mine, South of Interstate 70.....	113
Figure 73. 5CC.328, Big Five Mine. New Proposed Site Boundary (Red). .....	115
Figure 74. View of Charlie Taylor Waterwheel (5CC.229), View to South. ....	117
Figure 75. Charlie Taylor Waterwheel, 1968 .....	117
Figure 76. Blue Ribbon Mineral Springs with Clear Creek in the Foreground, circa 1904–1908 .....	119
Figure 77. View of Blue Ribbon Mineral Springs with Clear Creek in Foreground, .....	119
Figure 78. View of Blue Ribbon Tunnel (5CC.2155) on Left, Facing South across Clear Creek (HDR, 2013). .....	120
Figure 79. Downtown Idaho Springs, circa 1911-12. ....	122
Figure 80. View of CCRR Grade Segment in Idaho Springs (5CC.427.15), facing Southwest.....	122
Figure 81. North Spring Gulch Area, circa 1911-12.....	123
Figure 82. View of CCRR Grade, Spring Gulch Segment (5CC.427.13), facing Northwest toward N. Spring Gulch Road (HDR, 2013). .....	124
Figure 83. Lawson Area, circa 1911-12. ....	125
Figure 84. 5CC.1151.2, Segment of Highway 103, from I-70 overpass bridge. ....	127
Figure 85. 5CC.1151.2, Segment of Highway 103. View to south (HDR, 2013). ....	127

## **Abbreviations/Acronyms**

AC	Alternating Current
APE	Area of Potential Effects
BLM	Bureau of Land Management
CCRR	Colorado Central Railroad
CDOT	Colorado Department of Transportation
CDPHE	Colorado Department of Public Health and Environment
CFR	Code of Federal Regulations
CMU	Concrete Masonry Unit
DC	Direct Current
FHWA	Federal Highway Administration
GB&L	Georgetown, Breckenridge & Leadville Railroad
MCVHS	Mill Creek Valley Historical Society
NHPA	National Historic Preservation Act
NRHP	National Register of Historic Places
NHL	National Historic Landmark
OAHP	Office of Archeology and Historic Preservation
PA	Programmatic Agreement
PPSL	Peak Period Shoulder Lane
SHPO	State Historic Preservation Office
UPRR	Union Pacific Railroad
USGS	U.S. Geological Survey

## **1. INTRODUCTION**

HDR, Inc. conducted a Class III survey to identify and evaluate architectural (built) resources for National Register of Historic Places (NRHP) eligibility in support of the Interstate 70 Eastbound Peak Period Shoulder Lane (PPSL) project in Clear Creek County, Colorado, proposed by the Colorado Department of Transportation (CDOT). The survey addresses built resources including buildings, structures, sites, districts, and objects, and non-architectural resources such as railroad grades, trails and roads, and mine tunnels. Archaeological sites are outside of the scope of this project except as part of the historic components of sites with built resources, e.g., mining sites. The work was carried out in support of CDOT and Federal Highway Administration (FHWA) compliance with Section 106 of the National Historic Preservation Act (NHPA) and the National Environmental Policy Act.

This report provides an introduction of the project area and research and field methods used (Chapter 1) and a historic context of the Interstate 70 PPSL Corridor (Chapter 2). Survey results and findings including NRHP eligibility evaluations are discussed in Chapter 3. Chapter 4 presents a summary and conclusions of the survey. A report bibliography (Chapter 5), survey log (Appendix A), maps (Appendix B), and SHPO forms for the surveyed buildings (Appendix C) are provided.

### **1.1. Project Description**

The proposed project is the construction of a peak-period shoulder traffic lane along eastbound Interstate 70 from just east of Georgetown to the Twin Tunnels east of Idaho Springs (Figure 1). Known as the Interstate 70, Eastbound PPSL Project, it extends from milepost 229 to milepost 243 and is entirely within Clear Creek County. CDOT proposes to convert an existing shoulder into an additional eastbound lane of Interstate 70 to be operated during periods of peak traffic. Improvements associated with the project would include restriping of the road surface; related signage; additional pavement surfaces at interchanges and overpasses; and additional infrastructure improvements to include widening of bridges and construction of retaining walls at specific locations. From milepost 229 to milepost 232 and from milepost 241.4 to milepost 243, improvements would consist solely of new signage related to the shoulder lane (Figure 2).

### **1.2. Project Area**

The proposed project would occur entirely in Clear Creek County, Colorado, on parts of Interstate 70 that run north of and adjacent to Clear Creek through Clear Creek Canyon. Interstate 70 enters the canyon from the east at the junction with U.S. Highway 6 at milepost 244. Interstate 70 continues west, passing through the Twin Tunnels and continuing through Idaho Springs along the south side of the town's

developed areas—the commercial core and residential areas. Beginning at the west end of Idaho Springs, County Road 312, also known as Stanley Road, parallels Clear Creek to the south. At Dumont, County Road 312 ends and County Road 308 begins and runs westward along the north side of Interstate 70 passing through Downieville. County Road 308 crosses under Interstate 70 and runs through the center of Lawson before crossing back under Interstate 70 at the intersection with County Road 306, also known as Alvarado Road. County Road 306 continues west and parallels Interstate 70 to the south. County Road 306 continues to parallel the interstate north through Empire Junction, where U.S. Highway 40 splits off from Interstate 70. After Empire Junction, Interstate 70 turns southwest with County Road 306 paralleling it to milepost 229 where the project area ends.

The survey area for this project corresponds to the delineated Area of Potential Effects (APE) for the proposed project. Part 800.16(d) of 36 Code of Federal Regulations (CFR) defines the APE as “*the geographical area within which an undertaking may directly or indirectly cause alterations in the character of use of historic properties, if any such properties exist.*” The APE was established by CDOT, in consultation with the Colorado Office of Archaeology and Historic Preservation (OAHP; the State Historic Preservation Office [SHPO]), representatives of Clear Creek County, and interested parties that included representatives from Clear Creek County, the Idaho Springs Historical Society, and the Mill Creek Valley Historical Society (MCVHS). Architectural properties within the APE for this project were surveyed and evaluated for NRHP eligibility. Consideration of archaeological sites is outside of the scope of this survey except as part of mining sites with extant built resources. Figures 3 through 15 depict the project APE.

The APE was delineated based on potential direct effects from construction as well as potential visual and audible indirect effects from the construction, additional infrastructure, and traffic to nearby historic properties. The vast majority of the project will occur within the existing roadway. The APE generally follows the CDOT right-of-way along Interstate 70. The APE was extended in several areas based on input from representatives of Clear Creek County and the two historical societies noted above. As the project is only for the eastbound lanes on the south side of the interstate, most of the extensions to the APE outside of the CDOT right-of-way are along the south side of the interstate. In Lawson, the APE was extended south to Clear Creek to include both sides of County Road 308. East of where County Road 308 crosses under Interstate 70 east of Lawson, the APE was extended north. At Dumont, the APE was extended to include the south side of W. Dumont Road and several properties that sit on a small rise overlooking the interstate. On Stanley Road between Dumont and Idaho Springs, the APE was extended south to include a property in private ownership that is not in the CDOT right-of-way but is between

Stanley Road and the interstate. Finally, at Idaho Springs the APE was extended south at the Waterwheel Park to include the cliff side with Bridal Veil Falls overlooking the town.

Clear Creek is the main drainage through Clear Creek Canyon, which runs from the Continental Divide west of Georgetown to the canyon mouth at Golden. The canyon has steep walls at its west and east ends with a rugged valley between Georgetown and Idaho Springs. From Empire Junction to Idaho Springs, the width of the valley floor varies and is at its widest at Idaho Springs and Empire Junction. The communities of Lawson, Downieville, and Dumont are in the valley floor between Empire Junction and Idaho Springs. The construction of Interstate 70 rechanneled large portions of Clear Creek in many places between Empire Junction and Idaho Springs. At Idaho Springs, Soda Creek and Chicago Creek both enter Clear Creek from the south. Fall River enters Clear Creek from the north, and Trail Creek enters from the south approximately halfway between Idaho Springs and Dumont. Two springs also enter Clear Creek between Idaho Springs and Dumont—one from the north that parallels Spring Gulch Road and one from the south that parallels Turkey Gulch Road. At Dumont, Mill Creek enters Clear Creek from the north. Silver Creek enters Clear Creek from the south opposite Downieville. Several gulches extend from the drainage; the most notable is Hukill Gulch that extends north from the valley floor just west of Idaho Springs.

The area's geology played a central role in its history throughout the nineteenth century and into the early twentieth century. The area lies within the Colorado Mineral Belt that extends from Ward and Nederland in the north down through southwestern Colorado (Chronic 1980). Clear Creek Canyon cuts through gneiss and schist with bedrock containing numerous veins of quartz and metals including gold, lead, silver, and zinc. The discovery of these veins brought miners to the area beginning in 1859, and full scale commercial mining began shortly thereafter. The mining industry was historically the dominant economic industry throughout Clear Creek Canyon until the early to mid-twentieth century.

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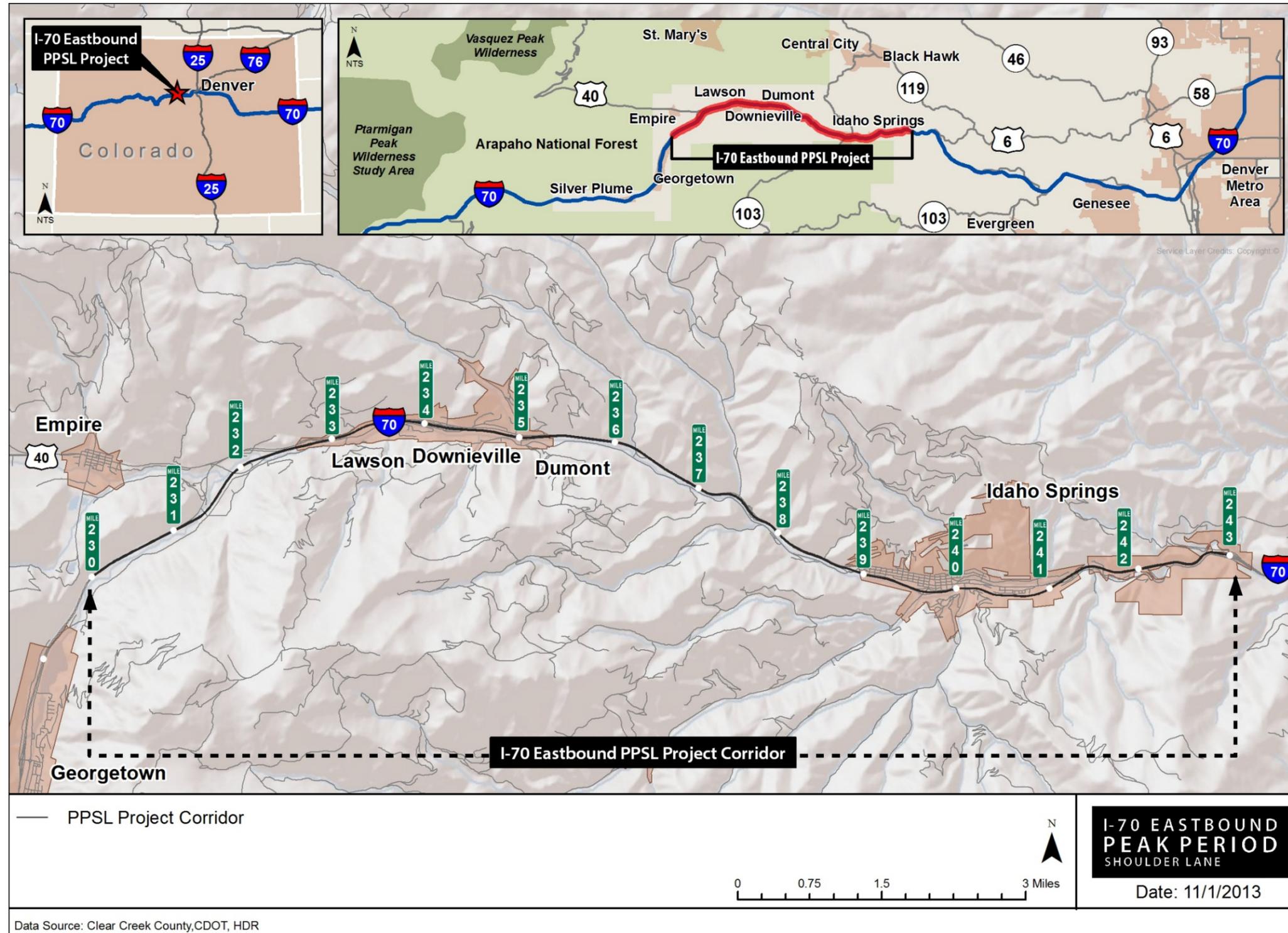


Figure 1. Project Location.

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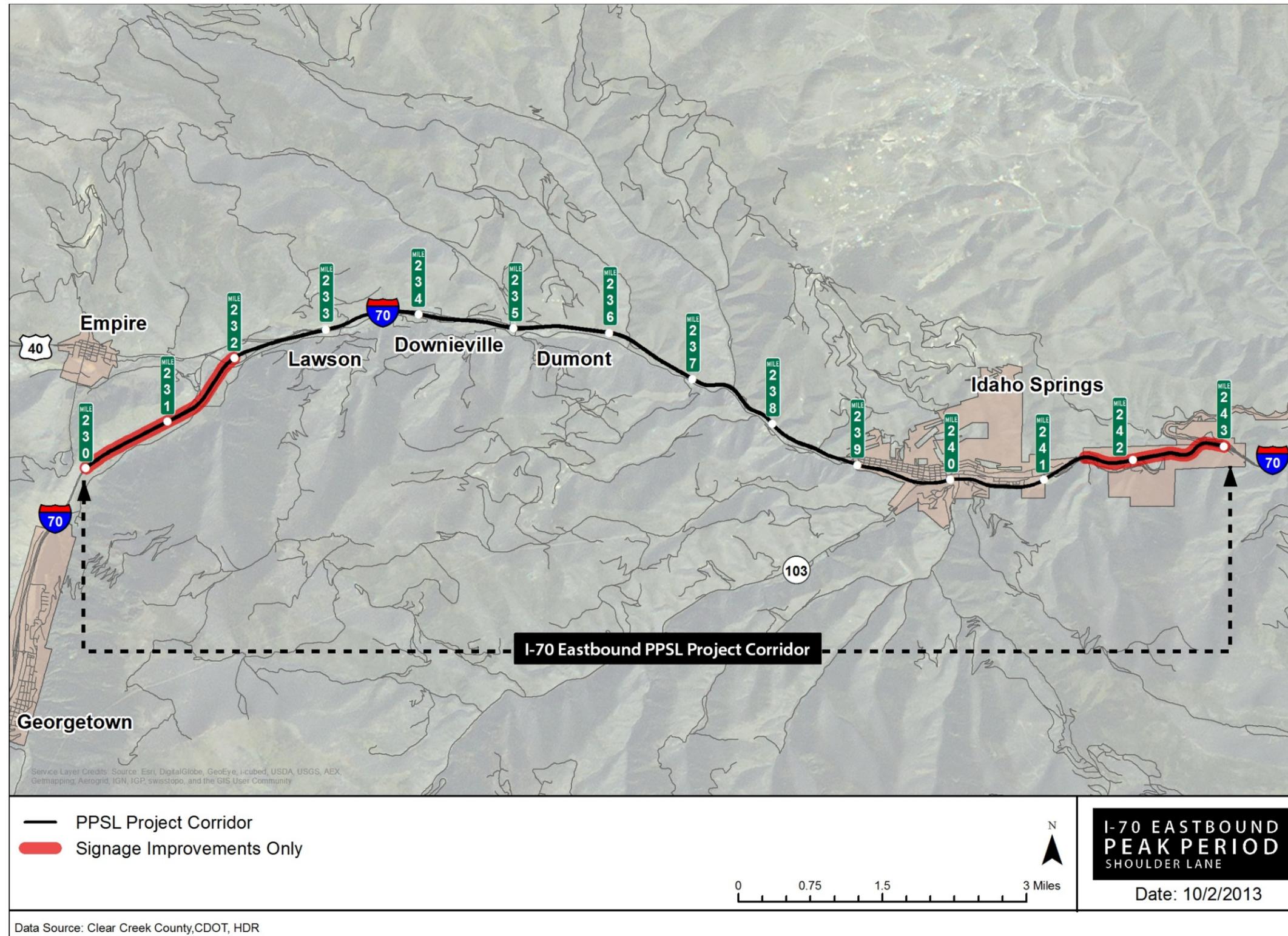


Figure 2. Overview of Project Area with Milepost Numbers and Areas of Signage Improvements Only.

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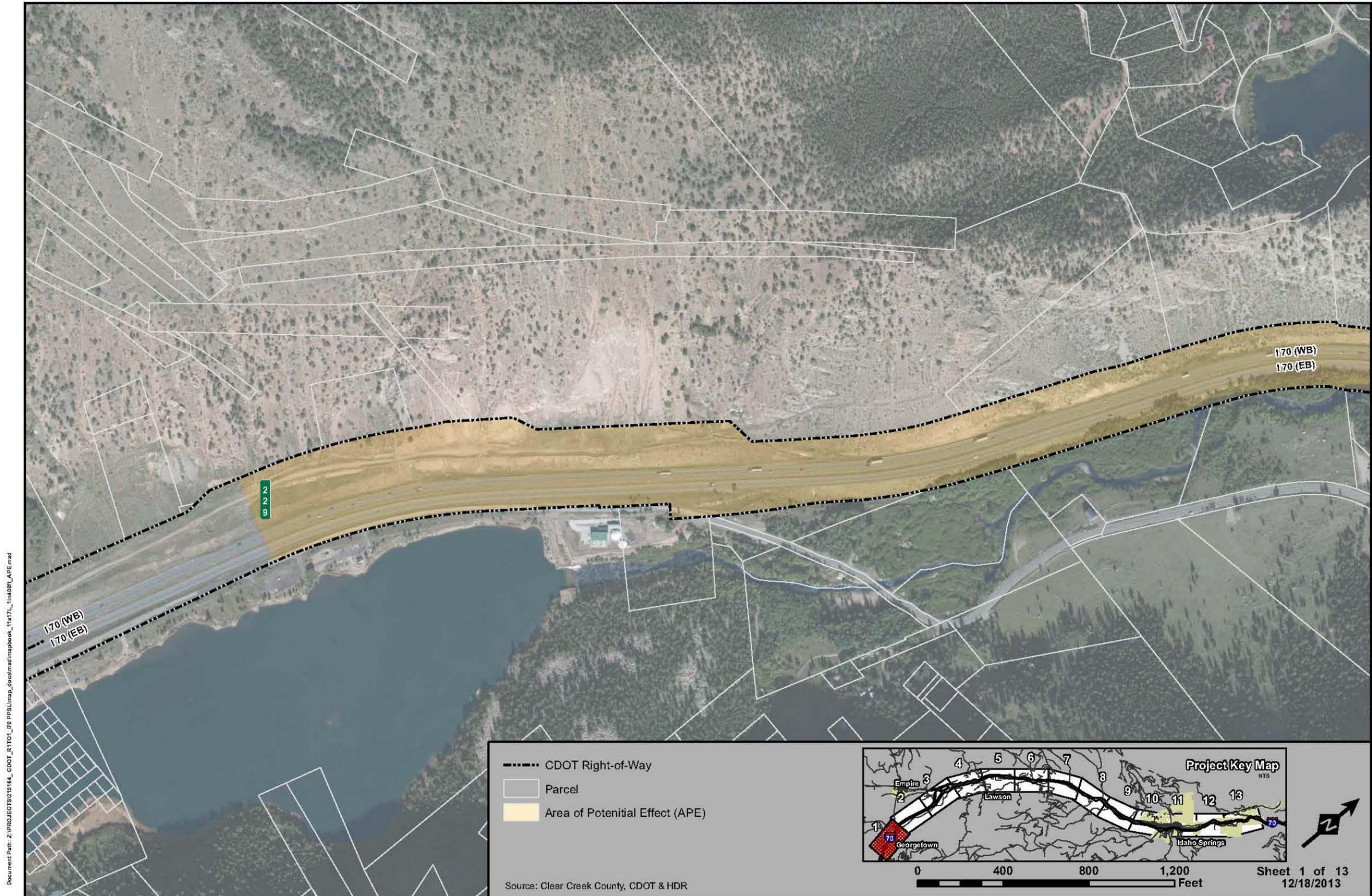


Figure 3. Area of Potential Effects for the Interstate 70 Eastbound PPSL Project (map 1 of 13).

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Figure 4. Area of Potential Effects for the Interstate 70 Eastbound PPSL Project (map 2 of 13).

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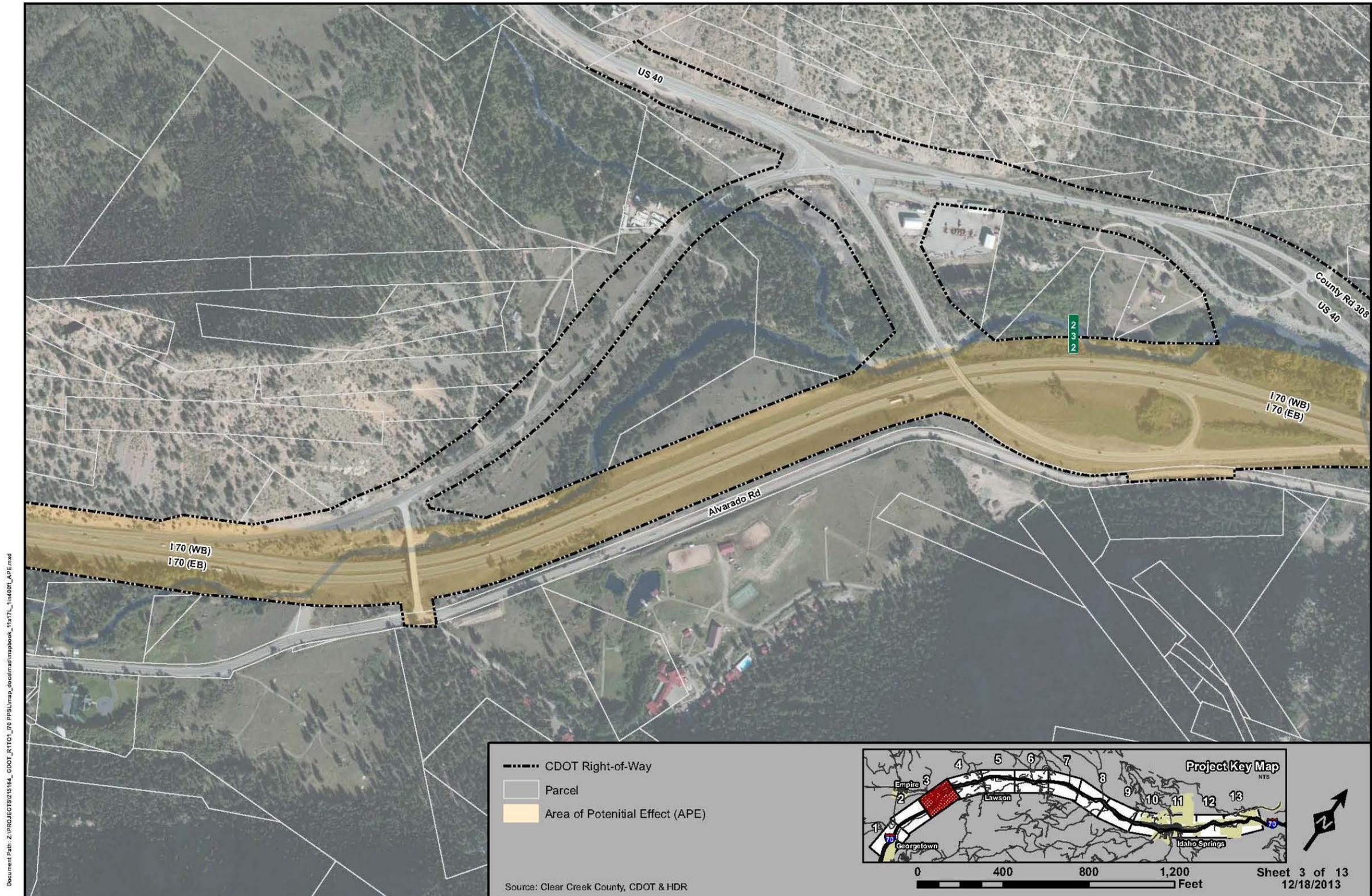


Figure 5. Area of Potential Effects for the Interstate 70 Eastbound PPSL Project (map 3 of 13).

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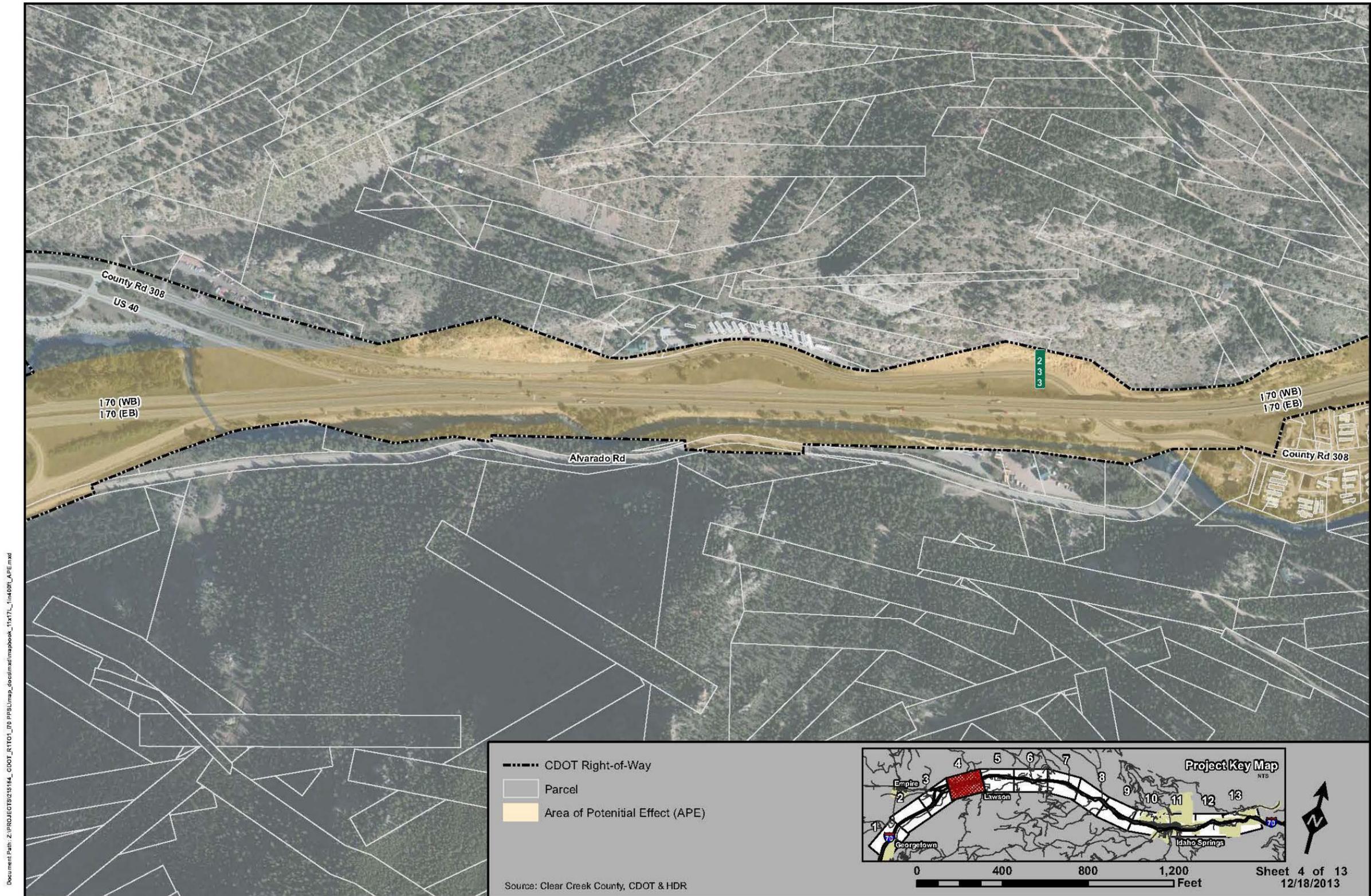


Figure 6. Area of Potential Effects for the Interstate 70 Eastbound PPSL Project (map 4 of 13).

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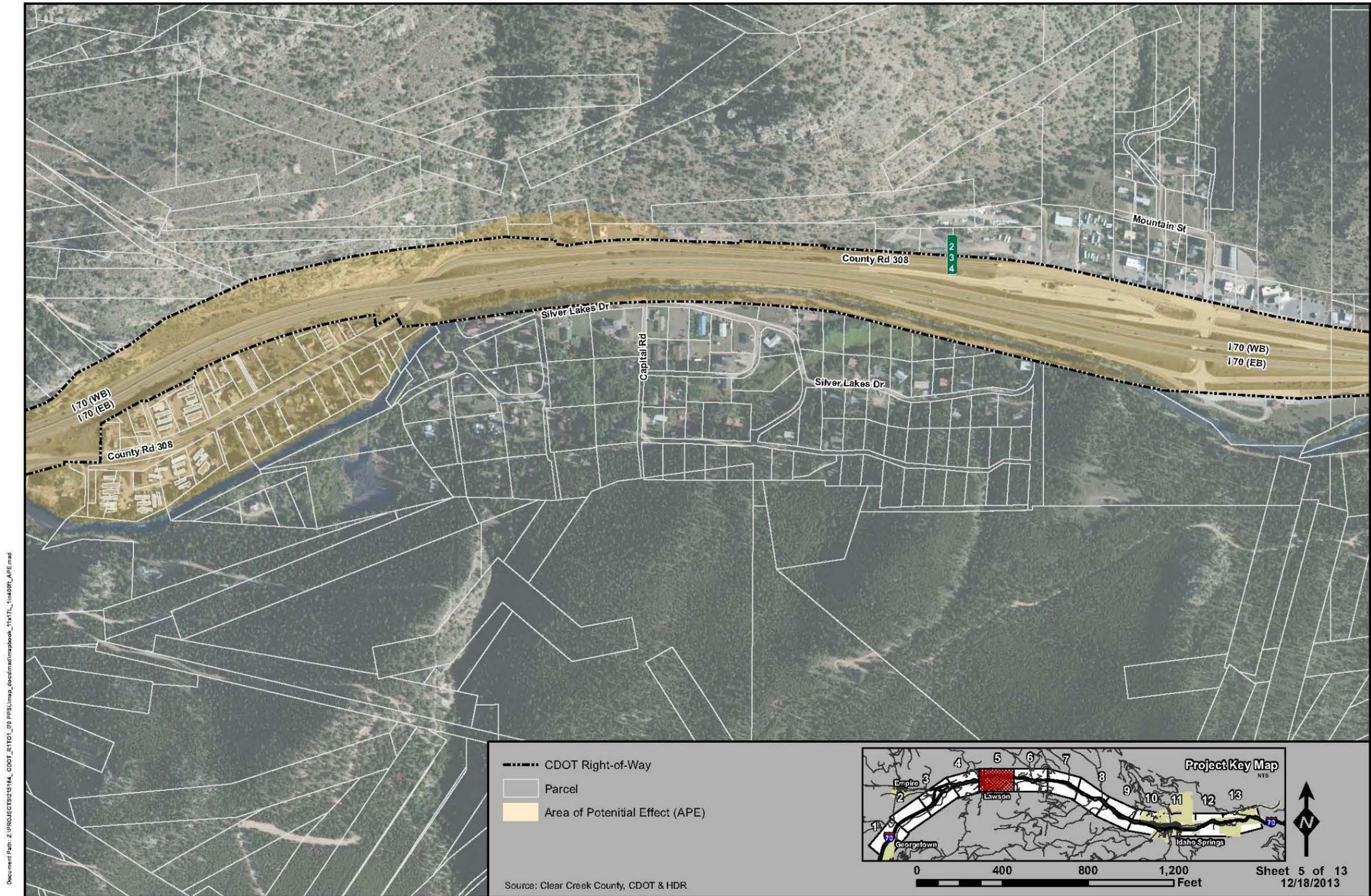


Figure 7. Area of Potential Effects for the Interstate 70 Eastbound PPSL Project (map 5 of 13).

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Figure 8. Area of Potential Effects for the Interstate 70 Eastbound PPSL Project (map 6 of 13).

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Figure 9. Area of Potential Effects for the Interstate 70 Eastbound PPSL Project (map 7 of 13).

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Figure 10. Area of Potential Effects for the Interstate 70 Eastbound PPSL Project (map 8 of 13).

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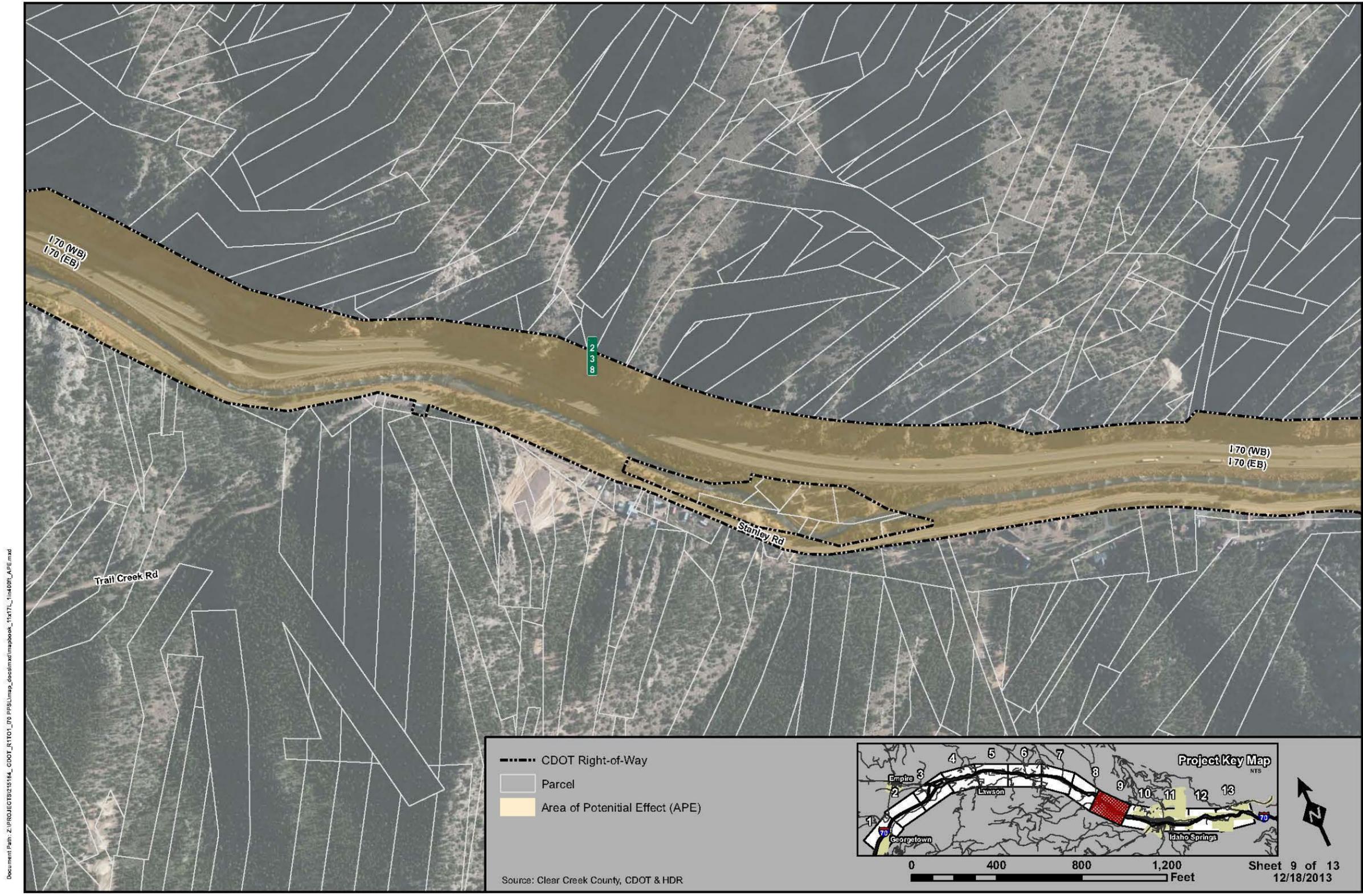


Figure 11. Area of Potential Effects for the Interstate 70 Eastbound PPSL Project (map 9 of 13).

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Figure 12. Area of Potential Effects for the Interstate 70 Eastbound PPSL Project (map 10 of 13).

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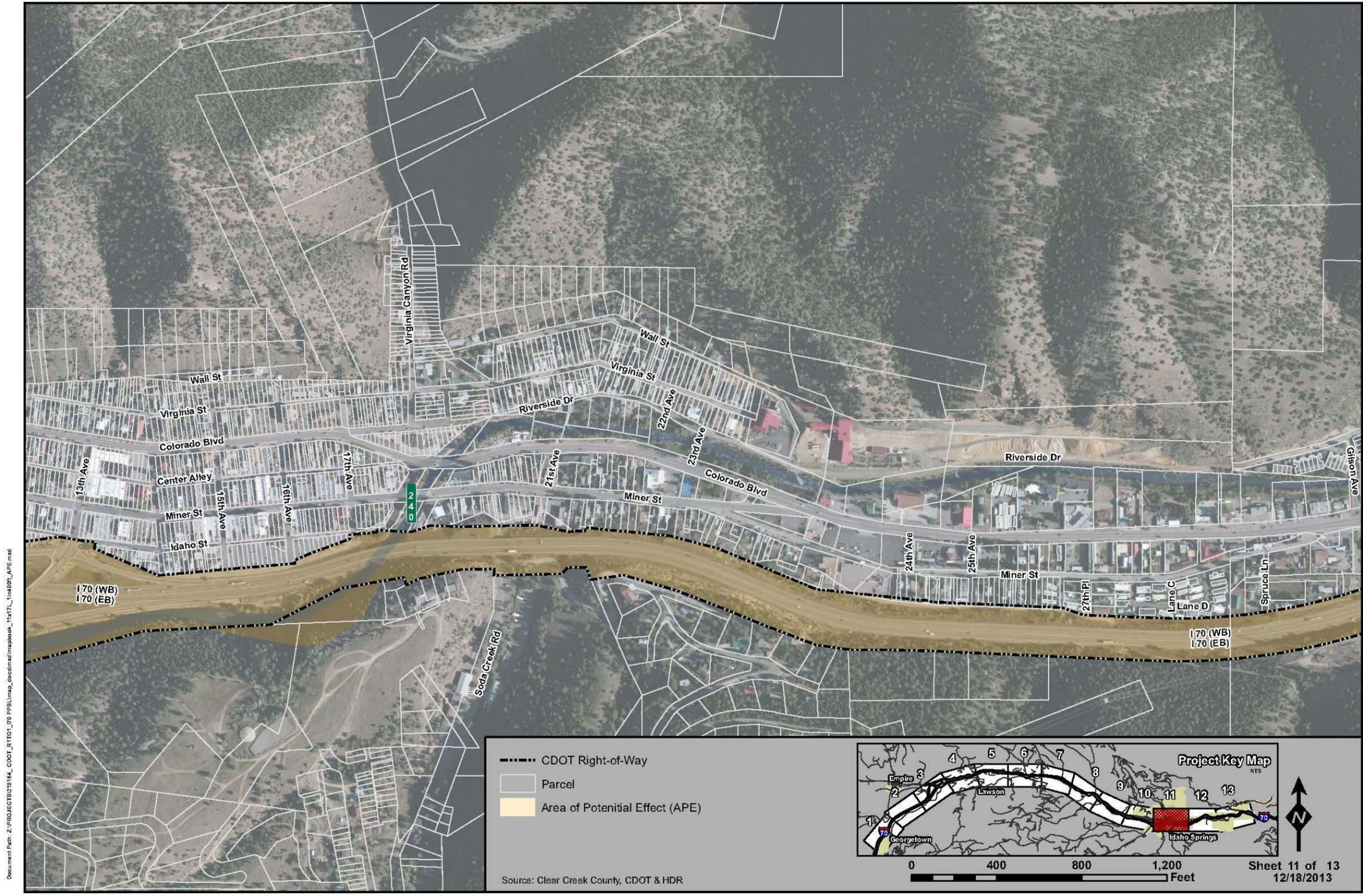


Figure 13. Area of Potential Effects for the Interstate 70 Eastbound PPSL Project (map 11 of 13).

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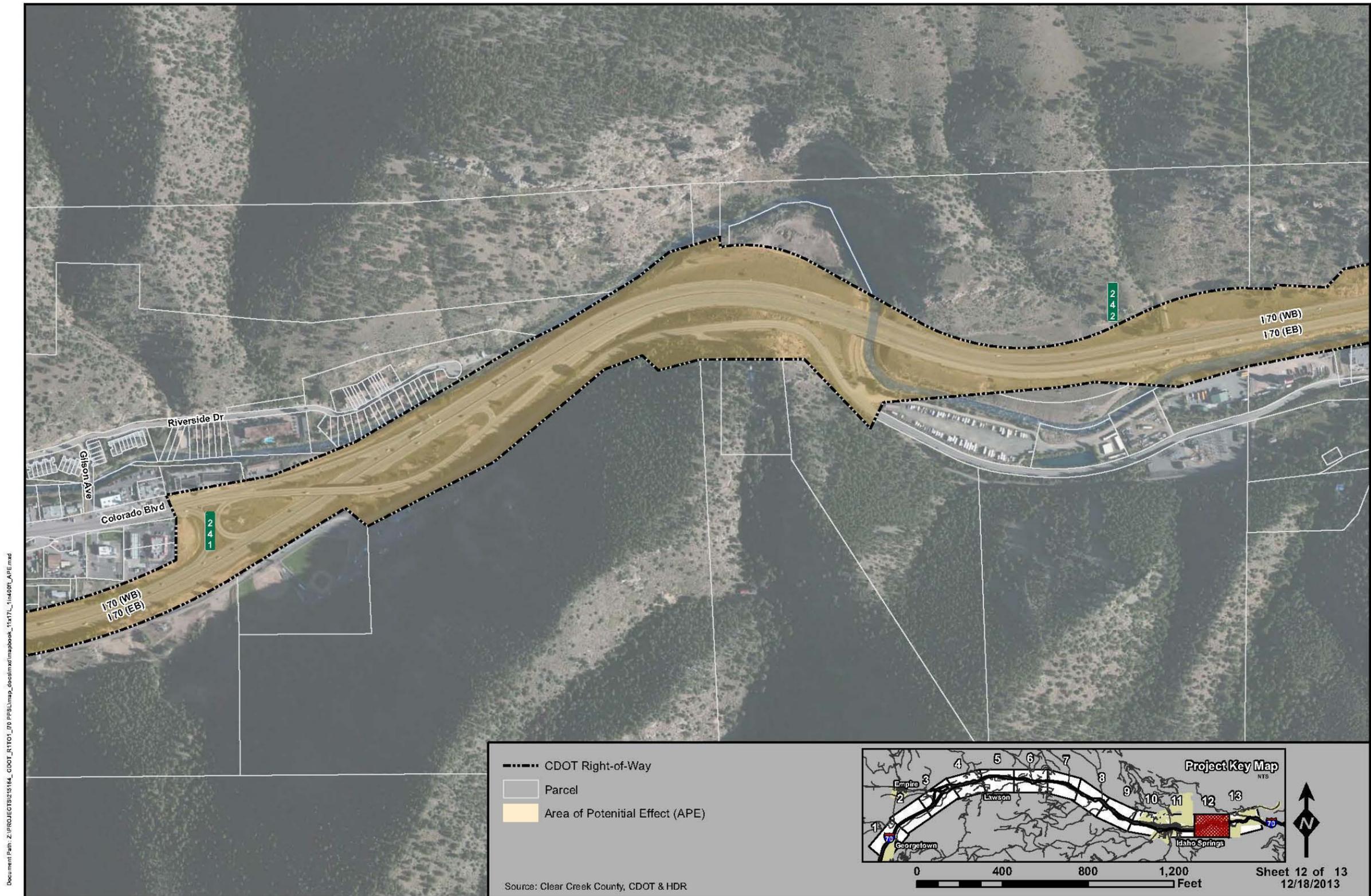


Figure 14. Area of Potential Effects for the Interstate 70 Eastbound PPSL Project (map 12 of 13).

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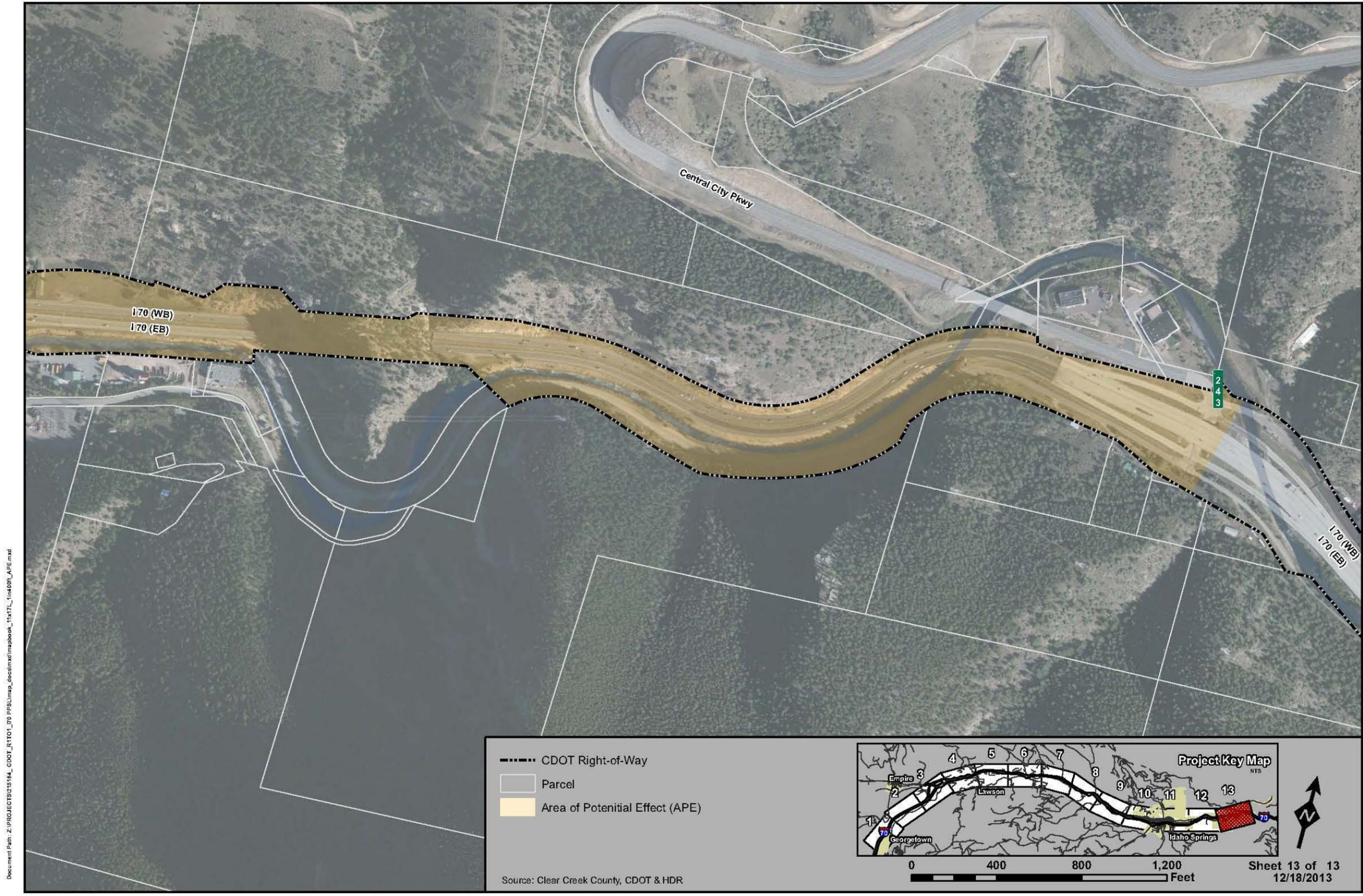


Figure 15. Area of Potential Effects for the Interstate 70 Eastbound PPSL Project (map 13 of 13).

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### **1.3. Research and Methodology**

This section summarizes research conducted for the project and the methodology employed to conduct the survey of historic built resources. All work for the project meets the Secretary of the Interior's *Standards for Preservation Planning, Standards for Identification of Historic Properties, and Standards for Evaluation of Historic Properties* (collectively, *Standards*), and guidelines of the Colorado SHPO. The *Standards* call for preparation and use of historic contexts to identify historic events, themes, persons, and associations to properly evaluate properties for eligibility for listing in the NRHP. Research was conducted to identify existing applicable historic contexts and to develop contexts specific to the geographic area.

The research and field survey for the project was conducted by Chad Blackwell with assistance from Megan Mueller and Kathryn Plimpton. Primary survey fieldwork was conducted on September 10, 17, and 19, 2013. Additional fieldwork was conducted 2–3 December 2013 at sites in the Idaho Springs area. Mr. Blackwell meets the *Secretary of the Interior's Professional Qualification Standards* for Architectural History. Ms. Mueller meets the *Secretary of the Interior's Professional Qualification Standards* for Archaeology and specializes in industrial archaeology including mining. Ms. Plimpton has six years of experience in assisting with and conducting historic architectural surveys, historical research, and preparing survey and historical reports and documentation.

This survey and evaluation work was done in compliance with the Interstate 70 Mountain Corridor Section 106 Programmatic Agreement (PA) among the FHWA, CDOT, and the OAHP (FHWA/CDOT 2008).

#### **1.3.1. File Research**

Prior to conducting fieldwork, a file search of records on file at OAHP was conducted to determine if any surveys of the area had been conducted or if previously recorded properties were present. A geospatial shapefile of the APE was sent to OAHP to identify previously recorded properties within or intersecting the project APE. Nineteen (19) previous reports (Table 1) and 56 previously recorded properties (Table 2 below) within the project area were identified from the OAHP file search. Site records were reviewed on OAHP's Compass online database and by the researcher at OAHP's offices.

The vast majority of the previous reports in the survey area were archaeological in scope. However, many included investigations of mining sites, which also have architectural components. Previous reports with sites located within or intersecting the APE for the present project were examined for relevance to the current survey. Additionally, several reports were primarily archaeological in nature, but contained useful

information about mining history, mining in the area, and built resources associated with mining sites in the APE.

**Table 1. Previous Cultural Resource Reports  
 Within or Intersecting the Area of Potential Effects.**

Report No. Year	Report Name	Author(s)	Type
CC.NP.R2 1980	Georgetown - Silver Plume Historic District Reconnaissance Survey (600274)	Hutchison, Ira J.	Reconnaissance Survey
CC.CH.NR1 1985	Archaeological Clearance Of Highway Project IR 70-3 (153), Lawson-Idaho Springs, Clear Creek County	Angulski, Debra	CLASS III
CC.CH.NR2 1986	Archaeological Clearance For Project IR 70-3(161), E. Of Idaho Springs East, Clear Creek County Archaeological Clearance For Project IR 70-3(159), Lawson - East, Clear Creek County Archaeological Clearance For Project IR 70-3(160), Floyd Hill - West, Clear Creek County	Angulski, Debra	CLASS III
CC.CH.NR4 1987	Archaeological Survey Of State Highway 70 Along Clear Creek In The Twin Tunnels Area, Clear Creek County. (IR 70-3 (154))	Johnson, Renee, Dorothy Larson, And Susan Thomas Baugh	CLASS III
CC.CH.R3 1990	Cultural Resource Survey Of The Twin Tunnels - East Project And Archaeological Testing Of Site 5CC.389, Clear Creek County, Colorado (IR-70-3 (154)) (Original And Addendum)	Hand, O D And Sally Pearce	CLASS III
CC.CH.NR10 1991	Cultural Resource Survey Of A Pedestrian Walkway Over Clear Creek In Idaho Springs, In Clear Creek County, Colorado	Angulski, Debra	CLASS III
CC.CH.NR11 1992	Cultural Resource Survey Of Interstate 70 Near The Easter Seal Handicamp, Clear Creek County, Colorado.	Jepson, Dan	CLASS III
CC.SHF.R6 1996	Georgetown-Silver Plume Historic Lands Cooperative Management Plan: In Quest Of Stewardship. Developed By The Members Of The Georgetown-Silver Plume Historic District Public Lands Commission, Clear Creek County, Colorado (SHF #95-02-142)	Unspecified	CLASS II
CC.CH.NR17 1998	An Intensive Cultural Resource Survey Of Interstate 70 Near Empire Junction, Clear Creek County, Colorado	Hand, O D	CLASS III
CC.EP.R2 1998	Big 5 Mine Waste Site: Results Of A Cultural Resources Inventory	Tucker, Gordon C. Jr.	CLASS III
MC.CH.R96 1999	A Cultural Resource Survey Of Interstates 25, 70, 225, And 270, U.S. Highways 34 And 160, And State Highways 13 And 470, For The Proposed Adesta Communications Fiber Optic System, Colorado (C Sw00-102)	Sherman, Stephen A., Tania R. Metcalf, Mary W. Painter, D. Chadwick Jones, And Christian J. Zier	CLASS III
CC.CH.NR19 2000	Cultural Resource Investigations For Link 5b Of The Adesta/CDOT I-70 West Fiber Optic Project, Clear Creek County	Reynolds, David H	CLASS III

**Table 1. Previous Cultural Resource Reports  
Within or Intersecting the Area of Potential Effects.**

Report No. Year	Report Name	Author(s)	Type
MC.CH.R95 2000	Cultural Resource Investigations For Link 5a Of The Adesta/CDOT I-70 West Fiber Optic Project, Denver, Clear Creek, And Jefferson Counties, Colorado	Sawyer, Andrew H	CLASS II
MC.CH.R116 2002	Gaming Area Access EIS: Results Of Intensive Cultural Resource Inventories In Jefferson, Clear Creek And Gilpin Counties, Colorado (No. 22233015.00007) (Addendum) addendum Report/Determination Of Eligibility And Effects, Colorado Department Of Transportation Project STA 119a-044, Gaming Area EIS; Floyd Hill Depot Site (5CC259), Clear Creek County	Mutaw, Robert, Gordon C. Tucker Jr., Dulaney Barclay And Juston Fariello   Barclay, Dulaney   Vickers, Rebecca D.	CLASS III
CC.CH.NR22 2004	An Intensive Archaeological Inventory Of A Proposed Bicycle Pedestrian Trail In Idaho Springs, Clear Creek County, Colorado (Ste C510-016)	Hand, O D	CLASS III
CC.CH.R9 2004	Historical Resources And Bridges Reconnaissance Survey For The Proposed Drainage Improvement Project, Colorado Boulevard (I-70k) In Idaho Springs (CDOT Project NH 0404-039)	Unspecified	Reconnaissance survey
CC.CH.R13 2004	An Intensive Cultural Resources Inventory Of Two Bicycle And Pedestrian Bridge Locations On Clear Creek East Of Idaho Springs, Clear Creek County, Colorado (Ste M660-003)	Hand, O D	CLASS III
CC.CH.NR25 2009	An Intensive Archaeological Resource Inventory Of A Bridge Replacement Project On Stanley Road West Of Idaho Springs, Clear Creek County, Colorado (CDOT Project BRS 0703-335)	Wolff, Greg	CLASS III
CC.CH.R16 2011	A Class III Cultural Resource Inventory Report For The Colorado Department Of Transportation I-70 Twin Tunnels Environmental Assessment, Clear Creek County, Colorado (IM 0703-354)	Gantt, Erik M., Kristin A. Gensmer And Christian J. Zier	CLASS III

Twenty (20) of the 56 previously identified sites were archaeological sites, virtually all related to mining. Mining site entries in the Compass database are typically entered as archaeological sites, regardless whether they contain extant historic buildings and structures or not. Mining-related resources often contain complementary belowground and aboveground resources. Therefore, mining-related resources resulting from the file search were reviewed to determine the extent and type of features composing each site. Mining sites with both standing structures or remains of structures and associated surface historical archaeological remains were addressed in this study. Sites that were purely archaeological and did not have aboveground remains or structures were considered outside of the scope of this study. Mining-related resources in the APE previously identified and classified as historic properties under Section 106 include Big Five Mine (5CC.328) and Darragh Placer (5CC.985)—both archaeological sites. The former includes built resources and the latter does not.

Non-mining related resources within the APE eligible for or listed in the NRHP according to the file search results are: the Georgetown-Silver Plume National Historic Landmark (NHL) District (5CC.3); Lawson School (5CC.181); the NRHP-listed Idaho Springs Downtown Commercial Historic District (5CC.201); the NRHP-listed Mill City House (5CC.313); Mount Evans Road/State Highway 103 (5CC.1151.1); and the Twin Tunnels (5CC.1189.3). Finally, the file search returned one previously identified site, a segment of the Colorado Central Railroad (CCRR) that was "Officially Does Not Support" NRHP eligibility of the linear resource (5CC.427.5). Nine other segments of the CCRR in Clear Creek County but outside of the project APE are previously identified sites in OAHP's site file records—one "Officially Does Support" and the rest "Officially Does Not Support" eligibility of the linear resource. These historic properties are discussed in greater detail in Chapter 3 regarding location and proximity to the proposed project.

The file search results also contained 10 sites that are not within the APE and are noted in Table 2 with an asterisk. Nearly all were buildings identified in a 2002 reconnaissance survey by the City of Idaho Springs; it is likely that the locational data in OAHP's site records are inaccurate for these properties.

"The 2010 Section 106 Programmatic Agreement among the Federal Highway Administration, Advisory Council on Historic Preservation, State Historic Preservation Officer, and Colorado Department of Transportation" (2010 Section 106 PA) outlines procedures for re-evaluating previously identified properties based on evaluation status and evaluation date. According to the PA, properties that were "Officially Eligible" or listed in the NRHP within the last five years need not be re-evaluated unless there have been alterations to the property that would warrant re-evaluation. Properties determined NRHP Eligible or listed in the NRHP more than five years ago should be re-evaluated per the PA. Properties that are "Officially Not Eligible" do not need to be reevaluated unless there has been an alteration to warrant re-evaluation or the property was less than 50 years of age at the time of the previous evaluation. Properties documented as "Field Eligible" or "Field Not Eligible" or that are eligible for or listed in the State Register should be re-evaluated.

**Table 2. Previously Recorded Cultural Resources  
Within or Intersecting the Area of Potential Effects, Previous NRHP Status, and Re-Evaluation Status/Comments.**

Site No.	Name/Address	Resource Type	Date of Construction	Previous NRHP Status (Date)	Re-evaluation Status/Comments
5CC.3	Georgetown-Silver Plume Historic District	District	1864-1893	NHL Listed (1966)	Visual inspection did not identify any features or elements of this property to re-evaluate in proximity to APE.
5CC.179	Townsite of Free America	-	1870-90	Needs Data (1982)	Re-evaluated as the Lawson Historic District. Site record for Townsite of Free America is incomplete, but discusses general history and architecture.
5CC.180	Lawson Depot Site	Site	1870-79	Field Not Eligible (1982)	No re-evaluation. Site form does not contain archaeological information, and describes buildings at former site of depot that are no longer extant.
5CC.181	Lawson School	Building	1878	Officially Eligible (1982)	Re-evaluated
5CC.182	Stone House, Main St, Lawson	Building	1880-89	Needs Data (1982)	Re-evaluated
5CC.197	I-70 Adits	Archaeology Site	-	Officially Not Eligible (1986)	No re-evaluation based on status.
5CC.201	Idaho Springs Downtown Commercial District	District	1877-1920	NRHP Listed (1984)	APE abuts Historic District. No resources in APE to re-evaluate.
5CC.201.35*	Colorado & Southern Building, Placer Inn	Building	1899	Cont. to District	No re-evaluation, outside APE.
5CC.228*	Theobald House, 1200 Miner St, Idaho Springs	Building	1880-89	Field Not Eligible	No re-evaluation, outside APE.
5CC.229	Charlie Tayler Waterwheel	Object	1893-1907	Officially Not Eligible (1983)	State Register listed. Re-evaluated.
5CC.234*	1730 Virginia, Idaho Springs	Building	1880-89	-	No re-evaluation, outside APE.
5CC.235*	1722 Virginia, Idaho Springs	Building	1890-99	-	No re-evaluation, outside APE.
5CC.237*	1902 Virginia, Idaho Springs	Building	1890-99	-	No re-evaluation, outside APE.
5CC.240*	2647 Miner St, Idaho Springs	Building	1900-09	-	No re-evaluation, outside APE.
5CC.251*	John Gunstrom House, 2025 Miner St, Idaho Springs	Building	1890-99	-	No re-evaluation, outside APE.
5CC.254*	Wall St, Idaho Springs	Building	1890-99	-	No re-evaluation, outside APE.
5CC.255*	1700 Blk, Virginia St, Idaho Springs	Building	1870-79	-	No re-evaluation, outside APE.

**Table 2. Previously Recorded Cultural Resources  
 Within or Intersecting the Area of Potential Effects, Previous NRHP Status, and Re-Evaluation Status/Comments.**

Site No.	Name/Address	Resource Type	Date of Construction	Previous NRHP Status (Date)	Re-evaluation Status/Comments
5CC.256*	Rohners House, Idaho Springs	Building	1900-09	-	No re-evaluation, outside APE.
5CC.257*	First Baptist Church, 100 Colorado Blvd, Idaho Springs	Building	1887	Field Eligible	No re-evaluation, outside APE.
5CC.258*	Feed and Stables, 15th and Idaho St, Idaho Springs	Building	1880-89	-	No re-evaluation, outside APE.
5CC.306	Dumont/Mill City	-	1860-69	(1973)	No re-evaluation. Site form has a "placeholder" location and information about buildings outside of the APE.
5CC.310	Philadelphia Tunnel, Dover Mine	Archaeology Site	1860-69	Officially Not Eligible (1997)	No re-evaluation based on status.
5CC.313	Mill City House, 247 Co. Rd. 308, Dumont	Building	1860-68	NRHP Listed (2009)	No re-evaluation based on evaluation date.
5CC.328	Big Five Mine	Archaeology Site	1900-59	Officially Eligible (1998)	Re-evaluated
5CC.332*	Lincoln Alma Mine	Archaeology Site	1900-49	Needs Data	No re-evaluation, outside APE.
5CC.339	Maude Munroe Mine/Dona Juanita	Archaeology Site	1880-89	- (1976)	Re-evaluated
5CC.389	-	Archaeology Site	1860-1920	Officially Eligible (2012)	Not re-evaluated based on evaluation date and 100% archaeological
5CC.424	Isolated Find	Archaeology Site	-	- (1994)	Not re-evaluated, 100% archaeological, not a site.
5CC.427.5	Colorado Central Railroad	Archaeology Site/Linear	1876-90	Officially Does Not Support (Segment) (2012)	No re-evaluation based on status and evaluation date. (note – new segments evaluated)
5CC.471	Fairmout and Shafter/Gold Dust	Archaeology Site	1901-08	Officially Not Eligible (1991)	No re-evaluation based on status.
5CC.698	Idaho Springs Work Center	Site	1938-63	Officially Not Eligible (2012)	No re-evaluation based on status.
5CC.985	Darragh Placer	Archaeology Site	1860-1900	Officially Eligible (1998)	No re-evaluation, 100% archaeological.

**Table 2. Previously Recorded Cultural Resources  
Within or Intersecting the Area of Potential Effects, Previous NRHP Status, and Re-Evaluation Status/Comments.**

Site No.	Name/Address	Resource Type	Date of Construction	Previous NRHP Status (Date)	Re-evaluation Status/Comments
5CC.1034	-	Archaeology Site	-	Officially Not Eligible (2000)	No re-evaluation based on status.
5CC.1057	Montague Placer	Archaeology Site	-	Field Not Eligible (1999)	No re-evaluation, 100% archaeological.
5CC.1064	Mill Creek Bridge E-14-O	Structure	1934	Officially Not Eligible (2002)	No re-evaluation based on status.
5CC.1065	Clear Creek Bridge F-14-B	Structure	1958	Officially Not Eligible (2010)	No re-evaluation based on status.
5CC.1066	State Highway 103 Overpass F-14-E	Structure	1958	Officially Not Eligible (2002)	No re-evaluation based on status.
5CC.1068	Clear Creek Bridge F-14-G	Structure	1958	Officially Not Eligible (2002)	No re-evaluation based on status.
5CC.1069	I-70 Overpass F-14-H	Structure	1958	Officially Not Eligible (2002)	No re-evaluation based on status.
5CC.1074	Soda Creek Underpass F-14-X	Structure	1958	Officially Not Eligible (2002)	No re-evaluation based on status.
5CC.1075	Interstate 70 Overpass F-14-Y	Structure	1957	Officially Not Eligible (2002)	No re-evaluation based on status.
5CC.1076	County Road Underpass F-14-C MINOR	Structure	1958	Officially Not Eligible (2002)	No re-evaluation based on status.
5CC.1077	Mine Track Underpass F-14-G MINOR	Structure	1958	Officially Not Eligible (2002)	No re-evaluation based on status.
5CC.1078	Clear Creek Bridge, F-15-D	Structure	1936	Officially Not Eligible (2002)	No re-evaluation based on status.
5CC.1151.1	Mt. Evans Road, State Highway 103	Linear	1927	Officially Eligible (2001)	Re-evaluated portion within APE
5CC.1189.3	Twin Tunnels, Interstate 70	Structure	1958-61	Officially Eligible (2012)	No re-evaluation based on evaluation date.
5CC.1793	Commodore Tunnel	Archaeology Site	1895-1929	Officially Not Eligible (2009)	No re-evaluation based on status.
5CC.1898	-	-	1860-1979	Officially Not Eligible (2010)	No re-evaluation based on status.

**Table 2. Previously Recorded Cultural Resources  
 Within or Intersecting the Area of Potential Effects, Previous NRHP Status, and Re-Evaluation Status/Comments.**

Site No.	Name/Address	Resource Type	Date of Construction	Previous NRHP Status (Date)	Re-evaluation Status/Comments
5CC.1952	I-70 Adits	Archaeology Site	-	Officially Not Eligible (1999)	No re-evaluation based on status.
5CC.1953	I-70 Adits	Archaeology Site	-	Officially Not Eligible (1999)	No re-evaluation based on status.
5CC.1954	I-70 Adits	Archaeology Site	-	Officially Not Eligible (1999)	No re-evaluation based on status.
5CC.1955	I-70 Adits	Archaeology Site	-	Officially Not Eligible (1986)	No re-evaluation based on status.
5CC.1997	-	-	1859-1949	Officially Not Eligible (2012)	No re-evaluation based on status.
5CC.2000	Bell Property, 1998 E Idaho Springs Rd, Idaho Springs	Building	1922-1960	Officially Not Eligible (2012)	No re-evaluation based on status.
5CC.2001	-	Archaeology Site	1930-40	Officially Not Eligible (2012)	No re-evaluation based on status.
5CC.2002.2	US Highway 6/40	Linear Site	1936	Officially Does Not Support (Segment) (2012)	No re-evaluation based on status.
*These sites were returned in the file search data, but upon further investigation were located outside of the project APE.					

Research was conducted at the Colorado SHPO; the Clear Creek County Assessor's office and the Clear Creek County Archives in Georgetown; the MCVHS in Dumont; the Historical Society of Idaho Springs; and the Denver Public Library's Western History Collection in Denver, Colorado. Research documents included secondary source summaries of area histories and primary sources including property records and deeds; period maps, reports, and government documents; historic photographs; newspaper accounts; and personal interviews. Information on area mines was researched in U.S. Geological Survey (USGS) reports and documents dating from 1907 to 1967 found online, at the Clear Creek County Archives, and at the Denver Public Library's Western History Collection.

### **1.3.2. Survey and Fieldwork Methodology**

The identification of potential historic properties consisted of research conducted in advance of fieldwork and a visual inspection of properties during fieldwork. An adjustment was made to the NPS age threshold guidance of 50 years for consideration of properties for NRHP eligibility: 48 years prior to the survey was determined to be the upper age threshold for consideration of historic properties, allowing two years for project funding, planning and engineering, and construction. Prior to fieldwork, data from the Clear Creek County Assessor's office were examined to identify resources 48 years of age or older, e.g., those constructed circa 1965 or earlier. During research and fieldwork, these data were confirmed or corrected based on field observations. Properties identified in the field that were not identified through the preliminary assessor's data were surveyed if field observations suggested the property met the age threshold for the survey. These buildings were surveyed and evaluated for NRHP eligibility. Examination of historic photographs and maps prior to fieldwork also identified a number of resources that are not buildings or structures and required field check during the survey, including railroad grades, trails and roads, and mine tunnels. Finally, additional properties were identified in the field and documented, including a box culvert on County Road 308 in Lawson.

As described previously, the 2010 Statewide Section 106 PA among CDOT, FHWA, and OAHP outlines procedures for re-evaluating previously identified properties. Seven previously identified properties were re-evaluated for the current survey: 5CC.179, 5CC.181, 5CC.182, 5CC.229, 5CC.328, 5CC.339, and 5CC.1151.1. These properties either had a previous evaluation of Officially Eligible or were listed in the NRHP dating to more than five years ago (2008), are State Register listed, or had an incomplete or unofficial status (no status, Field Eligible, or Field Not Eligible). Historic properties identified through the OAHP file search were not surveyed if they had a status of Officially Eligible or were listed in the NRHP within the last five years or had a status of Officially Not Eligible as stipulated in the 2010 Statewide Section 106 PA.

Most properties surveyed were privately owned; access was limited to the outside public areas of buildings and alleys unless a property owner/occupant allowed further access. The rear and/or side facades of some properties were not visible. In cases of restricted access that limited views, aerial photographs and county tax assessor's data were also consulted to enable completion of the requisite inventory forms.

Each surveyed resource was documented through photographs and notes to facilitate the completion of a Colorado Architectural Inventory Form (1403), or a Management Data Form (1400) and Historical Archaeological Component Form (1402), depending on the resource type. The features and elements of each resource were described, including setting, general architectural attributes and materials, building plan and interior spatial arrangements (if possible), character-defining features, additions and other modifications, and general condition. When possible, photographs were taken of at least two exterior views of each building, with each photograph capturing two building facades; as stated previously, restricted access did not allow two photographs capturing two facades in some cases. Photographs were also taken of the surrounding environment of the buildings to understand their relationship to the overall setting.

Two parcels in Lawson contained multiple residential buildings that were more substantial or significant than a typical "main residence with outbuildings" configuration. The additional buildings on these parcels could not be adequately documented as ancillary buildings to a primary building on a single Architectural Inventory Form (1403). Therefore, a separate Architectural Inventory Form was completed for each building on these parcels in order to adequately document each building.

### **1.3.3. Evaluation Methods**

Under NHPA guidelines, cultural resources—including building, structures, objects, sites, and districts—are to be evaluated for NRHP eligibility using the NRHP Criteria for Evaluation as listed in 36 CFR 60.4. A "building" is principally a place designed to shelter human activity such as a house, barn, hotel, store, etc. A "structure" is distinguished from a building in that its function is not primarily for human shelter but rather for other purposes. Examples of structures include bridges, dams, silos, tunnels, etc. An "object" differs from other construction types in that it is primarily artistic in nature, small in scale, or simply constructed. Examples of objects include monuments, mileposts, fountains, and sculpture/statuary. A "site" is the location of a significant historic event or activity where the location itself possesses value and can include battlefields, cemeteries, designed landscapes, trails, etc. A "district" is formed by a significant concentration, linkage, or continuity of sites, buildings, structures, or objects united historically or aesthetically by plan or physical development.

To be listed in, or considered eligible for the NRHP, a cultural resource must be 50 years or older and possess at least one of the four following criteria:

1. The resource is associated with events that have made a significant contribution to the broad pattern of history (Criterion A);
2. The resource is associated with the lives of people significant in the past (Criterion B);
3. The resource embodies distinctive characteristics of a type, period, or method of construction; represents the work of a master; possesses high artistic value; or represents a significant and distinguishable entity whose components may lack individual distinction (Criterion C);
4. The resource has yielded, or may be likely to yield, information important in prehistory or history (Criterion D).

In addition to meeting at least one of the above criteria, a cultural resource must also possess integrity of location, design, setting, materials, workmanship, feeling, and association. Integrity is defined as the authenticity of a property's historic identity, as evidenced by the survival of physical characteristics it possessed in the past and its capacity to convey information about a culture or group of people, a historic pattern, or a specific type of architectural or engineering design or technology.

Location refers to the place where an event occurred or a property was originally built. Design considers elements such as plan, form, and style of a property. Setting is the physical environment of the property. Materials refer to the physical elements used to construct the property. Workmanship refers to the craftsmanship of the creators of a property. Feeling is the ability of the property to convey its historic time and place. Association refers to the link between the property and a historically significant event or person.

Cultural resources meeting these standards (age, eligibility, and integrity) are termed "historic properties" under the NHPA. Sites or structures that are not considered individually significant may be considered eligible for listing in the NRHP as part of a historic district. According to the NRHP, a historic district possesses a significant concentration, linkage, or continuity of sites, buildings, structures, or objects that are historically or aesthetically united by plan or physical development.

Certain kinds of cultural resources are not usually considered for listing in the NRHP, including:

- religious properties (Criteria Consideration A);
- moved properties (Criteria Consideration B);
- birthplaces or graves (Criteria Consideration C);

- cemeteries (Criteria Consideration D);
- reconstructed properties (Criteria Consideration E);
- commemorative properties (Criteria Consideration F); and
- properties that have achieved significance within the last 50 years (Criteria Consideration G).

These resources can be eligible for listing only if they meet special requirements, called “Criteria Considerations.” A resource must meet one or more of the four Criteria for Evaluation (A through D) and also possess integrity of materials and design before it can be considered under the various Criteria Considerations.

Criteria Consideration F (commemorative properties) potentially applies to properties that are designed or constructed after the occurrence of an important historic event or life of a person. Typically, commemorative properties are not eligible for the NRHP because they are not directly associated with the events, themes, or persons that they commemorate. However, a commemorative property may be eligible if design, age, tradition, or symbolic value has invested it with its own significance. National Register Bulletin 15 states that the significance of commemorative properties “comes from their value as cultural expressions at the date of their creation.” To be eligible for the NRHP, commemorative properties significant for design, age, tradition, or symbolic value must be over 50 years of age and must possess significance and integrity based on its own value.

In order to evaluate cultural resources in the project area, the following NRHP bulletins were used as guides:

- *How to Apply National Register Criteria for Evaluation* (Bulletin 15);
- *How To Complete the National Register Registration Form* (Bulletin 16A); and
- *Researching a Historic Property* (Bulletin 39).

## 2. HISTORIC CONTEXT

This section provides a historic context for evaluating the NRHP eligibility of the resources surveyed. Historic contexts identify the patterns or trends in history, the facets of that history that are significant, the types of properties that illustrate the significant facets of history, and the characteristics of those properties which convey the significance.

Clear Creek Canyon has a varied and rich history with overlapping themes spanning approximately 150 years. This section contains information on previous relevant historic contexts and new contexts developed specifically for this project based on research. The primary previous relevant historic context used is a 2011 document titled *Guide for Evaluating Historic Resources in the I-70 Mountain Corridor, Colorado* (Twitty 2011). This Interstate 70 Mountain Corridor context covers the entire interstate corridor, from C-470 in the east to Glenwood Springs in the west, of which the project area is a small portion. It includes information on several historic themes and includes information on relevant property types associated with each theme. The relevant information from this document is summarized in Section 2.1 along with how it was used to evaluate the significance of surveyed properties at the national and state levels of significance. To augment the Interstate 70 Mountain Corridor context, additional contexts specific to the project area were developed based on historical research for this survey. These contexts identify other locally significant historic themes or add local specifics on those themes identified in the Interstate 70 Mountain Corridor context. These contexts begin with an overview of Clear Creek County history (Section 2.2), brief histories of mines within the APE (Section 2.3), and histories of communities within the APE (Section 2.4).

### **2.1. Interstate 70 Mountain Corridor Context**

The Interstate 70 Mountain Corridor context provides a historic context, including histories and property types, on several common themes throughout the Interstate 70 corridor, from C-470 to Glenwood Springs (Twitty 2011). Historic themes covered in the Mountain Corridor context are: mining industry; timber industry; high-altitude agriculture; hydroelectric power generation; railroad and automobile transportation; and tourism and recreation. Property types associated with these historic themes are also examined in the document as are NRHP registration requirements, including guidance for character-defining features, significance, and integrity. The Mountain Corridor context was used in the course of this study to evaluate properties under broader state and national levels of significance. It was consulted and referenced in its entirety, but below are summaries of the relevant histories and themes and property types found in the project area.

### 2.1.1. Mining Industry

The Mountain Corridor context contains extensive information on the history of mining in the area, including chapters specific to the history of mining in the Clear Creek drainage from 1859 to 1942. The historic context document identifies the period of significance for mining in the Clear Creek drainage as 1859–1942, but distinguishes between mining in the eastern and western portions of the Clear Creek drainage (with Empire as the mid-point) and also identifies several sub-periods of development (Table 3). In the eastern portion of the Clear Creek drainage area, gold was the primary metal mined with some silver mining, while in the western portion primarily silver, lead, and zinc were mined. The project area is entirely within the eastern portion, as defined in the Mountain Corridor context.

**Table 3. Important Time Periods in Eastern Clear Creek Drainage (Twitty 2011:16).**

Period of Development	Areas of Significance	General Trends
1859–1864	Commerce Community Planning Exploration Industry Politics Transportation	Discovery Gold rush Placer mining Initial settlement Hardrock mining Collapse in 1864
1865–1873	None	Industry operates at low level due to troublesome ore and lack of investment
1874–1893	Architecture Commerce Community Planning Industry Transportation	Industry grows Railroad in 1873 Towns established
1894–1897	Architecture Commerce Community Planning Engineering Industry	Hardrock mining boom Industry grows
1898–1918	Architecture Commerce Engineering Industry	Peak production Industry boom Mining stabilizes Collapse in 1918
1919–1929	None	Industry at low level and unimportant
1930–1942	Engineering Industry Commerce	Depression stimulates subsistence mining Jump in production Major revival Gold outlawed 1942

Mining in the Clear Creek drainage began in 1859, with the discovery of gold by George Jackson while placer mining at present-day Idaho Springs. Throughout the 1860s, hardrock mining gradually replaced

placer mining and was increasingly led by organized companies rather than individuals. With established hardrock company mines seeking gold, silver, lead, and zinc also came a railroad along Clear Creek and settlements near the larger mines. The crash of silver prices in 1893 dealt a blow to the most productive mining resources and the industry never fully recovered. With the exception of several small boom periods in the early twentieth century, the mining industry was in gradual decline until 1942 when it ceased to be a notable local industry.

Property types identified in the context include: placer mines, hardrock prospects, hardrock mines, ore treatment mills, smelters, prospector camps, worker housing, isolated residences, mining settlements, and mining landscapes. With each property type, the context identified associated areas of significance and character-defining features. Property types in the project area associated with the mining theme include hardrock mines, treatment mills, and mining settlements. Two subtypes of hardrock mines are identified, shaft mines and tunnel mines, and both are located in the project area. In general, small to medium hardrock mines with low integrity are common, while small to medium mines with high integrity and large mines retaining any integrity are uncommon (Twitty 2011:380-1).

### **2.1.2. Timber Industry**

The Mountain Corridor context identifies the period of significance for the timber industry in the Clear Creek drainage as 1860 to 1920. The period begins with the establishment of the first sawmill on Clear Creek and ends with the decline of timber harvesting and production to a point where it was no longer considered a notable industry. The timber industry was primarily driven by the need for timber to support the mining industry, first for placer mining and later hardrock mining. Demand was further increased by the extension of the CCRP up Clear Creek to Georgetown beginning in 1877. There was a symbiotic relationship among the mining, timber, and railroad industries, where each contributed to the others' growth. The timber industry peaked in the 1880s. A combination of reductions in the mining industry, increasing logging regulations, and reduced forest reserves led to a substantial decline of the timber industry by 1920.

Property types identified in the timber industry context include: sawmill sites, logging camps, loading stations, tie collection points, flumes, and timber industry landscapes. With each property type, associated areas of significance and character-defining features are identified. No property types associated with the timber industry are anticipated in the project area. Timber industry in the lower Clear Creek Canyon occurred early in the historic period. Any extant timber industry properties are more likely to exist in the upper Clear Creek Canyon and in other areas in the western part of the entire mountain corridor.

### **2.1.3. Agriculture**

The period of significance for high-altitude agriculture is 1860 to 1955. The period begins with the first establishment of homesteads along Clear Creek and ends when the industry declined to a point of not being considered a significant industry. Homesteading was important along Clear Creek from 1860 to 1880 and primarily authorized by the Homestead Act of 1862, the Timber Culture Act of 1873, and the Desert Land Act of 1877 (Twitty 2011:216). Many early homesteaders were placer miners, who used agriculture for personal subsistence and additional income from surplus crops. By 1880, most of the land along Clear Creek had been claimed, several communities were developing, and the railroad reduced the need for local agriculture. Cattle and sheep ranching were important along Clear Creek from 1870 to 1900 and declined for similar reasons; chiefly, the railroad allowed transport of cheaper meat from other markets. Clear Creek drainage had very little commercial farming historically. Historic local newspaper accounts do mention potato and turnip farming by local residents, but primarily for local use and not for export (*Colorado Miner* 1875).

Property types identified in the high-altitude agriculture context include: homesteads, ranches, farms, and agricultural landscapes. With each property type, associated areas of significance and character-defining features are identified. Few, if any, agriculture-related property types are anticipated in the project area. Homesteads and ranches were either located near Clear Creek and engulfed by later community or industrial development or located farther upslope from the Clear Creek drainage.

### **2.1.4. Electrical Power Generation**

The period of significance for electric power generation in Clear Creek County was between 1883 and 1970. The first powerplant in the corridor was built in Lawson in 1883 to serve a company-owned mine, the Commodore. The period ends in 1970 after consolidation and the construction of the last powerplant in the county by Public Service above Georgetown. Several mines constructed hydroelectric powerplants for direct current (DC) to power the mines, but DC power was not transportable over long distances. Municipal service began in Georgetown from power generated by an investor-backed facility. By 1903-4 Lawson was lighted with electricity from United Light & Power's plant in Georgetown (*Silver Standard* 1903). The high electrical demand of the mining industry for power was not able to be met until a capable alternating current (AC) motor was developed in the late 1890s. The AC motor saw power generation in the lower Clear Creek Canyon leapfrog Georgetown's, driven by investor-owned power grids eager to sell reliable power to the larger mines and municipal customers. Beginning in 1910, Colorado Power began purchasing and consolidating smaller municipal grids. From 1920, few significant changes were made and the grid remained under one operator. In 1964, Public Service constructed the Cabin Creek pump storage facility above Georgetown. The facility pumped water to an upper reservoir at low-peak hours and

reversed flow for high-peak hours. By 1970, Public Service had replaced aging equipment and brought the grid to its current state.

Property types identified in the electric power generation context include: powerplant sites, substations, powerlines, infrastructure components, and reservoirs. With each property type, associated areas of significance and character-defining features are identified. No properties associated with power generation are anticipated in the project area. The powerplant in Lawson associated with the Commodore mine is not extant. Powerplants in Idaho Springs associated with later powergrid development are not extant. The extant power generation properties in Clear Creek Canyon are all located in Georgetown and outside of the project area.

### **2.1.5. Railroad Transportation**

The period of significance for railroad transportation in the Clear Creek drainage is from 1873 to 1940. The period begins with the establishment of a railhead at Floyd Hill by the CCRR and ends when railroad service was terminated in the Clear Creek corridor. As mentioned previously with the mining and timber industry sections, the coming of the railroad boosted both of these industries to their historic peaks. By 1877, the CCRR had graded up the lower Clear Creek Canyon from Floyd Hill through Idaho Springs to Georgetown but stopped there. By 1884, the Georgetown, Breckenridge & Leadville Railroad (GB&L) was organized by Union Pacific Railroad (UPRR) investors and a line was built from Georgetown west to Graymont, providing rail transportation access to Summit County mines and forests. With the decline of the mining industry just prior to and during World War I, the Clear Creek drainage railroads likewise declined. In 1940, railroad service along Clear Creek was suspended and never resumed. By the early 1970s, the construction of Interstate 70 had removed portions of the original railroad grade and the tracks had been removed from extant sections.

Property types identified in the railroad transportation context include: railroad grades, tunnels, drainage structures, right-of-way structures, service facilities, and depots. With each property type, associated areas of significance and character-defining features are identified. With the construction of state highways on abandoned grades in the 1930s and 1940s and the construction of Interstate 70 in the 1960s, very few railroad property types remain in the lower Clear Creek Canyon. Surviving property types include isolated segments of railroad grades, bridge abutments, and depots.

### **2.1.6. Road Transportation**

The period of significance for road transportation in the mountain corridor is from 1859 to present. The period begins with impromptu pack trails from Denver and Golden to Clear Creek just before and after the discovery of gold in Clear Creek. As the mining industry brought settlement and the industry

transitioned to hardrock mining, privately owned wagon road companies formed to construct roads over the trails. Between 1890 and 1910, Clear Creek County purchased many of the privately owned wagon roads. The rise of automobile tourism, the Good Roads Movement, and the creation of the Denver Mountain Parks all contributed to a period of road improvements from the 1910s through the 1920s. The U.S. Highway System was proposed in 1926, using many existing state highways through re-signage. U.S. Highway 40 was part of the original proposed system and was run on Colorado State Highway 2 from Utah to Denver. U.S. Highway 6 was created in 1932. New Deal programs in the 1930s brought federal dollars to bear on road improvements, including improvements on U.S. Highway 40 from Denver to Idaho Springs. In 1938, the Colorado State Highway Department took ownership of many abandoned railroad alignments, intending to convert them to state highways. The CCR grade from Clear Creek to Georgetown was converted to State Highway 103 (Twitty 2011:331). The Federal Highway Act of 1956 established the interstate highway system. Although originally intended to terminate at the west end of Denver, Interstate 70 was extended across the Rocky Mountains in large part due to political pressure from local figures and western states representatives in Washington D.C. The first section of Interstate 70 in Colorado completed and opened to traffic in 1961 was the section bypassing Idaho Springs (finished in 1960 as part of improvements to U.S. 6-40) and from Idaho Springs to Denver. The section of the interstate from U.S. 40 at Empire to west Idaho Springs was completed in 1964.

Property types identified in the road transportation context include: Native American trails, pack trails, wagon roads, engineered auto roads, engineered Depression-era roads and highways, and tunnels. With each property type, associated areas of significance and character-defining features are identified. Examples of earlier undeveloped Native American trails, pack trails, and wagon roads are most likely to exist in areas with less development throughout the historic period. The project area closely follows Clear Creek in the valley floor which also has experienced the most change over time with the transformation of existing trails to roads to paved highways to interstate highway. Segments of engineered auto roads and highways and associated features, such as culverts and smaller bridges, are likely to exist in the project area, but would need to consist of multiple features and retain high integrity to be eligible for NRHP listing.

### **2.1.7. Tourism and Recreation**

The period of significance for the tourism and recreation context is 1860 to present. Resort tourism began in the Clear Creek drainage in the mid-1860s. The hot springs at Idaho Springs were recognized for commercial possibilities by Dr. E. E. Cummings in 1863 when he purchased all six hot springs and constructed a bathhouse. Harrison Montague purchased the springs and constructed the Ocean Bath House circa 1870, followed shortly thereafter by the Mammoth Bath Company constructing another

facility. With the coming of the railroad in the late 1870s, Idaho Springs was the first mountain stop from Denver and became a popular destination. The 1910s brought a rise in automobile tourism as other industries declined in the corridor. Eventually, economic dominance of the railroad and mining and timber industries gave way to tourism as the greatest economic generator by the middle of the twentieth century.

Property types identified in the tourism and recreation context include: ski areas, destination resorts, and outdoor recreation sites. With each property type, associated areas of significance and character-defining features are identified. No ski areas are within the project area and at least one destination resort is adjacent but outside of the project area. However, given the presence of hot springs resorts at Idaho Springs and prominence of the recreation and tourism theme in and around the project, particularly in the last 60 to 70 years, it is possible that other recreation sites are present in the project area as well as other recreation-themed property types not identified in the Interstate 70 Mountain Corridor context.

## **2.2. Clear Creek County Overview**

The origins of Clear Creek County began with the discovery of gold on Chicago Creek in 1859 near present-day Idaho Springs by George Jackson. Following his discovery, miners moved into the area and began prospecting along Clear Creek and its tributaries. By 1860 small mining camps and supply settlements had been established along the canyon, and mining districts were created. These districts provided basic governing and peacekeeping laws, including protection of claims and rules for further development to extract resources. The Jackson District was one of the earliest established at present-day Idaho Springs and was followed by the Downieville District and the Griffith District located near Georgetown (Twitty 2011:20). The Colorado Territory, established in November 1861, was divided into 17 counties. Clear Creek was one of the original territorial counties and its boundaries have not changed since its establishment (Historical Society of Idaho Springs 1986:1). The Clear Creek County seat was established initially at Idaho Springs, but it was moved to Georgetown in 1867 where it remains today.

As prospectors began to establish camps in the area, businesses opened to support the miners. Overland cargo freighting along trails and poorly developed wagon roads were the only way to move supplies into the region. Blacksmithing, saloons, general stores, boarding houses, and other ancillary businesses began to emerge in these mining camps. Soon *arrastras*, rockers, and sluices replaced gold pans, and the population of the mountain communities began to grow. Two important camps were located at Idaho Springs (previously known as Idahoe) and Dumont (originally named Mill City). Established in 1860, both towns were sited on Clear Creek tributaries where gold was found during the area's early gold rush

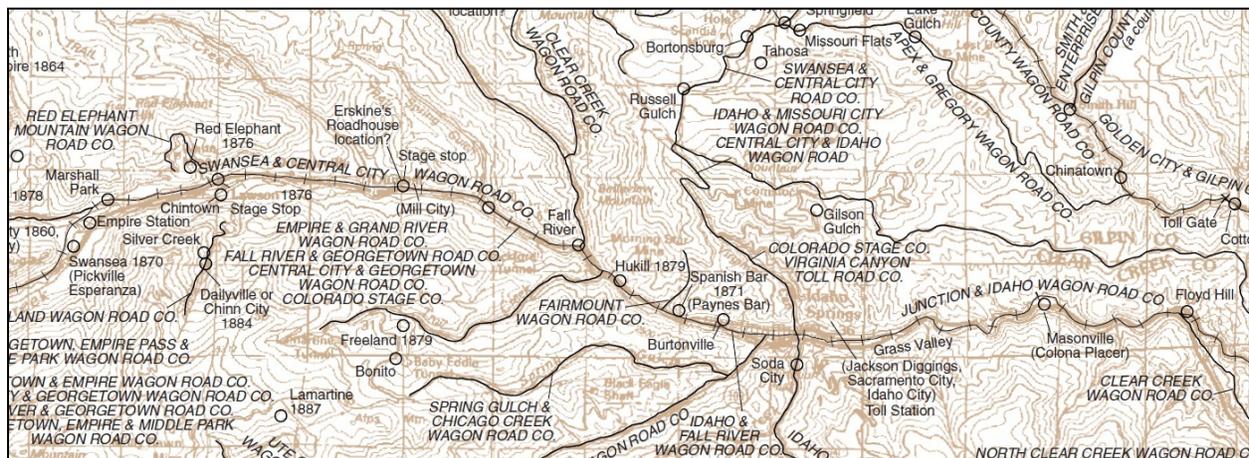
(Historical Society of Idaho Springs 1986:4). By the middle of the 1860s, gold veins in the region had been played out and silver became the most important mineral in Clear Creek County.

With the increase in mining in Clear Creek Canyon, several companies began working on better wagon roads into the mining towns. The Idaho and Fall River Wagon Road, constructed in 1860, was 3 miles in length and stretched from the town of Idaho Springs to the junction with Fall River. Other significant roads built in the early 1860s were the Chicago Creek Wagon Road that extended 7 miles up from Idaho Springs, providing access to Mount Evans, and the South Clear Creek Wagon Road that stretched east from Idaho Springs for 12 miles and was the first stage in a road that would eventually connect to Denver (Historical Society of Idaho Springs 1986:95-97). Better roads allowed for the introduction of stage coaches. Important stage stops in the area included Idaho Springs, the first county seat; Dumont, which had several ore stamp mills and smelting businesses; and Georgetown, a city that grew along with the prominence of silver in the late 1860s and became the new county seat in 1867 (Historical Society of Idaho Springs 1986:2). Population in the county surged as underground hard rock mining and stamp mills replaced surface placer mining along Clear Creek and its tributaries. These mines brought in large populations of workers and sustained development-related industries like logging and brickmaking.

Though stage coach travel was common throughout Clear Creek County by 1870, heavy equipment, mining and logging supplies, and other gear still had to be brought in by wagons, pack mules, and horses. The need for more efficient transportation resulted in the development of railroads into the Clear Creek drainage. The UPRR was seeking a route across the Rocky Mountains and considered options through Clear Creek and Wyoming. Early backers of a railroad through Clear Creek were hoping for UPRR support for a route through Colorado, and the CCRR was organized in 1868 with several UPRR representatives on the board. When it became apparent the UPRR preferred a Wyoming route, the CCRR broke free of UPRR control in 1871 and began planning a route through the Rocky Mountains. By 1873, the CCRR construction had brought the railroad through the foothills to Floyd Hill where construction stopped and a railhead was established (Twitty 2011:260-2).

The financial panic of 1873 briefly halted further expansion into Clear Creek Canyon. But by 1877, the CCRR had finished the extension from Floyd Hill to Georgetown. The first train arrived in Idaho Springs in June 1877 and reached Georgetown by August. The coming of the railroad into Clear Creek Canyon boosted the mining and timber industries and overall economic development in the area. The timber industry was boosted by greater demand for railroad ties and a transportation outlet for lumber to Denver. The mining industry likewise benefited from a reliable transportation outlet to the Front Range. Overall commerce benefited from reliable and cheaper goods from the Front Range.

From 1878, the CCRR focused on adding spurs to the existing line but decided not to extend the line west of Georgetown, leaving mining areas in Summit County underserved. The UPRR leased the CCRR in 1879 and began to regain operational control of the CCRR, replacing key CCRR officials with UPRR ones. With control of the CCRR back in UPRR hands, plans were made to extend the line past Georgetown and into Summit County. In 1881, the GB&L was organized by UPRR officials. The GB&L was completed in 1884 and subsequently increased rail traffic through the lower Clear Creek Canyon to the Front Range (Twitty 2011:268-273).



**Figure 16. Map of Early Roads and Railroad Alignment through Lower Clear Creek Canyon from Empire to Floyd Hill (USGS 2009).**

By 1890 Clear Creek County had a population of approximately 7,000 while Colorado's population was 413,000. Colorado was the third largest producer of gold and silver ore estimated at more than \$41 million dollars (U.S. Census 1890). This changed in 1893 when the price of silver reached an all-time low, eventually dropping from \$1.09 to \$.64 by 1894. Colorado was hit hard statewide with 45,000 jobs lost, 435 mines closed, and 377 businesses failed (Twitty 2011:67). The Clear Creek drainage weathered the crisis better than the rest of the state. Most mining companies closed temporarily and the largest mines reopened with trepidation by early 1894. Due to its use as a monetary standard, the price of gold remained steady and mines with significant reserves continued to find success. Gold mines around Idaho Springs expanded and increased production while new gold mines were developed along Clear Creek.

By the beginning of the twentieth century, mining was still the dominant industry in Clear Creek County. However, the growth of towns and development of tourist sites also began to bring a substantial number of visitors to the mountain communities. Idaho Springs, with its hot springs, benefited greatly from this mountain tourism. Railroad companies published promotional brochures touting the town's healthy

waters and ran seven trains a day from Denver. The Ocean Bath House, constructed at the springs in the 1870s, catered not to local miners as did previous baths constructed on the site, but to out of town visitors. The baths were expanded, and additional pools and a hot cavern were constructed. The complex also included restaurants, a casino, and cabins that could be rented along the creek (Twitty 2011:351).

Rail use began to slow in the 1910s as the mining industry in the region entered a decline. As ore reserves were depleted, mines began to close. The rise in use of automobiles by wealthier tourists led to a further decline in use. As the United States approached entrance into World War I, many railroad lines were on the verge of bankruptcy. The need for mining picked up in 1917 and 1918 and those mines that were still in operation saw an increase in production. The U.S. Railroad Administration seized control of all railroads in the country in 1917 as part of the government's wartime mobilization effort and operated them until the conclusion of hostilities. Immediately following the war, many lines were abandoned and those that remained in service did so at a reduced level. Maintenance problems, the nationwide economic depression that followed the end of the war, the increased use in automobile travel, and the collapse of the mining industry all contributed to the decline and eventual end of the railroad system through Clear Creek County (Twitty 2011:290).

The smaller communities in Clear Creek Canyon suffered the same fate as the railroads in the 1910s and 1920s. Towns like Dumont, Downieville, Lawson, and Empire were established to support the mining industry and when the mines closed much of their population left with the exodus of mining. Larger towns in the valley like Georgetown and Idaho Springs still had active mines and other industries that could support a larger population. President Roosevelt, in response to the economic depression the country had entered, signed the Gold Reserve and Silver Purchase Act in 1934. The act increased the price of gold and silver and raised production. The additional ore needing shipment was not enough to sustain the railroad and by 1939 the rail line between Idaho Springs and Georgetown was abandoned and the rails were removed. In Lawson and Dumont, depots were abandoned and the already dwindling population was further reduced. By 1940 the last segment of track between Golden and Idaho Springs was removed (Twitty 2011:282).

Early roads constructed to haul mining supplies were improved for automobiles as part of the Good Roads Movement in the 1910s and 1920s. In 1922 the State Highway Commission began to improve roads in Clear Creek County based on their heavy use and to allow access to the central mountains further to the west. Colorado State Highway 2 ran from Utah to Denver; portions became U.S. Highway 40 from Denver to Georgetown with the implementation of the U.S. Highway System in 1927. During this decade many of the scenic auto routes, including the road from Idaho Springs to the summit of Mt. Evans, were

constructed. The greatest period of road construction occurred during the 1930s when many gravel roads were paved for the first time. Bridges, viaducts, culverts, and secondary roads were also improved with New Deal era funds. U.S. Highway 6 was created in 1932 and entered Clear Creek Canyon from Golden, following the same alignment as U.S. Highway 40 from through much of the canyon. From the base of Floyd Hill to Empire, the two highways shared the same alignment, and that stretch was referred to as U.S. Highway 6-40. In 1938, the railroad alignments in Clear Creek Canyon were purchased by the State Highway Department with the intent to add additional roadways on the grade to the state roadway system. Many were improved and used for state highway realignments and for secondary roads; portions of others became part of U.S. Highway 6-40 (beginning in 1932) through the valley (Twitty 2011:331).

Upon the nation's entry into World War II, mining in Clear Creek County shut down. Materials such as gasoline and explosives were not available, and eventually gold mining was suspended in October 1942 as it was determined that it did not contribute to the war effort. Following the end of the war, when gold production began again, the mines in the Clear Creek Canyon could not recover. Populations of many towns in the valley, including Georgetown and Idaho Springs, decreased. Mining was no longer the primary economic industry (Twitty 2011:101).

Following World War II tourism began to dominate the economy of the Clear Creek Canyon. Development of tourist sites along U.S. Highway 40 and the burgeoning skiing industry helped grow towns like Idaho Springs and Georgetown. Visitors came to Clear Creek County to hunt, fish, hike, and camp, and new recreation sites were developed to accommodate these activities following World War II. Skiing, though a part of the valley's history before the war, thrived following it. The Loveland ski area first opened in 1936 with only a tow line, and in the late 1950s replaced the towline with two chairlifts, eventually adding two more. At the same time ski areas to the west in Vail, Keystone, Copper Mountain, and Beaver Creek were also being developed. These ski resorts brought thousands of visitors through Clear Creek Canyon each winter (Twitty 2011:341).

Facilitating this increased use of the mountains for recreation was the development of the national highway system in 1956. Originally, the interstate highway was planned to end at Denver and begin again in Utah, bypassing the Rocky Mountains. Western legislators urged the federal government to extend what would become Interstate 70 through the mountains and portions of U.S. Highway 6-40 were incorporated into the interstate. Although the route of Interstate 70 followed portions of U.S. Highway 6-40, the narrow valley floor and developed areas presented difficulties in adding additional lanes to the existing highways. Clear Creek was rechanneled through large portions of the lower Clear Creek drainage, particularly at Idaho Springs and between Idaho Springs and Dumont. The construction of the

interstate required the removal of buildings and structures to provide space for four lanes of highway, shoulders, and access ramps as well as bridges to cross the winding creek and secondary roads that served communities. A bypass around Idaho Springs was constructed in the late 1950s as an improvement to U.S. Highway 6-40 through the town. Opened to traffic in 1961, the Idaho Springs bypass together with the segment from Idaho Springs to the re-junction of U.S. highway 6 outside of Denver was the first section of Interstate 70 opened to traffic. Although the Interstate 70 alignment largely bypassed the communities of Dumont, Downieville, and Lawson in later phases of construction from Idaho Springs to Georgetown, many buildings in these communities were demolished or relocated. The interstate eventually passed over the Continental Divide on the edge of Clear Creek County via the Eisenhower Tunnel, first opened in 1973 and completed in 1979 (CDOT 2013).

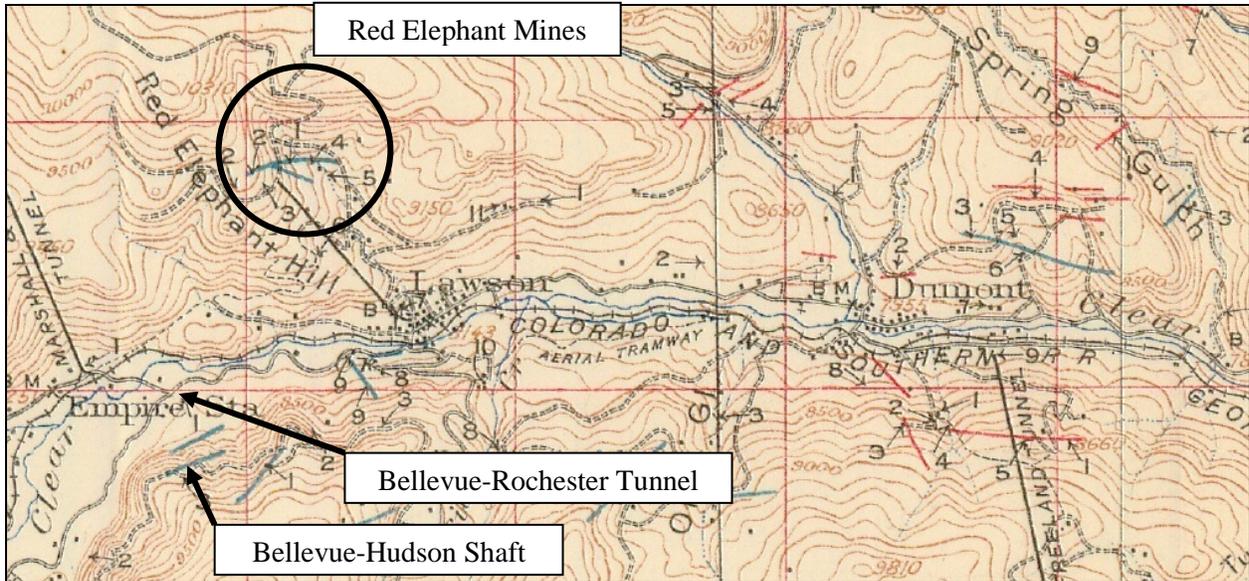
Today tourism is Clear Creek County's largest industry with visitors coming for skiing, hiking, camping, rafting, fishing, and resort stays. There is limited mining in the Clear Creek Canyon: not of gold or silver but rather of molybdenum, an alloy used in steel. Former gold and silver mines and the towns that served them have become tourist attractions in their own right with mine tours being offered at the Argo Tunnel and Mill and the Phoenix Gold Mine near Idaho Springs, and the Lebanon Silver Mine between Georgetown and Silver Plume.

### **2.3. Mines near the Survey Area**

Several mines in the Clear Creek Canyon fall within or are adjacent to the APE as the interstate follows the same general course of the valley floor. The Interstate 70 Mountain Corridor historic context provides a broader view of the history of mining throughout the corridor, and of the differences between upper and lower Clear Creek Canyon. The context is supplemented with information on the mines within the survey area to provide local context to determine the relative significance of mining resources.

#### **Bellevue-Hudson Mine**

The Bellevue-Hudson mine is approximately 1 mile west of Lawson on the south side of Clear Creek (Figure 17). The mine was composed of the Bellevue-Rochester Tunnel, the Bellevue-Hudson Shaft, and a concentration mill. The tunnel and shaft are located further upslope and outside of the APE, and the mill is within the project area. The mine developed two gold-silver veins, the Bellevue and the Giesicke, on two levels. The upper levels produced silver ores between 1886 and 1896. Operations at the mine continued until 1948, with breaks between 1927–1934 and 1935–1947 (USGS 1967:37-41).



**Figure 17. 1917 Topographic Map Showing Mines in the Lawson and Dumont Area (USGS 1917).**

### **Red Elephant Mines**

Established upon John Coburn's discovery of a gold and silver vein in 1876, the four Red Elephant mines were located on Red Elephant Hill on the north side of the Clear Creek Canyon (Figure 17). The group of mines included: the Free America, the Boulder Nest, the White No. 1, and the White No. 2. Coburn established a town-site at the base of the mines called Free America prior to the opening of the mines. In anticipation of the success of the Red Elephant mines, Coburn's son-in-law, Alexander Lawson, opened the Six Mile House hotel and tavern west of Free America. Due to high expectations of the mine's output, mills were constructed nearby, most notably the Stevens Mill. In the summer of 1877 the Colorado Central railroad established a stop at Lawson to facilitate ore transport. By 1880 the Red Elephant mines were considered an important mining center in the county. The most productive mines in the group, the Free America and White Mines, were owned by large investors. As production in the other Red Elephant mines slowed at the beginning of the twentieth century, prospectors left the area. The remaining larger mines continued to produce for several more years with significant tunnels dug into the hill to gain further access to veins; however, by 1910 the production of all of the Red Elephant mines slowed and they eventually closed.

None of the Red Elephant mines are in the project area, but their history and development are intertwined with the founding and development of Lawson.

### Maude Munroe/Dona Juanita

The Maude Munroe Mine site is located on the north side of Clear Creek, between the creek and the interstate, and is entirely within the project area (Figure 18). The site includes the surface works and main shaft. The mine worked two gold-silver veins, the Maude Monroe on the north slopes of the canyon and the Donna Juanita on the south slopes (USGS 1917:363-4). The mine is known locally as the Donna (or Dona) Juanita Mine. It was first established in the 1880s and operated independently for only a few short years. By 1892, it had been folded into the Consolidated Stanley Mining Company, which also purchased several other mines around the Stanley. The mine was producing from 1891 to 1898. The U.S. Bureau of Mines reported 963 tons of crude ore shipped from the Maude Munroe vein between 1907 to 1937 (USGS 1966:147).

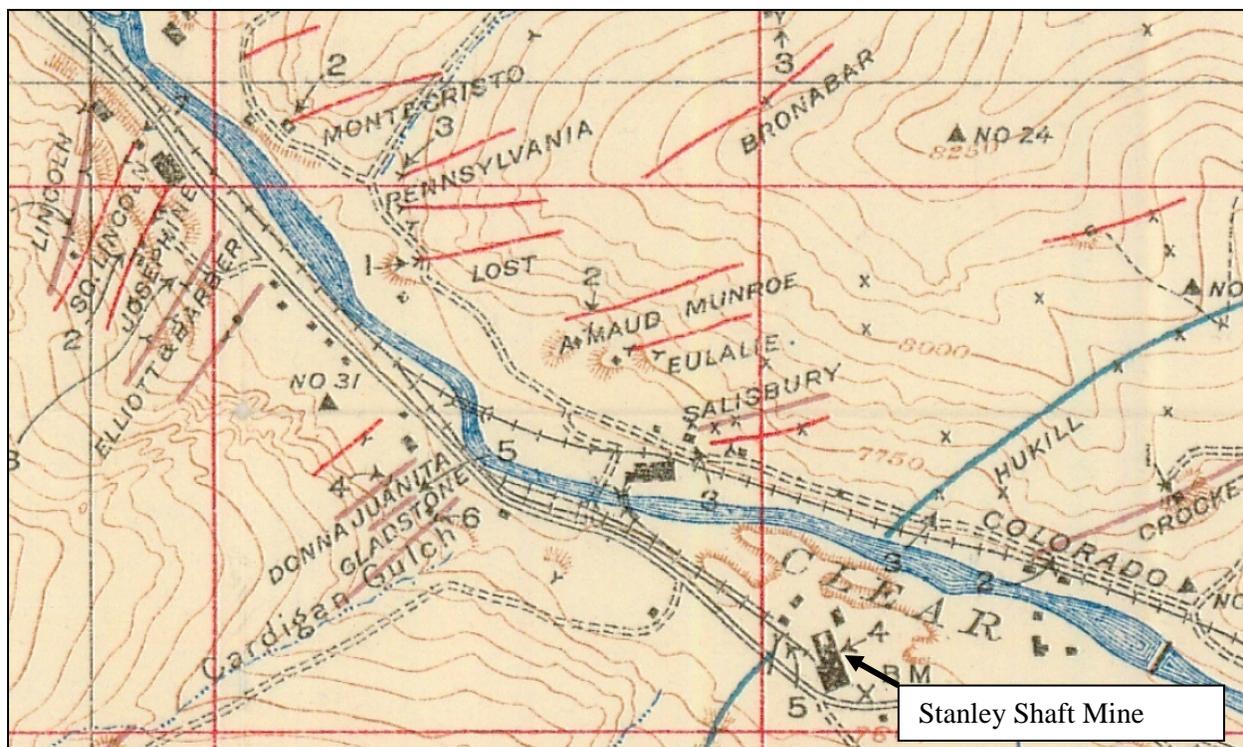
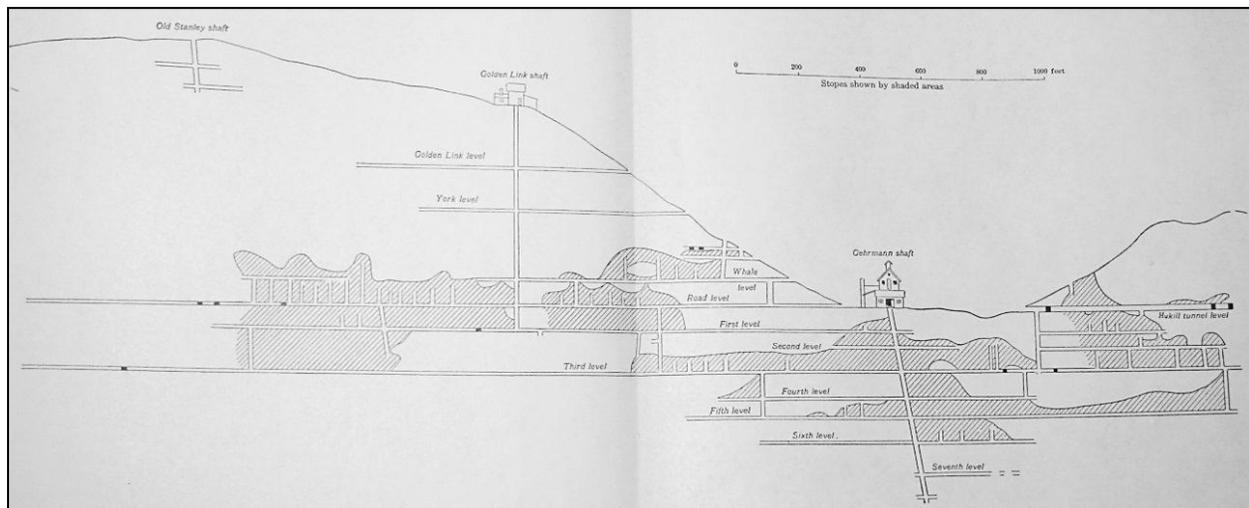


Figure 18. 1917 Topographic Maps Showing Mines  
in Area West of Idaho Springs (USGS 1917).

## Stanley Mine

The Stanley Mining Company operated the Stanley Mine on the south side of Clear Creek (Figure 18) west of Idaho Springs in 1888 as well as mines in Spring Gulch. The Hukill Gold and Silver Mining Company also operated two mines nearby, the Hukill and the Whale. In 1892 the Consolidated Stanley Mining Company bought these and combined the claim into a single immense property with new smelters and mills. Known as the Stanley, the mine was one of the most important in the Clear Creek Canyon. The Stanley was an advanced operation that extracted 30 tons of ore a day during the late 1890s (Figure 19). Mining operations slowed and eventually ceased in the 1910s (Twitty 2011:82). The Stanley mine property is outside of the present project area, on the south side of Stanley Road. However, its history and development are related to the Maude Munroe Mine.



**Figure 19. Cross-Section of Extensive Levels of the Stanley Mine's Gehrman Shaft (USGS 1917).**

## Big Five Mine

Known as the Big Five Mine, the mine was originally called the Wilcox, Eddie, or Little Eddie Mine, and was first established in 1893. It was sold to the Big Five Tunnel, Ore Reduction and Transportation Company which developed the Big Five Central Mine and Tunnel. The Big Five Tunnel was in operation in 1901. The Big Five Company had claims in Boulder and San Juan County but rather than work them from the surface, they established deep tunnels and mined the ore from inside (Twitty 2001: 74). The tunnel and portal on the west side of Idaho Springs stretched over 8,000 feet into the mountain, making it an important project in the Idaho Springs area. Production at the Big Five Mine slowed after World War II. To offset profit losses, portions of the mine were leased to the Colorado School of Mines in 1921 for

use as a training site (Golder Associates 1998:7). The Big Five Mine was permanently closed in the 1960s.



**Figure 20. West End of Idaho Springs. Arrow indicates Big Five Portal. Unknown date (Historic Society of Idaho Springs).**

### **Silver Spruce Mill**

The Silver Spruce mill is located east of Idaho Springs, south of Clear Creek on the south wall of the canyon. Constructed in the late 1930s by Clyde Lyon, the mill processed ore from several nearby mines, but primarily ores from the Niagara Mine. The mill was sold to Leroy Giles & Co. in the mid-1940s. Varying sources have the mill renamed as the Dixie Mill with the purchase, but another mill located further east also named Dixie Mill presents a possibility of confusion between the two. The Silver Spruce Mill is in the project area and was surveyed and evaluated in a survey conducted for CDOT's Twin Tunnels project (Gantt 2011:65-7).

## **Argo**

Established as the Argo Mining, Drainage, and Transportation & Tunnel Company in 1893, the Argo or Newhouse tunnel was constructed to stretch north from Idaho Springs 7 miles to undercut the Central City mines. The long tunnels allowed the veins to be worked from the bottom up. The tunnel also provided a means of haulage and drainage for properties adjacent to the tunnel. Owners leased rights-of-way from the tunnel company. The tunnel eventually measured 13,000 feet in length. Refurbished in the 1930s by Joseph Ruth, the Argo Mill at the mouth of the tunnel continued to operate throughout the decade as new ore was moved through the tunnel.

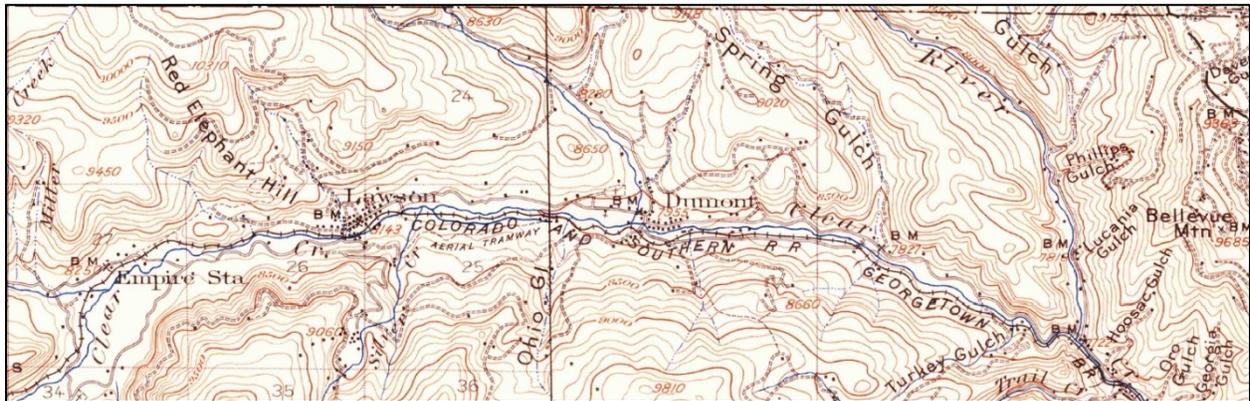
The Argo surface works and structures are located on the east side of downtown Idaho Springs at the base of the north canyon wall. It is outside of but visible from the project area.



**Figure 21. View of Argo Mill, circa 1940 (Western History Collection, Denver Public Library).**

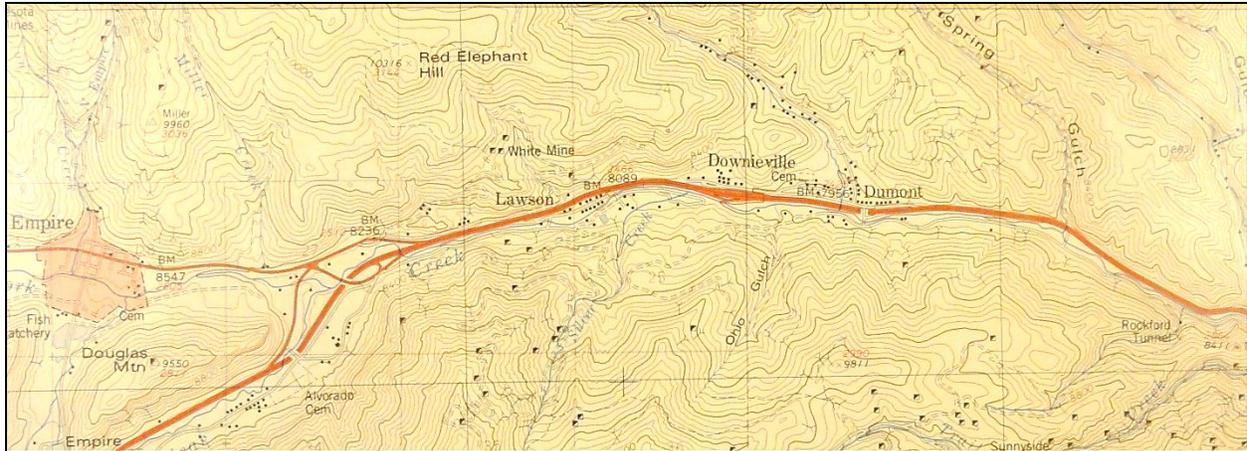
## 2.4. Dumont, Downieville, and Lawson

These three communities between Idaho Springs and Empire Junction developed concurrently after hardrock mining began in the Clear Creek drainage. Lawson developed from two adjacent townsites intended to serve the Red Elephant mines. Downieville developed around a ranch established by a local mine owner that was more of a boarding house than a working ranch. Dumont was founded as Mill City, so named for several of the earliest mills and smelters in the area. From Dumont to Downieville, the CRRR grade paralleled Clear Creek on its south banks and a road paralleled to the north, running through Dumont and Downieville. Just east of Lawson, the railroad crossed Clear Creek to run between Lawson and Clear Creek. The road north of Clear Creek continued through Lawson before crossing Clear Creek on the west end of town (Figure 22).



**Figure 22. Lawson and Dumont (Downieville not listed) on 1910 USGS Topographical Map, Central City Quadrangle.**

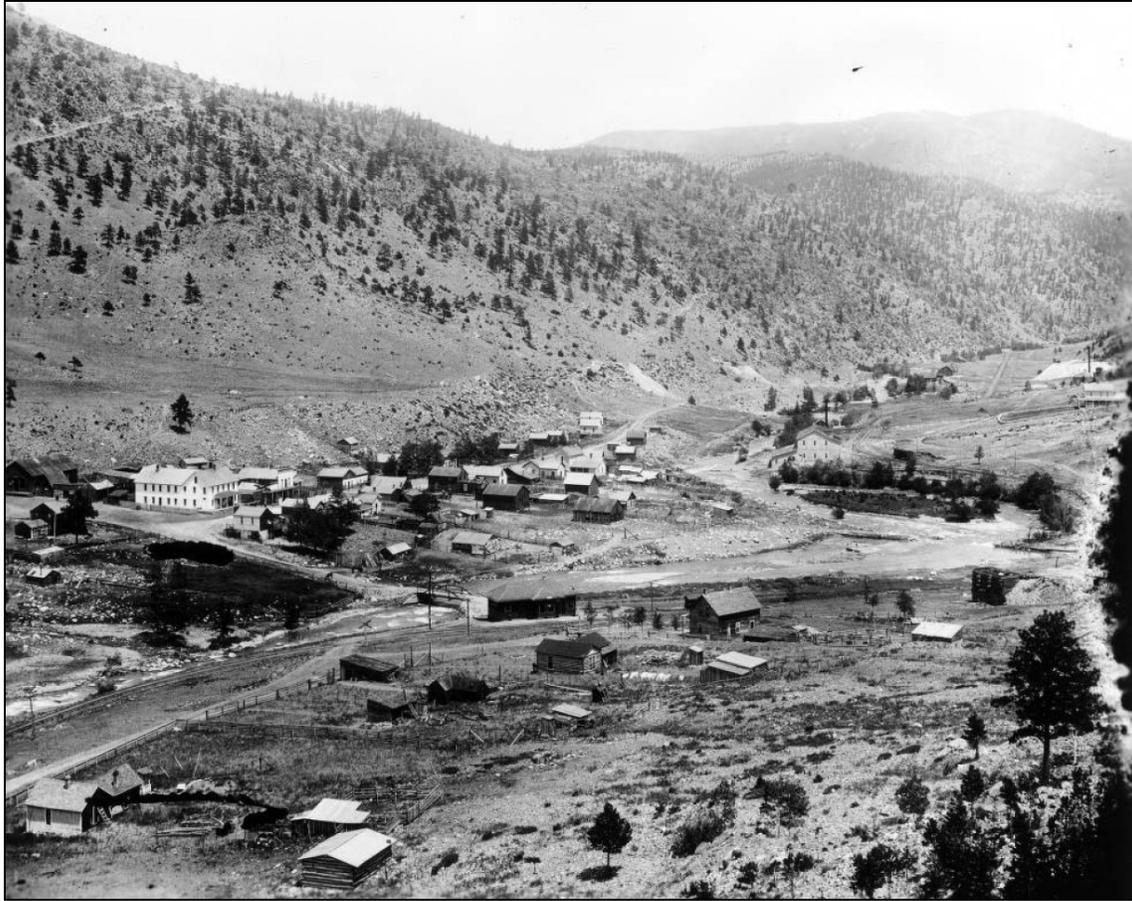
The railroad grade had been abandoned by the 1930s and some county roads were built on the existing grade. The construction of Interstate 70 in the 1960s through this area passed to the south of Dumont and Downieville and north of Lawson (Figure 23). The alignment of the interstate resulted in Clear Creek being rechanneled to the south. Some buildings in Dumont previously south of the creek were demolished or moved.



**Figure 23. Lawson, Downieville, and Dumont on 1980 USGS Topographical Map, Clear Creek Quadrangle.**

#### **2.4.1. Dumont**

Founded as Mill City in 1859, Dumont was an important stage coach stop in the Clear Creek Canyon because it contained the earliest arrastras, mills, and smelters in the area. The Mill City House was one of the first substantial structures built in the town. Constructed in 1860, the building served as a hotel and the stage coach stop while its upper floors were used as a meeting hall and often as an opera house. In 1880 Mill City was renamed Dumont after Colonel John M. Dumont, a prominent pioneer and miner, primarily due to post office confusion with a similarly named town. Dumont had a population of over 100 people with two hotels, a general store, a firehouse, and a school constructed in 1909 (Historical Society of Idaho Springs 1986:41). By 1910 the mines that supported the milling and smelting at Dumont were exhausted and began closing. A small resurgence in the years leading up to World War I helped to steady the population; however, the economic depression that followed led many to leave the town for jobs in Idaho Springs, Georgetown, or outside of Clear Creek County. Many of Dumont's structures located on the south side of the valley, including mills and smelters, were removed when the interstate replaced U.S. Highway 40 in the 1960s (Twitty 2011:101).



**Figure 24. View of Dumont, circa 1890–1900  
(Western Historic Collection, Denver Public Library).**

### **2.4.2. Downieville**

Downieville was the name of one of the first mining districts in Clear Creek County. Named after a rich mining center in California, the district included mines surrounding Dumont, Downieville, and Lawson. The town of Downieville was established around the ranch and stables built in 1871 by John Coburn, a local mine owner and operator. He also built a 32-room hotel for miners. As production in the area increased, more miners began to construct homes in the area. Coburn's hotel was tasked with serving as a stage coach stop. Coburn, a Scot from Northern Ireland, also grew potatoes at the ranch, cultivating as many as 45 acres in 1875 (*Colorado Miner* 1875). Numerous arrastras were located west of Downieville and east of Dumont. Soon mercantile stores, saloons, and other businesses moved into the area. Coburn's hotel was known for its hospitality and was a popular rest stop for members of the Ute tribe who would pass through on their way further west. With the mining depression in the late 1890s the population of Downieville declined. John Coburn's hotel, then used as a boarding house, was destroyed by fire in the 1940s and was not rebuilt. In 1955, in anticipation of the construction of Interstate 70, Downieville was selected as the location of one of Colorado's 10 stationary Ports of Entry that inspect and enforce state and federal highway size, weight, and safety regulations. Downieville capitalized on their Port of Entry by constructing roadside gas stations and restaurants and later, after further development of the ski industry, rental shops. The construction of Interstate 70 in the 1960s necessitated removing many of the properties on the south side of the valley (Historical Society of Idaho Springs 1986:42).

### **2.4.3. Lawson**

John Coburn moved his family to the site of present-day Lawson in 1871. He shortly thereafter surveyed and laid out the townsite of Free America at the base of the mines on Red Elephant Hill, hoping to take advantage of the likely success of the area mines. Coburn's Free America townsite had property lines oriented perpendicular to Clear Creek (Figure 25). Alexander Lawson was the wagon driver who moved Coburn and his family from Denver to Clear Creek Canyon. Lawson married Kate, Coburn's eldest daughter, and together they opened the Six Mile House, a hotel and tavern just west of Free America (Historical Society of Idaho Springs 1986:234, 327-8). The mines were lucrative, miners swelled the population, and other business began to be established near Lawson's Six Mile House and in Coburn's Free America. Most of the commercial development centered on Lawson's Six Mile House and nearer to the road leading to the Red Elephant mines. The street grid centered on the Six Mile House had a cardinal orientation, with the main street running east-west. William Spruance opened a grocery store near the Six Mile House in July 1877; the store prospered so well that P. G. Westholm opened a competing store in November (*Colorado Miner* 1877b; *Colorado Miner* 1877c). In the summer of 1877 as the CRR began expansion from Idaho Springs to Georgetown, a station was planned for the Red Elephant mines area. The

railroad was built along the south side of the Free America townsite and the town further developed around the Six Mile House, which by then had become known as Lawson. A station site was chosen at Lawson, and that same summer, Lawson was chosen as the location for a post office (*Colorado Miner* 1877a). With both the railroad station and the post office, Lawson was tapped as the more successful townsite, and Free America dropped its name and became part of the town of Lawson. A school was built on the east side of Lawson in 1878, with a new wing added in 1906. By 1879 Lawson had a population of over 400 and supported general stores, saloons, hotels, and other mining related businesses. As was common throughout Clear Creek Canyon, mine production began to diminish in the late 1880s but the population remained steady as Lawson had begun to serve as a transportation hub on the rail line. Substantial mines on either side of the valley bracketed the town.

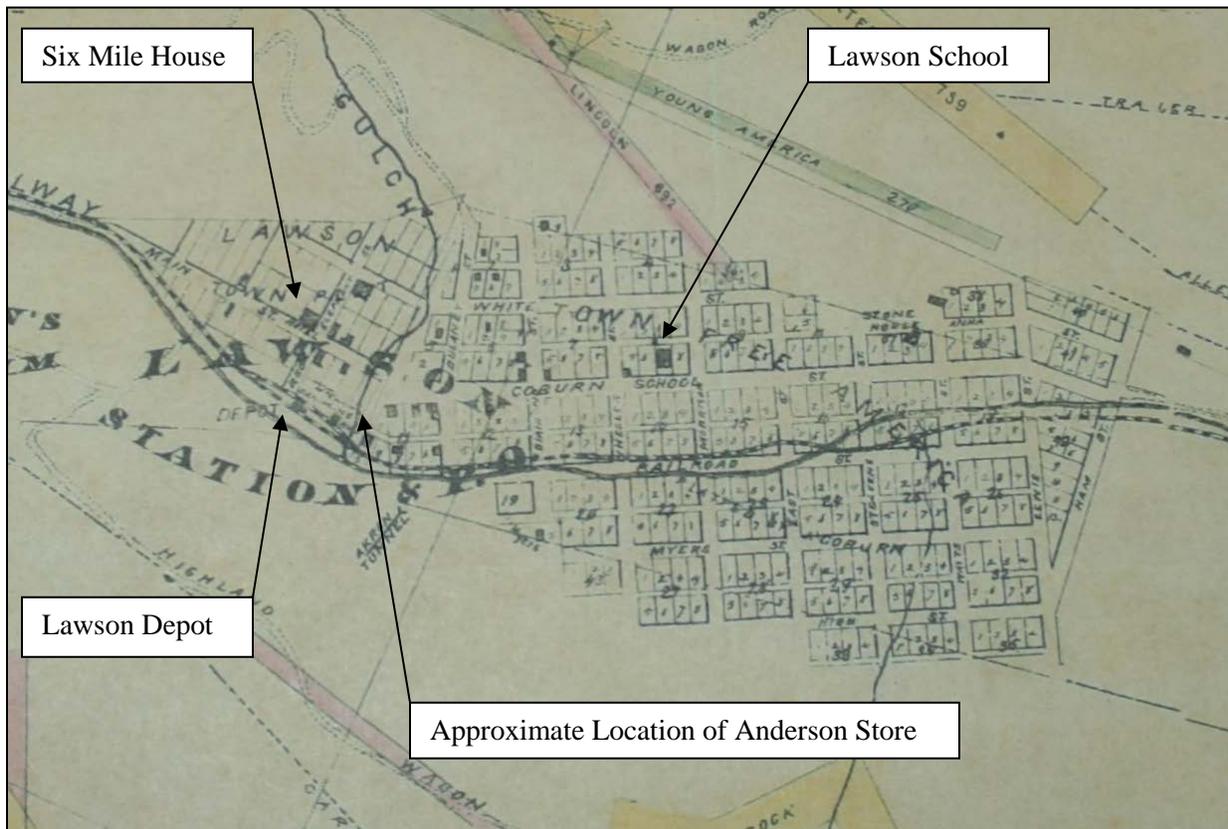


Figure 25. 1879 Map of Lawson and Free America (Clear Creek County Archives 1879).



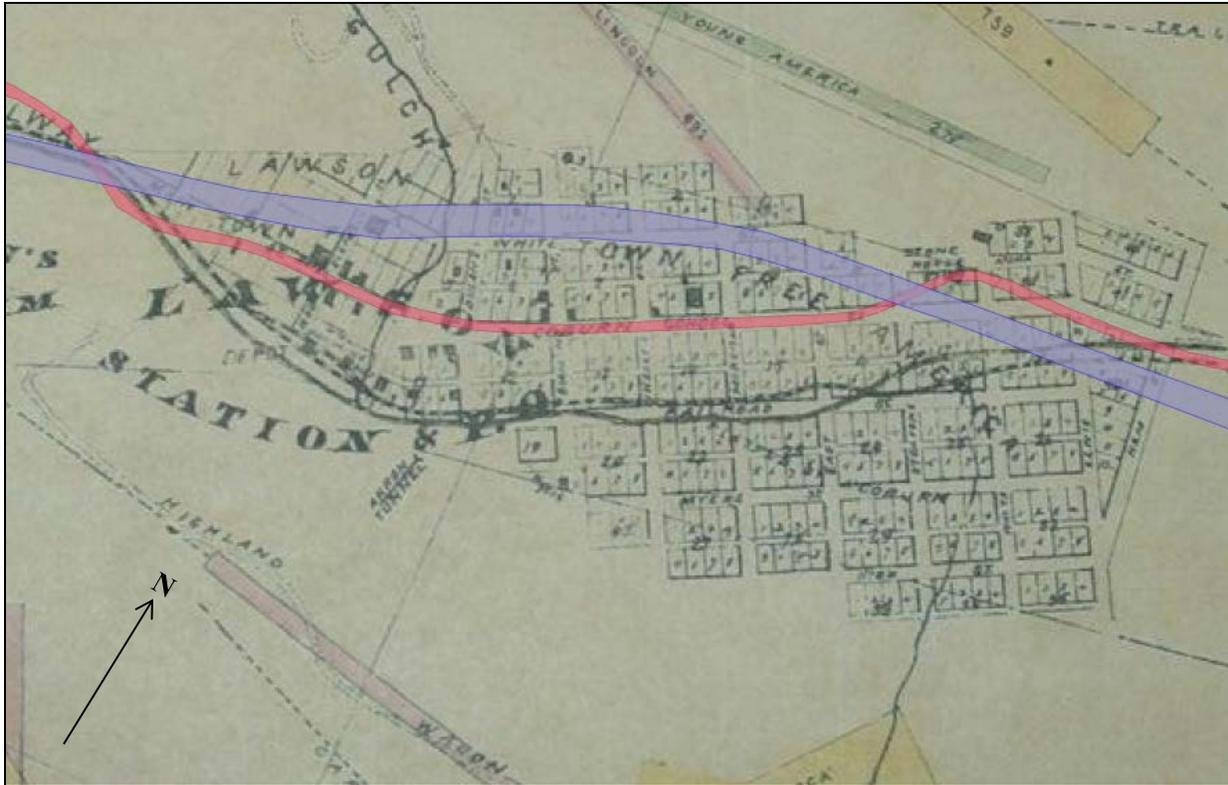
**Figure 26. Lawson, circa 1890–1900, View to Northeast. Red arrow points to Lawson School for reference (Western History Collection, Denver Public Library).**

In 1888 the population of Lawson had risen to 500 and was sustained at that level until the silver crash of 1893 (Twitty 2011:65). Following the drop in silver prices, many of the mines that were supporting the town were closed. By the turn of the century, Lawson's population had dropped to 200. The town was still big enough to support a school, a general store, and a post office. A large fire on December 21, 1906, destroyed the Lawson train depot (*Georgetown Courier* 1906). With the decline of mining as a notable industry in the area in the early twentieth century, the population of Lawson dwindled.



**Figure 27. View of Lawson, circa 1900–1930. Red arrow points to W. E. Anderson Store for reference (Western History Collection, Denver Public Library).**

The main street through Lawson became State Highway 2, then U.S. Highway 40 in 1926, and U.S. Highway 6-40 beginning in 1932. There appear to have been attempts from the 1930s through the 1960s to capitalize on outdoor recreation tourism. A property along Clear Creek (1924 County Road 308) had four small cabins constructed next to the creek between 1930 and 1938, and a property on the north side of the main street with several residences (1967 County Road 308) operated as the “Trinket Lodge” for a period. There is no information suggesting these efforts at recreation development or supplementing income with rental properties sustained for long. After World War II, the population continued to drop, and the Lawson School closed in 1959, followed by the post office and the town’s longest surviving business, W. E. Anderson’s General Store. Both closed in 1960 (Historical Society of Idaho Springs 1986:43). Construction of Interstate 70 skirted north of Lawson and resulted in the demolition or relocation of some of Lawson’s buildings and structures that had been on the north side of the valley, but left those on the main street (now County Road 308) intact (Figure 28).



**Figure 28. Approximate Present Alignments of Interstate 70 (Blue) and County Road 308 (Red) on 1879 Map of Lawson. (Note this map shows many blocks and lots that were never developed)**

## 2.5. Idaho Springs

Placer gold was discovered by George Jackson in 1859 at the confluence of Chicago Creek and Clear Creek, the site of present-day Idaho Springs. As prospectors flooded the area, settlements began to grow. In 1860 the Idaho Town Company was organized and the Idaho town site was platted. The same year a general store, hotel, restaurant, and several cabins were constructed. Idaho quickly became the principal settlement in Clear Creek County (Twitty 2011:22). In 1861 two wagon roads connected Idaho Springs (the name having been changed by mid 1860s) to mining centers in the north and to Georgetown. Better accessibility and hardrock discoveries increased mining activity in the area.

When Colorado was designated a territory, 17 counties were established including Clear Creek County because of its growing importance for mining. Idaho Springs was selected as the county seat. It also was an important transportation hub due to the early wagon roads into the town. A stage stop was added in 1866. In the 1870s the town had grown to more than 400 people and the population increased to 730 in 1880. The introduction of the CCRR in 1877 only accelerated the growth of the town. Idaho Springs was the center of commerce, communication, banking, and transportation and had a sizeable business district.

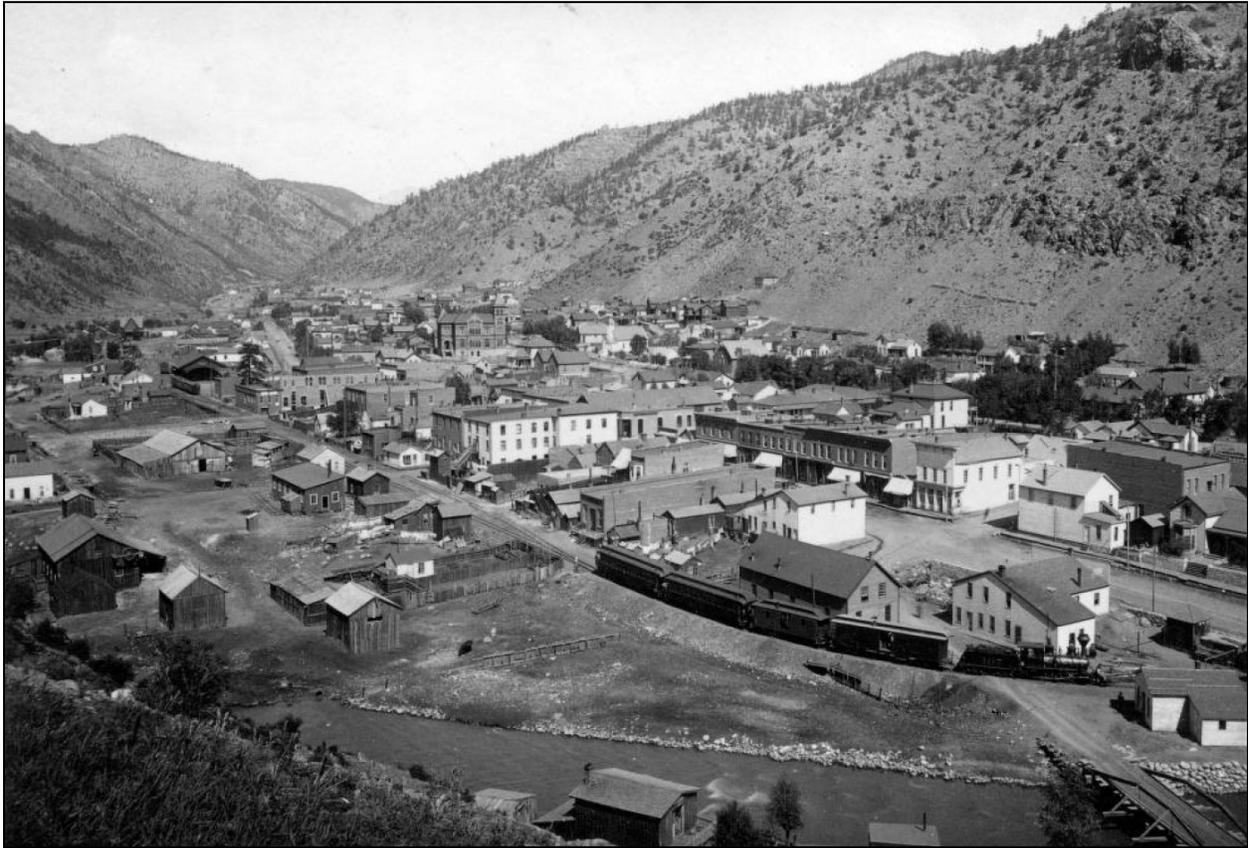
Many mines surrounded the town and it became a significant milling center with 12 independent mills. By the end of the decade the population of Idaho Springs had doubled again, reaching 1,400 (Twitty 2011:61-64).



**Figure 29. View of Idaho Springs Looking East, circa 1880–1885  
(Western History Collection, Denver Public Library).**

The size of the town and amount and diversity of its mining resources allowed the city to weather inconsistencies and price drops in gold and silver through the end of the nineteenth century. At the turn of the century Idaho Springs had managed to double its population again boasting 2,592 residents and more than 20 mills to support gold and silver mines throughout Clear Creek Canyon (Twitty 2011:72). Though this number decreased to 12 mills by 1906, those that closed were old and unable to manage the grade of ore being processed. Mining in and around Idaho Springs remained stable from 1910-1915 and the town retained its population. Following World War I, silver prices remained low but mining in Idaho Springs continued because the price of gold held steady due to the gold standard. The nation's entrance into the Great Depression stymied even gold mining in the town. Tourism in the area slowed and the demand for freight and rail service nearly stopped. The railroad between Denver and Idaho Springs cut nearly all service. Some miners in the area returned to placer mining and were able to provide a subsistence income for themselves (Twitty 2011:94-96). President Roosevelt sought to increase mining and began purchasing

gold at inflated prices; this allowed the industry to revive and a number of new mines were constructed around Idaho Springs. By 1935 railroad traffic to the town returned to pre-depression levels.



**Figure 30. View of Idaho Springs Looking West, 1887  
(Western History Collection, Denver Public Library).**

Mining remained a significant industry in Idaho Springs until the U.S. entry into World War II. The government suspended gold mining throughout the nation, ending Idaho Springs' depression-era revival. With no ore production, railroads through the town closed and some tracks were removed. The population of Clear Creek Canyon's small towns dropped as residents moved to Idaho Springs or Georgetown looking for job opportunities. Although some silver and gold production began after the war, it was never a significant economic force in Idaho Springs again (Twitty 2011:99). The construction of highways, which had stopped during the war, resumed during the years following. This greatly improved access to Idaho Springs. In the 1960s Interstate 70 was constructed on the south side of the valley at Idaho Springs, requiring the demolition or removal of many buildings and structures and the relocation of portions of Clear Creek (Twitty 2011:332). The town benefited from highway construction as recreation and tourism became important industries. The increase in recreational opportunities included skiing at nearby resorts,

hiking, camping, fishing, as well as those visitors coming to see the remains of gold and silver mining. Today Idaho Springs has a population of approximately 1,700 and tourism is its biggest industry (U.S. Census 2013).

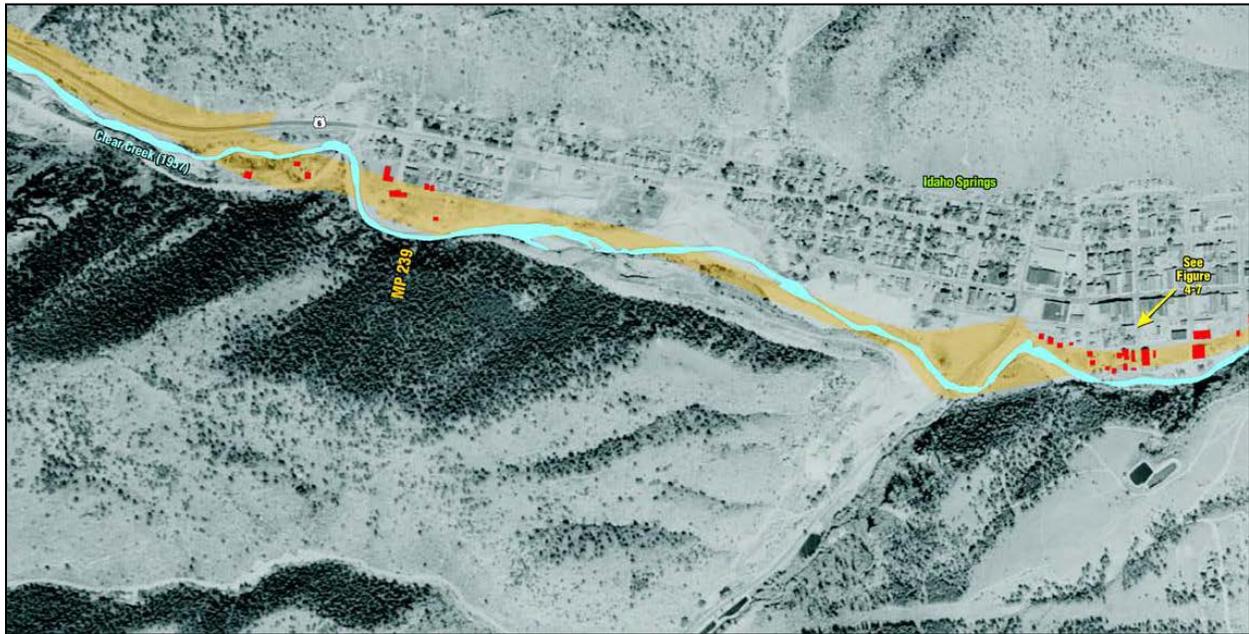


Figure 31. 1957 Aerial Photograph of West Idaho Springs Showing Original Channel of Clear Creek and Interstate 70 Construction Area (Idaho Springs 2008).



Figure 32. 1957 Aerial Photograph of West Idaho Springs Showing Original Channel of Clear Creek (Blue) and Interstate 70 Construction Area (Yellow) (Idaho Springs 2008).

### **3. SURVEY RESULTS**

This chapter presents the results of the architectural resources survey with evaluation recommendations of NRHP eligibility. Forty-six (46) buildings, structures, objects, and sites within the project area were surveyed, either as re-evaluations of previously identified or newly identified and evaluated resources. The survey results are summarized in order of their locations from west to east in the project area. Isolated resources are described independently and concentrations of resources are generally described together, particularly where they are thematically similar or where potential exists for a historic district. The survey recommendations are listed in a summary table of previously identified resources and resources identified during this survey that are recommended eligible for listing in the NRHP.

The survey recorded 46 buildings, structures, objects, or sites and one district within the project APE that are 48 years of age or older, i.e., constructed in 1965 or earlier. This number includes seven previously identified resources that were surveyed and re-evaluated. A survey log is provided in Appendix A, the locations of all surveyed properties are provided in Appendix B, and completed inventory forms are in Appendix C.

The following sub-sections are organized geographically from the west end of the survey area, beginning at Empire Junction, to the east end, just east of Idaho Springs. Each sub-section describes a geographically distinct resource or several resources that are grouped geographically and described together.

#### **3.1. *Bellevue-Hudson Ore Bin (5CC.2120)***

5CC.2120 is an abandoned ore bin associated with the Bellevue-Hudson mill. The Bellevue-Hudson Mine and Tunnel were located in the mountains to the south of the ore bin. The Bellevue-Hudson was one of the later Red Elephant Group's mines and first produced circa 1892. The ore produced by the mine was complex and required significant treatment before substantial gold could be recovered. The mine was closed during the early 1900s and purchased by the John A. Homburg Mining & Milling Company in 1907. The company reopened the main workings and constructed a concentration mill to treat the problematic ore. However, it was likely short-lived as a 1916 Bureau of Mines report states that only one mill, the Golden Empire Mill, was operating in the Empire District at that time (USGS 1919).

Concentration mills are a relatively rare resource because once closed, most were dismantled to recycle construction materials and the valuable equipment. No evidence of the concentration mill was found during the survey, likely because it was dismantled after closing. The ore bin would have stored ore from the mines upslope to be loaded and transported by rail on the tracks downslope of the bin. Though the

Bellevue-Hudson continued to produce, the mine was eventually sold again and operated with diminishing production until 1948 (Twitty 2011:81-2; USGS 1967:37-41). The extant structure is a sloped floor ore bin. Ore bins were used to store raw ore before transport. The ore bin sits on a low outcropping surrounded by a waste rock pile on the southern edge of County Road 308 approximately 1 mile west of Lawson. The structure consists of a timber frame with three chutes. Wood log cribbing supports the slope to either side of the structure and prevents the waste rock from pushing onto the edge of the road. It is unclear if the structure sits on Bureau of Land Management (BLM) property or private land, but the graded area above the structure is used presently for the storage of CDOT equipment.



**Figure 33. View of Bellevue-Hudson Ore Bin (5CC.2120), Facing West.**

The Bellevue-Hudson Mine was not a significant mine in the Clear Creek Canyon, or even within the community of Lawson. Its production was inferior to other Red Elephant Group mines and because of its complex ore, it was only in production for a short time from 1892 to circa 1900 and sporadically from 1907 to 1948 with diminishing returns. Based on construction methods, the bin was constructed during and associated with this second, later period. This ore bin is not significant under Criterion A because the associated mine was not significant even locally compared to the nearby mines on Red Elephant Hill. Research did not indicate that the mine was associated with an important operator or engineer; therefore, it is not significant under Criterion B. The surviving bin alone does not hold significance for architecture or engineering under Criterion C as it is not distinctive for its design, type, form, or method of construction and is too partial. Though it is known that the concentration mill processed primarily silver and other ores, the portions of the mill that would have housed the sorting and crushing processes and equipment are not extant. For these reasons, the Bellevue-Hudson Ore Bin is recommended not eligible for listing in the NRHP.

### 3.2. Lawson

The community of Lawson straddles County Road 308 on the south side of Interstate 70. The MCVHS previously inventoried resources in Lawson for its own files without making NRHP eligibility evaluations, but only two previously identified and evaluated built resources were returned in the OAHIP records search.

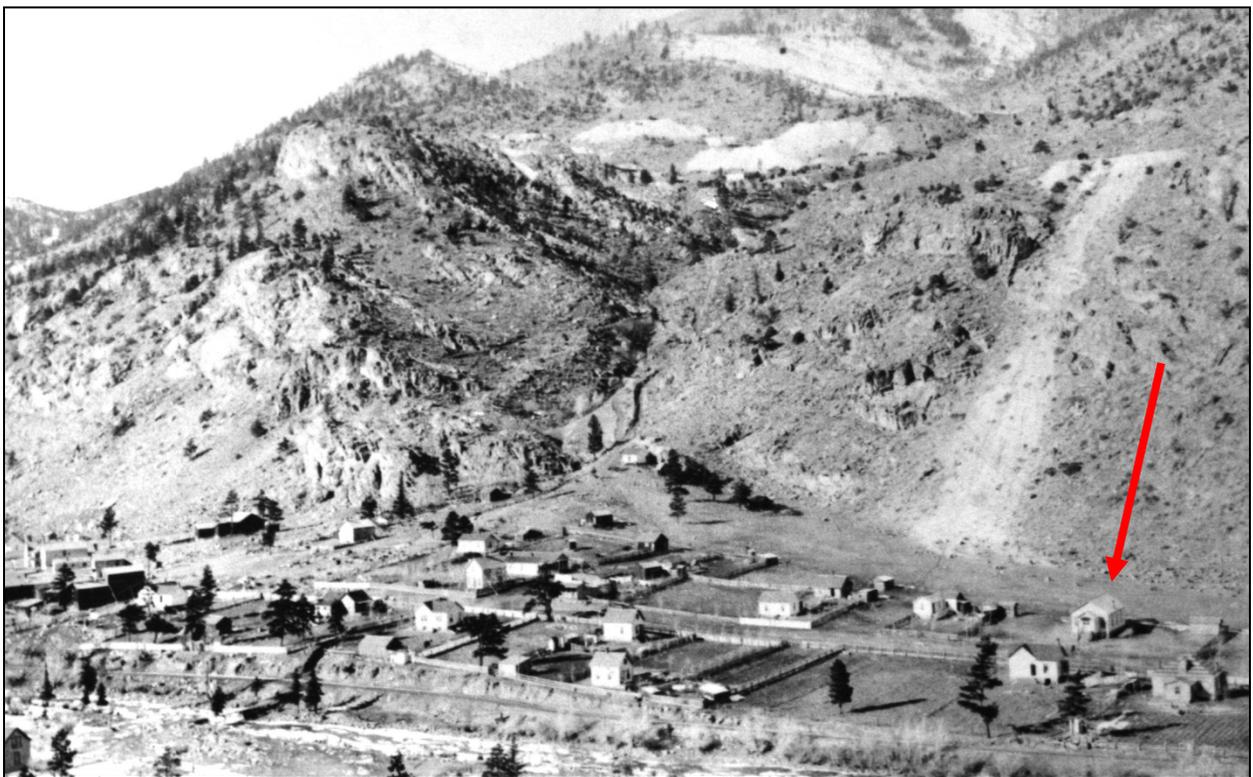


Figure 34. Panorama of Lawson, View to North, Undated (MCVHS).

Historic themes associated with Lawson include mining and community development. However, many of the mining resources related to the founding and development of Lawson are north of Interstate 70 on Red Elephant Hill, and were either destroyed or separated from Lawson by the construction of the interstate. Significant historical persons associated with Lawson include Alexander Lawson and John Coburn—respectively son-in-law and father-in-law, who founded Lawson and Free America. Walt E. Anderson owned and operated the W. E. Anderson general store until it closed at his retirement in the mid-1960s (Historical Society of Idaho Springs 1986:43). Anderson also is listed as the owner of several properties in Lawson property records from the 1910s and 1920s.

Architecturally, Lawson has a fairly narrow period of construction for the majority of its buildings, from 1870 to 1893. A consistency of architectural stock reflecting its temporal and geographical place as a late nineteenth century Rockies mining town would be expected, but Lawson has a surprising variety of styles and forms relative to the number of buildings remaining from the period. Architectural styles represented in Lawson include Carpenter Gothic, Queen Anne, Victorian Folk, and Pioneer Log construction. A second, minor construction period in the 1930s was focused primarily on recreational cabins near the creek.

Two previously identified sites were found in the OAHF file search—the townsite of Lawson and Free America and the Lawson Depot site—both listed as archaeological sites but the site forms refer to built resources. The original townsite of Free America essentially covers the east portion of present-day Lawson and included sites on both sides of Clear Creek that were never built out beyond the main street which is now County Road 308. The site form for the Lawson/Free America townsite generally describes various types of architecture but does not reference specific properties. The identification and evaluation of a historic district in Lawson under this survey constitutes a re-evaluation for this entity. The site of the Lawson Depot is west of the Anderson store on private property; the depot was destroyed by fire in 1906, according to a historical newspaper account (*Georgetown Courier* 1906). The site form for the Depot site describes the property and supposes that the depot was possibly relocated from here. The property is now developed, and no features or foundations that may have been associated with the depot were noted from the public right-of-way during the current survey. The railroad ran adjacent to and north of Clear Creek as seen in historic photographs (see Figure 35). This CCRF railroad segment is discussed in Section 3.9.

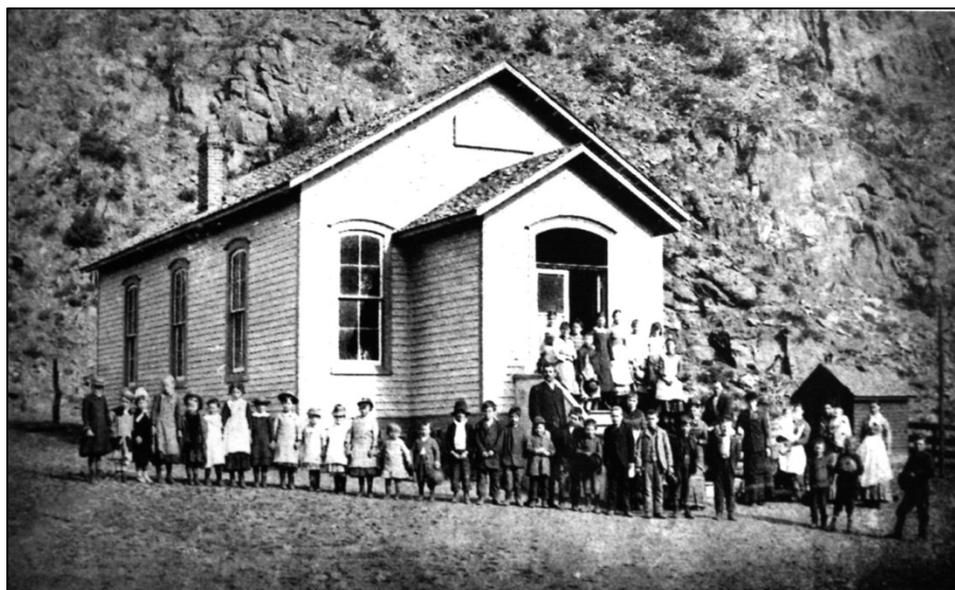


**Figure 35. View of Lawson from South across Clear Creek, Undated. Railroad grade is visible on bench between Clear Creek and buildings. Red arrow shows Lawson School for reference (MCVHS).**

All resources surveyed in Lawson were evaluated for their NRHP eligibility as individual properties and for eligibility as contributing elements to a historic district in Lawson. Two surveyed resources are recommended eligible for NRHP listing on individual basis—the Lawson School and the W. E. Anderson Store. Research on the history of Lawson and the history of individual properties did not identify any other properties with significant associations with historic events, themes, persons, or architectural design, form, or type to be individually eligible for listing in the NRHP.

### **3.2.1. Lawson School (5CC.181)**

The Lawson School (5CC.181) was constructed in 1876 and determined eligible by SHPO in 1989 (Figure 36). It is individually eligible for NRHP listing under Criterion A for locally significant associations with community development and education in Lawson and under Criterion C as an example of the Folk Victorian Style applied to a community school. An east-west oriented wing addition was constructed in 1904 (*Georgetown Courier* 1904), creating an L-plan along with the original front gable portion (Figure 36). The property is extremely overgrown and photographs of the school during fieldwork from the public right-of-way were obscured by vegetation. The re-survey of the Lawson School for this project provided no basis for recommending change to that previous determination. A visual examination determined that the building has had no apparent changes since prior to its closure in 1959. It appears architecturally very much like it does in historic photos. The building also did not appear to be under significant threat from deterioration, though lack of maintenance was apparent.



**Figure 36. Undated Photo of Lawson School, Prior to Construction of West Addition (MCVHS).**

### **3.2.2. W. E. Anderson Store (5CC.2146)**

The W. E. Anderson Store (5CC.2146), constructed in 1880, is the only remaining commercial building in Lawson from its primary period of significance of 1870–1900 (Figure 37). The building has a rectangular plan built into a hillside on a north-south axis with a front gable roof with parapet on the original building and a shed roof east addition with a shorter parapet. The building sits on a stone perimeter foundation that is visible on the south facade. The north primary facade has a taller parapet on the western original portion of the building and shorter parapet over the east addition. The north primary facade of the original portion has a recessed double door entrance with a transom above and is flanked by display windows. The north facade of the east addition has a double-width primary entrance with a double-leaf door and transoms above and is flanked to the east by a single display window. All windows are boarded over. The building has wood frame structural walls and is clad in clapboard siding on all facades except for the west facade, which is stuccoed. Attached to the building's east wall is a shed roof addition, also with a commercial parapet on the north facade. The date of the east addition is unknown but, based on its form, design, and materials, was likely constructed circa 1900.



**Figure 37. North (Primary) and East Facades of W. E. Anderson Store (5CC.2146), View Facing Southwest.**

The W. E. Anderson store is locally significant under Criterion A for representing the commercial development of Lawson associated with the nearby mining industry during the historic period. It appears to be relatively unaltered and retains its historic integrity of location, design, materials, workmanship, feeling, and association. Its integrity of setting has been somewhat diminished by the mobile home park constructed to the south. The present state of the building appears similar when compared to a 1985 photograph (Figure 38) with one exception. A hipped roof porch on wood posts over the east addition

entrance appears in the 1985 photograph, but is no longer extant. The date of the porch is unknown and no older photographs of the store were found during research. The W. E. Anderson store is recommended individually eligible for listing in the NRHP.



**Figure 38. W. E. Anderson Store, 1985 (Western History Collection, Denver Public Library).**

### **3.2.3. Lawson Historic District (5CC.2157)**

All properties surveyed in Lawson were also evaluated for potential as contributing elements to a potential historic district. A historic district in Lawson would be locally significant for associations with the historic theme of Community Development and Planning under Criterion A. Lawson was first platted in 1876, adjacent to the townsite of Free America to the east. The platting of the town was more extensive than what was built out during the nineteenth century, originally spanning both sides of Clear Creek. Lawson's growth as a community largely stagnated with the silver crash of 1893 and there was very little additional construction in the twentieth century. Significance under Criterion C also was considered since the primary construction boom in Lawson occurred during a fairly narrow period. Lawson displays several architectural styles and vernacular forms representative of this period. However, the architectural styles and forms in Lawson vary even within this period and do not represent a cohesive and recognizable assemblage of architectural styles and forms, particularly compared to other communities in the Clear Creek drainage, such as Georgetown and Idaho Springs. Further elaboration of the district's significance and integrity is given below. Other than the Lawson School and the W. E. Anderson Store, no properties in Lawson are recommended individually eligible for listing in the NRHP. NRHP significance, integrity, and eligibility discussions of the other surveyed properties in Lawson are respective of the property's eligibility as a contributing element to the Lawson Historic District.

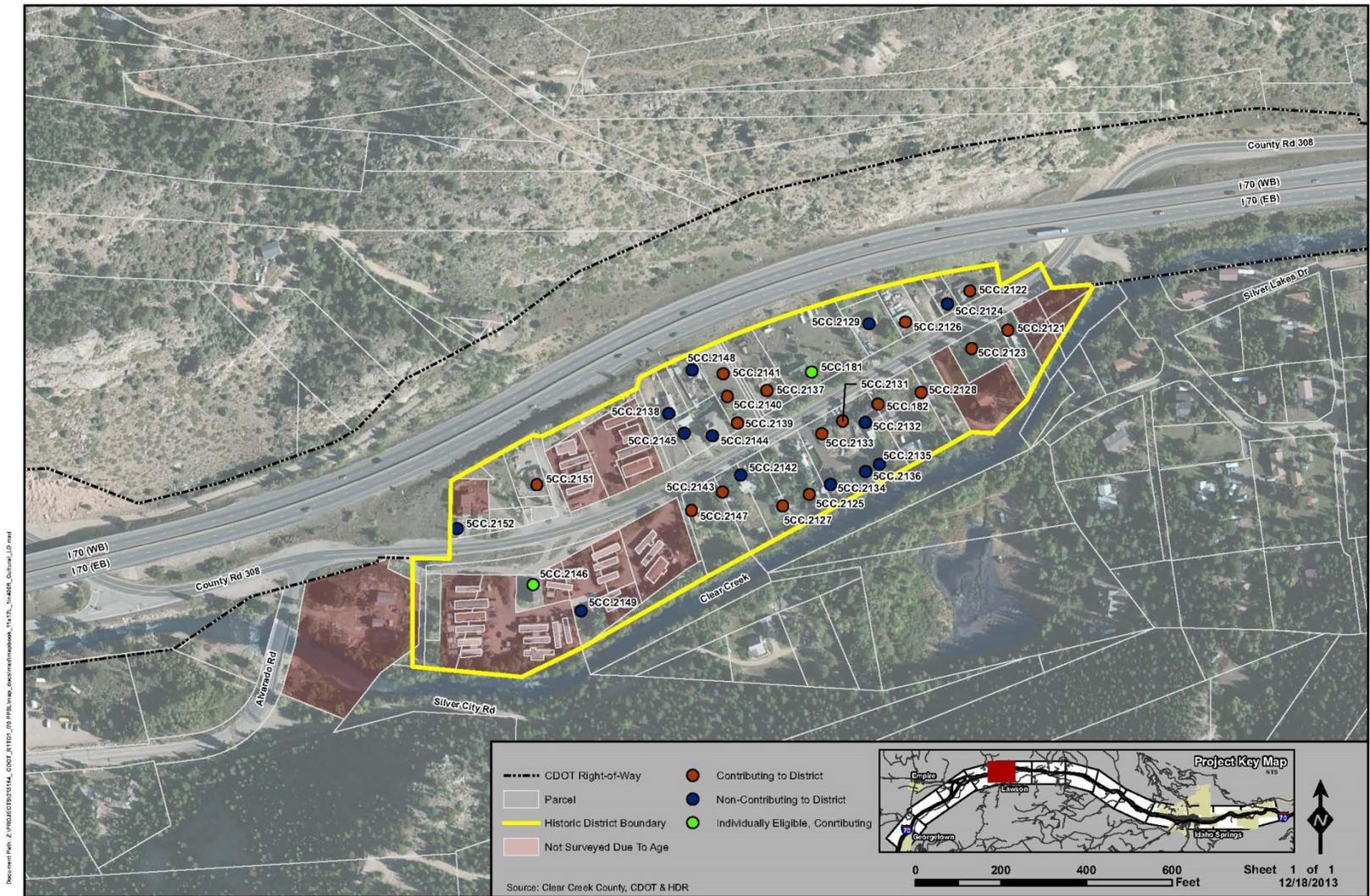


Figure 39. Proposed Boundaries of a Lawson Historic District.



Properties in Lawson contributing to the significance of the district would date to the district’s 1870s-1910 period of significance, be predominantly residential in nature, be located in the original townsite platted areas, and retain historic integrity of location, setting, feeling, and association. Although integrity of materials, workmanship, and design is important, compromises in these three aspects of historic integrity would not necessarily make a property non-contributing, particularly in instances where specific properties are unique in the community based on form, type, or original use.

Table 4 provides a summary of the resources surveyed in Lawson and their status for contributing to a historic district in Lawson. Discussions of examples of surveyed resources follow the table, highlighting examples of unique or representative styles or construction.

**Table 4. Cultural Resources Surveyed in Lawson.**

Survey #	Address	Construction Date	Theme	Historic District Status
5CC.2121	1838 County Road 308	1890	Residential	Contributing
5CC.2122	1845 County Road 308	1893	Residential	Contributing
5CC.2123	1852 County Road 308	1893	Residential	Contributing
5CC.2124	1853 County Road 308	1893	Residential	Non-contributing
5CC.2125	1954 County Road 308	1893	Residential	Contributing
5CC.2126	1871 County Road 308	1870	Residential	Contributing
5CC.2127	County Road 308	c1890	Residential	Contributing
5CC.2128	1878 County Road 308	1893	Residential	Contributing
5CC.2129	1889 County Road 308	1972	Residential	Non-contributing
5CC.182	1890 County Road 308	1890	Residential	Contributing
5CC.2131	1924 County Road 308	1890	Residential	Contributing
5CC.2132	1924 County Road 308	1930	Residential	Non-contributing
5CC.2133	1924 County Road 308	1890	Residential	Contributing
5CC.2134	1924 County Road 308	1938	Residential	Non-contributing
5CC.2135	1924 County Road 308	1938	Residential	Non-contributing
5CC.2136	1924 County Road 308	1938	Residential	Non-contributing
5CC.181	Lawson School, 1925 County Road 308	1878	Education	Contributing
5CC.2137	1953 County Road 308	1893	Residential	Contributing
5CC.2138	1955 County Road 308	1893	Residential	Non-contributing
5CC.2139	1967 County Road 308	1893	Residential	Contributing
5CC.2140	1967 County Road 308	1893	Residential	Contributing
5CC.2141	1967 County Road 308	c1870-80	Residential	Contributing
5CC.2142	1972 County Road 308	c1870-80	Residential	Non-contributing
5CC.2143	1976 County Road 308	1893	Residential	Contributing
5CC.2144	1977 County Road 308	1880	Residential	Non-contributing
5CC.2145	1981 County Road 308	1950	Residential	Non-contributing
5CC.2146	W. E. Anderson Store, County Road 308	1880	Commerce	Contributing
5CC.2147	1998 County Road 308	1893	Residential	Contributing

**Table 4. Cultural Resources Surveyed in Lawson.**

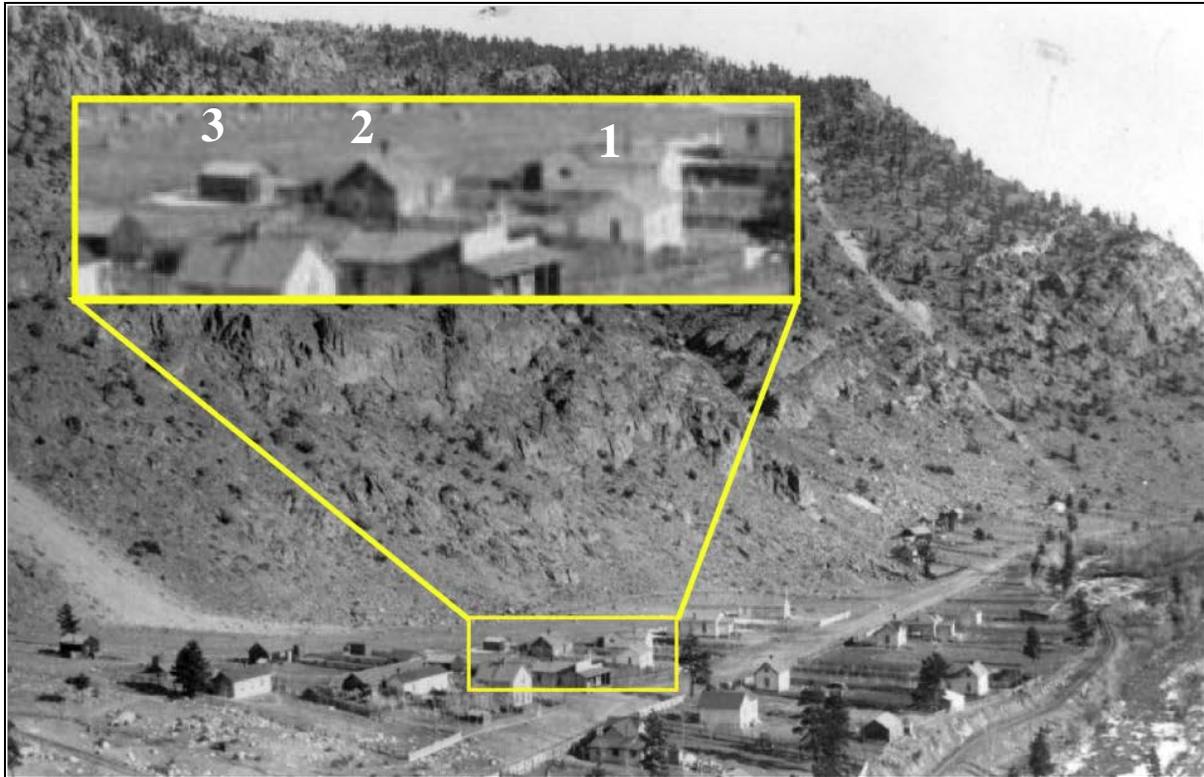
Survey #	Address	Construction Date	Theme	Historic District Status
5CC.2148	1999 County Road 308	c1890	Residential	Non-contributing
5CC.2149	2038 County Road 308	1955	Residential	Non-contributing
5CC.2151	2061 County Road 308	1893	Residential	Contributing
5CC.2152	2077 County Road 308	c.1950-64 sheds	Residential	Non-contributing

**1967 County Road 308 (5CC.2139, 5CC.2140, 5CC.2141)**

The parcel at 1967 County Road 308 is an example of a property that has multiple residences both currently and historically. Since each of the three residences on the parcel are unique and evaluated as contributing to the district’s significance, each was inventoried on a separate architectural inventory form in order to fully document the resource, as previously described in the methodology. The parcel has a long, narrow configuration on the north side of County Road 308 and contains, from south to north, a wood-frame Late Victorian vernacular residence (5CC.2139) (Figure 41), a two-room log residence (5CC.2140; Figure 43), and a one-room log structure (5CC.2141) (Figure 44). These three buildings are also visible in the same configuration in a historic photograph of Lawson dated 1890–1900 (Figure 42). The county assessor’s data lists the date of construction for the frame residence as 1893, but the two log structures likely date circa 1870–1880.



**Figure 41. Primary (South) and East Facades of Residence at 1967 County Road 308, Lawson (5CC.2139), Facing Northwest.**



**Figure 42. Lawson circa 1890–1900 Facing Northeast with Property at 1967 County Road 308 Highlighted. Buildings are numbered, 1=5CC.2139, 2=5CC.2140, 3=5CC.2141 (Western History Collection, Denver Public Library).**

The wood-frame residence (5CC.2139) fronting County Road 308 is an example of Late Victorian vernacular residential architecture, a representation of other popular styles between 1870 and 1900 with minimal decorative elements. The residence has a square plan with a side gable roof on the front half transitioning to a shed roof on the rear facade. The exterior wall cladding is wood siding. The south primary facade has a single door primary entrance centered on the facade and flanked by double-hung sash windows with four-over-four lights. The primary entrance is sheltered by a front gable entry portico supported by turned posts. The roof is clad with sheet metal and has a central chimney. The only major modification to the building is the addition of the front gable portico centered over the primary entrance on the south facade. Although the date of this modification is unknown, it likely dates to the first decade of the twentieth century.

Directly to the north of the frame residence at 1967 County Road 308 is a log residence (5CC.2140, Figure 43). This building has hewn log and chink exterior structural walls and a side gable roof clad in corrugated metal and a central chimney. The roof has a steep pitch with vertical wood board on the gable ends. The primary entrance is on the south primary facade and is offset relative to the southeast corner.

The wood door has four lights in the upper half. The primary entrance is flanked to the east by a window on the southeast corner with two single panes, one on the south facade and one on the east facade. The primary entrance is flanked to the west by a large picture window. The windows visible on the south and east facades are wood framed but with single large glass panes, suggesting mid- to late-twentieth century replacements.



**Figure 43. Primary (South) and East Facades of Two-room Log Residence at 1967 County Road 308, Lawson (5CC.2140).**

At the rear of the property at 1967 County Road 308 are three buildings. One is a log building that may have been a residence converted at a later date to an outbuilding. The remaining two structures are a shed and a barn, both with gable roofs clad in corrugated metal and with exterior walls clad in vertical wood siding. The log building (5CC.2141, Figure 44) has attributes suggesting its original use as a residence and a variant of the Rocky Mountain Cabin form. The Rocky Mountain Cabin was a uniquely Western log form with a gable roof that extended to create an open or semi-enclosed summer living space (Wilson 1984). Due to limited access and visibility from the right-of-way, features that would further clarify the form, type, and original use of the building were not visible. Assuming its original use as a residence, this log building is likely the oldest extant residence in Lawson. Assuming an original use as an outbuilding, it would be an ancillary structure to the other residences on the property. In either case, it would be a contributing resource to a potential historic district in Lawson.



**Figure 44. Primary (South) and East Facades of Rocky Mountain Cabin Log Structure (red arrow) and Two Outbuildings at 1967 County Road 308, Lawson (5CC.2141).**

#### **1890 County Road 308 (5CC.182)**

The residence at 1890 County Road 308 (5CC.182) is the only extant stone masonry building in Lawson (Figure 45). Lawson deed records from 1900–1920 mention two stone houses, one is referenced as the “Coburn Stone House” which was located in the present interstate alignment. The second stone house has a previous site number and was surveyed in 1982 by the OAHF; however, the site’s status according to the form is “Field Needs Data.” The building has a hipped roof clad with asphalt shingles. Centered on the north primary facade is the primary entrance, a single wood door recessed in a segmental arched entryway. The primary entrance is flanked by windows to either side in segmental arch openings. The windows are a mix of double-hung sash, two-over-two original windows and vinyl frame replacement windows with a single light with decorative muntins. On the east facade is a projecting bay window. Attached to the rear of the building is an expansive wood frame addition, built in 1999, that completely dwarfs the original stone portion. Other alterations to the original stone building include the addition of a gable roof dormer and skylights on the west-facing slope of the roof. Although the property’s original stone block is dwarfed by the large frame rear addition, it is unique and historically significant in Lawson as the last remaining stone residence. Based on views from the public right-of-way, the property at 1890 County Road 308 is recommended as a contributing element to the historic district in Lawson.



**Figure 45. Primary (North) and West Facades of Stone House at 1890 County Road 308, Lawson (5CC.182).**



**Figure 46. View to Southwest of Stone House at 1890 County Road 308 (5CC.182) and Rear Addition.**

**1924 County Road 308 (5CC.2131, 5CC.2132, 5CC.2133, 5CC.2134, 5CC.2135, 5CC.2136)**

The parcel at 1924 County Road 308 is another example of a Lawson property containing multiple residences. The parcel is located on the south side of County Road 308 and backs up to Clear Creek. It contains six buildings, two of which date to the 1890s and four of which date to the 1930s. The two 1890s residences front County Road 308 and are associated with the development of Lawson and Free America in the 1890s. The four 1930s buildings are either log construction or wood-framed with log siding and appear to have been constructed as recreational rental cabins, though no documentation of this was found during research. None of these associations are sufficiently significant to make the 1930s buildings individually eligible for NRHP listing. Each of the six buildings is described below with an evaluation of the building's eligibility as a contributing property to the Lawson historic district.

5CC.2131 is a one and a half story residence with a rectangular plan constructed in 1890 (Figure 47). It is an example of Folk Victorian, a vernacular style with minimal decorative elements. The residence has a cross gable roof clad in asphalt shingles. It has a central entrance with a small bracketed front gable pediment on the north primary facade. This single-leaf door is flanked by double-hung vinyl windows with false muntins in each light. Original windows on the west facade include one double-hung wood sash windows with six over six on the first and the upper half story. The south facade was not visible from the right-of-way. The east facade has a bay window addition on the north corner, paired vinyl double-hung windows on the upper half story, and two triangular vinyl windows under the gable. The residence is clad in wood siding with decorative wood quoins at the corners.



**Figure 47. View to South of West and North Facade of 1890s Residence at 1924 County Road 308 (5CC.2131).**

There have been some alterations to the building such as the installation of new windows that have resulted in diminished integrity of materials, workmanship, and design; however, the property's overall Folk Victorian form and style remain. Although it is not recommended eligible for individual listing in the NRHP, the residence retains sufficient integrity to be a contributing resource to a potential historic district in Lawson.

The second residence at 1924 County Road 308 (5CC.2133) is one story, frame building with a rectangular plan and a pyramidal roof clad in wood shingles (Figure 48). The eaves project slightly on the north and south facades. The walls are clad in wood siding. The north facade has two entrances, the easternmost of which is boarded over, suggesting that the building previously had two separate living spaces. The building does not appear in a historic photograph of Lawson dated 1890-1900 (although 5CC.2131 does), and its duplex form suggests it may have originally served as a miner's residence and was moved from one of the nearby mines to its present location. Between the two entries are paired vinyl sliding windows with six lights in each sash. Original windows remain on the west facade but are partially obscured by a fence. They appear to be wood frame double-hung windows with six lights in the top sash. The east facade is completely obscured by a fence and the south was not visible from the public right-of-way. Given its older form which likely dates to the historic district's period of significance, the residence is recommended as a contributing element of the Lawson historic district.



**Figure 48. View to Southeast of North and West Facades  
of Second 1890s Residence at 1924 Country Road 308 (5CC.2133)**

The four cabins on the parcel all date to the 1930s and have similar forms. 5CC.2132, constructed in 1930, is located at the northeast corner of the parcel. It has a side gable roof with a recessed porch on the west facade and shed roof additions on the north and south facades. 5CC.2134, 5CC.2135, and 5CC.2136 are located at the rear of the parcel and immediately north of Clear Creek. Due to limited access and visibility, the north facades were only partially visible. 5CC.2134 is a square log kit residence constructed in 1938. It has a rectangular plan and a hipped roof clad in asphalt shingles. A small bracketed front gable pediment is located over the central entrance. It is flanked by paired windows with multiple lights whose sash operation is unknown. The same paired windows are located on the west facade. 5CC.2135 is located between 5CC.2134 to the east and 5CC.2136 to the west. It, too, is a square log kit residence with a rectangular plan and hipped roof. The windows and entrance are identical to 5CC.2134; however, this residence has a shed roof addition partially visible on the south facade. 5CC.2136 is located at the southwest corner of the parcel. It is a rectangular plan residence with a hipped roof. This building has a large west facade addition and replacement vinyl sliding windows on the north facade. It has the same central entrance with bracketed front gable pediment. Situated on a single parcel, they appear to have been constructed as recreational rentals, based on their number, form, style, and location alongside Clear Creek at the rear of the property.

The four 1930s log frame cabins are not significant under Criteria A through C to qualify as individually eligible for NRHP listing. Research did not identify 1930s recreational development or supplementing incomes with rental properties as important historical themes. Furthermore, the 1930s construction of the cabins represent a building period outside of the period of significance associated with Lawson's development as a nineteenth century mining town. Therefore, all four would be non-contributing elements to the proposed historic district in Lawson. These properties are not sufficiently significant for their historical or architectural associations to be eligible for NRHP listing individually and are not related to the significance of the proposed historic district in Lawson.



**Figure 49. 1930s Log Residences, 1924 County Highway 308, Lawson (5CC.2134 on Left and 5CC.2135 on Right), View Facing South.**

### **3.3. 1615 County Road 308 (5CC.2153)**

The residence at 1615 County Road 308 (5CC.2153) was constructed circa 1890 with substantial additions in 1938 and in 1950 and other alterations since 1950. The residence is located on the north side of the interstate, northeast of Lawson, and sits back from County Road 308 against the north wall of the valley. Since the 1950 addition, the windows have been replaced, and a new roof and new siding have been added. Access to the site was limited from the public right-of-way, which made the identification of materials, style, and form by the project surveyors difficult. Consequently, historic photographs and information on the property from Clear Creek Assessor's Office was relied on for portions not visible from the right-of-way.

The residence has a T-plan with a complex roof resulting from two additions. The oldest block was constructed circa 1890 and is at the north end of the building. It has a side gable roof transitioning to a shed roof on the north facade. On the south primary facade is a front hip-on-gable roof, part of a 1938 addition that doubled the size of the original building. An addition on the west facade in 1950 extended the side gable roof to the west. The roof is clad in asphalt shingles. The exterior walls are clad in horizontal siding though it was not possible to determine the cladding material. All visible windows on the south and east facades were double hung sash with one over one lights. Although the window material

could not be determined, the windows appear to be replacements based on comparison with photographs from the 1950s.

The south primary facade has a central primary entrance with a wood door with multiple panes and is flanked by two double-hung sash windows with one-over-one lights. The east facade has a single double-hung window offset to the southeast corner, paired double-hung one-over-one light windows centered under the side gable end, and an entrance with a wood door with upper lights centered under the shed roof portion at the rear of the building. A small vent or attic access panel is located under the gable end. The west and north facades were not visible and could not be described. The south facade of the west wing was also not visible, but photographs from the 1950s show a paired window centered on the facade.

Landscaping includes dry laid flagstone landscaping walls along the south side of the building and along the driveway. Three sheds are also located on the parcel. These sheds are front gabled wood frame structures with small single lead doors and non-operational vinyl windows. These appear to be either used for storage or abandoned. A second residence on the same parcel that was west of the present residence was demolished in 2009.



**Figure 50. View to North of South Primary and East Facades of 1615 County Road 308 (5CC.2153). Note the south primary facade shown in the photo is the 1938 addition, and the original block is visible under the roof gable of the east facade in the photo. The original block also is seen in the historic photos in Figure 51.**



Figure 51. Photograph of Annie, John, and Daniel Hooley and Original 1890 Portion of Residence at 1615 County Road 308, Lawson, circa 1890–1900 (MCVHS).



Figure 52. Photograph of 1615 County Road 308, Lawson, circa 1960, with the primary facade of the 1938 addition (right) and 1950s west wing addition (left) shown (Clear County Assessor).

Research on the property's history shows it as first occupied in 1890 by Daniel and Anna Hooley. Daniel Hooley arrived in Lawson in 1885 and worked as a county road overseer. He married Anna Hooley, a daughter of James Coburn, founder of the Red Elephant mines and Free America (Figure 51). They had three children, of which only Margaret Hooley Johnson survived to adulthood. The property was passed on to daughters of the Hooley family through the years—first to Margaret Johnson, then to Helen Drury. Although within the platted boundaries of Lawson, the property was part of Coburn's property that he reserved for himself and his relatives. Coburn's stone house was located west of 1615 County Road 308, but was demolished with the construction of Interstate 70.

The residence at 1615 County Road 308 (5CC.2153) is not significant for associations with historical events or themes and, therefore, does not meet Criterion A. Although associated with Coburn's descendants, it is not directly associated with John Coburn himself; and research did not indicate that Daniel Hooley was a significant individual either in his professional or personal life. Therefore, the residence does not meet Criterion B. The original residence and all of its additions are older than 50 years of age. The building does not represent a distinctive architectural style, type, form, or period due to the additions, particularly the 1938 addition that more than doubled the size of the house and obscured the original building block. Therefore the property is not significant under Criterion C. The residence at 1615 County Road 308 (5CC.2153) is recommended not eligible for listing in the NRHP.

### **3.4. Dumont**

Two previously identified sites in Dumont within the APE were returned in the OAHF file search. The Mill City House (5CC.313) was listed in the NRHP in 2009. Due to its recent listing the Mill City House was not re-evaluated. The second is a non-specific historic site entry for Dumont/Mill City (5CC.306) from 1973 that did not provide an evaluation, had virtually no information, and the associated geographical reference is centered on the interstate. The vast majority of historic buildings in Dumont are on the north side of Interstate 70 and outside of the APE for this project; therefore the site was not re-evaluated for this survey. Two properties in Dumont on the south side of Interstate 70 were within the APE and were surveyed: the Dumont Train Depot (5CC.2156) and 72 West Dumont Road (5CC.2154).

#### **3.4.1. Dumont Train Depot (5CC.2156)**

The Dumont Train Depot was constructed in 1902 (*Silver Standard* 1902). The building served as a depot and a post office. It was once located immediately south of Clear Creek but was moved in the 1970s to a knoll overlooking the creek to allow for construction of Interstate 70 and the reroute of the creek in this area. The rectangular plan depot now sits approximately 350 feet north of Clear Creek on a graded lot at

the base of the valley wall. The depot is raised up on a concrete masonry unit (CMU) foundation and appears to be used for storage.

The Dumont Depot reflects the Queen Anne Style and has a rectangular plan on an east-west axis. The building has a hipped roof clad in asphalt shingles with a kick at the eaves, which are deep and supported by decorative brackets. The roof is pierced at the peak with an internal chimney offset to the west end. Exterior wall cladding consists of wood fishscale shingles under the eaves, with wood coursed shingles below, and wood beadboard paneling. The north primary facade has the primary entrance near the northwest corner with a single-leaf wood pedestrian door and a 16 light transom window above. The door is flanked by double-hung sash windows with a lower single light and 25 lights in the upper sash. East of the door and flanking windows is a projecting bay slightly offset to the west end. The north wall of the bay has two windows with a single lower light and 25 upper lights. On the east and west walls of the bay are similar but narrower windows with 16 lights in the upper sash. Continuing east along the north primary facade is a square cargo door and between it and the northeast corner is a double-hung sash window with a one-over-one light configuration that appears to be a late addition. On the east facade is a cargo door of the same size as the one on the north facade. The south rear facade has another square cargo door offset to the east end and three of the 25-over-1 windows, two in a paired configuration. The east facade has two of the 25-over-1 windows.

The Dumont Depot is recommended individually eligible for listing in the NRHP under Criterion C as a locally significant example of the Queen Anne Style in the Dumont area. Although Queen Anne was typically used for residential architecture, the depot displays a variety of wall cladding, a projecting bay, and a multi-pitched roof with decorative brackets, all elements of the Queen Anne Style. In addition to the depot being the only Queen Anne Style building in Dumont, it has remarkable integrity of design, materials, workmanship, and feeling. The depot's integrity of setting, feeling, and association has been impacted by its relocation. However, overall it retains sufficient integrity to convey its architectural significance under Criterion C.



**Figure 53. Dumont Train Depot and Post Office, Undated (MCVHS).**



**Figure 54. View of West and South Facades of the Dumont Train Depot (5CC.2156), Facing East.**



**Figure 55. View of North and West Facades of Dumont Train Depot (5CC.2156), Facing South.**

### **3.4.2. 72 W. Dumont Road (5CC.2154)**

5CC.2154 is located south of Interstate 70 and Clear Creek at the base of the valley wall. It is a one and a half story residential building with a rectangular plan and a complex roof composed of a side gable on the original portion and front gable and shed roofs on the rear addition. The building was constructed circa 1890 but has later additions. The residence has a full-width hipped roof porch supported by wood posts on its primary north facade (Figure 56). The single-leaf entry door is flanked by paired vinyl casement windows. An interior brick chimney sits at the western edge of the roof line. Windows on the east and west facades include paired vinyl casement windows on the first and upper half story. Attached to the south facade are two additions. One large gable roof addition with its own shed roof addition was added to the first floor on the south facade in the 1970s according to county records (Figure 57). The additions have single-leaf wood paneled doors with central lights, and vinyl fixed pane and vinyl casement windows. Decorative metal edging has been added to gable ends of the roof and porch. The residence is clad in vinyl siding. A circa 1890s historic photograph of the rear of the residence shows the original south facade where the rear additions are presently and a central chimney on the main block that is no longer extant.

Research into the ownership of the property could only trace as far back as 1914. The 1914 owner, Stella Hunt, owned the property until 1950. Research did not provide any significant associations to Stella Hunt nor was any link to significant previous owners found. The property is not associated with any significant

person or events that could be found through research and, thus, does not meet significance under Criterion A or Criterion B. The residence does appear to be an example of a hall-parlor form in a vernacular style, making it significant under Criterion C. However the building has had significant modifications including large additions doubling its size, replacement of exterior wall cladding with vinyl, removal of its central chimney, and complete window and door replacements. For these reasons, it no longer retains its integrity of design, materials, feeling, and workmanship. Accordingly, the property at 72 West Dumont Road (5CC.2154) is recommended not eligible for listing in the NRHP.



**Figure 56. View to South of North Primary Facade of 72 W Dumont Road (5CC.2154).**



**Figure 57. View to Northwest of South Rear and East Facades of 72 W. Dumont Road (5CC.2154).**



**Figure 58. View of West and South facades of 72 W. Dumont Facing Northeast, circa 1890-1900 (Denver Public Library Western History Collection).**

### 3.5. Maude Munroe Mine (5CC.339)

The Maude Munroe Mine (5CC.339) is also known as the Donna (or Dona) Juanita Mine. A record for the site with a 1976 assessment date is on file at OAHP but the form lacks a NRHP eligibility assessment. Given the age of the site form and its lack of evaluation, it was re-evaluated for this survey. The property is located less than 1 mile west of Idaho Springs and sits on several terraces between Interstate 70 to the north and Clear Creek to the south. The mine was first established in the 1880s and was incorporated into the Consolidated Stanley Mining Company in 1892. Access to the site was limited to the public right-of-way, which made specific identification of resources by surveyors for the current project difficult. The mine's wooden headframe sits on a terrace at the edge of the creek bank with waste rock on the terrace slopes. Some of the hoist equipment is still visible. The headframe also contains the ore chute used to sort the rock pulled from the shaft. South and downstream from the headframe is an ore bin. This rectangular front gable structure sits on a lower terrace and is constructed of wood framing and clad in sheet metal, and its south facade has two wooden chutes. Cribbing, masonry, and newly constructed concrete retaining walls stabilize some of the terraces adjacent to the creek.



**Figure 59. View of Maude Munroe Mine Site (5CC.339) from Stanley Road with Headframe to the Right and Outbuildings to the Left. Log crib walls below headframe and concrete retaining wall at the creek are also visible; view to northeast.**

North of and behind the headframe are several outbuildings and sheds. One of these is likely the hoist house and others are probably offices, break rooms, shops, and storage buildings. The sheds are small, rectangular in plan with shed or side gable roofs. All have wood frame structural walls and are clad variously in corrugated metal, sheet metal, and dimensional lumber. Doors appear to be single-leaf wood or sliding metal. Windows, when extant, are wood frame. The north facades of the buildings are not visible as they back up against the Interstate 70 embankment and were not accessible. Several do not have roof cladding and are likely substantially deteriorated. Immediately east of the headframe is a larger frame building with a front gable roof that has a rectangular plan. Clad in sheet metal, the one and a half story building is accessed from its south facade; however, fenestration on this facade is obscured by vegetation. West of the headframe is a natural bench along Clear Creek. This area has trash from demolished buildings and other debris, abandoned mining carts, and other equipment.

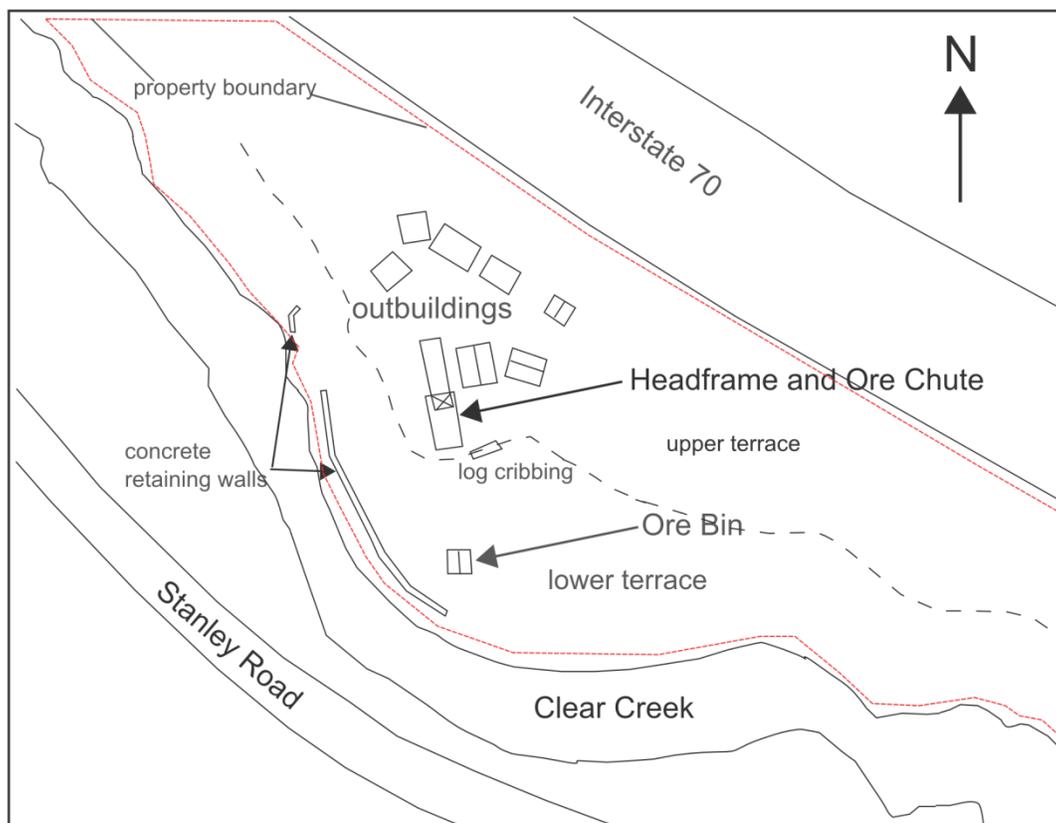


Figure 60. Sketch Map of Maude Munroe Mine Site (5CC.339), (HDR 2013).



**Figure 61. View of Maude Munroe Mine Ore Bin (5CC.339), View to Northwest.**

Due to the lack of access, a complete and thorough documentation of the site was not possible. However, observations from the right-of-way did provide enough information to make an assessment. The Maude Munroe Mine is likely not significant for historical associations under Criterion A. The mine itself was fairly inconsequential in the history of mining in the Clear Creek Canyon, even after it was incorporated with the Consolidated Stanley Mining Company. Its later period of operation began just prior to the silver crash of 1893, which is a probable cause for its consolidation with the nearby Consolidated Stanley Mining Company. The property is not known to have been associated with an individual important in the past under Criterion B.

Based on the surface works visible from the right-of-way, the site is locally significant for its architecture and engineering design under NRHP Criterion C as an example of a small to medium size shaft mine and surface works from the latter part of the 1880–1893 period of development identified in the Interstate 70 Mountain Corridor historic context (Twitty 2011:16). The historic context also points out that small to

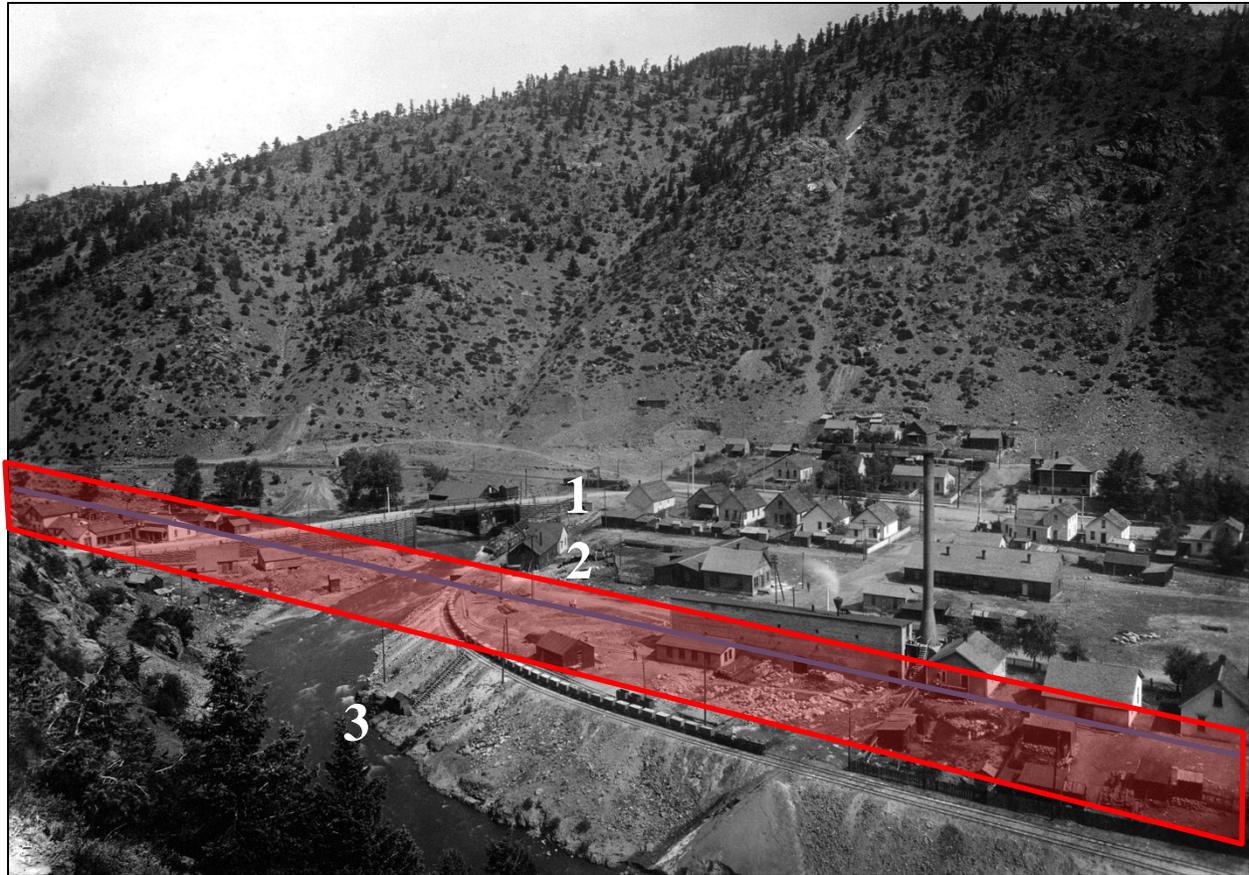
medium size hardrock mining sites with high integrity are uncommon. The important surface works of the Maude Munroe site are extant, including the shaft headframe and ore chute, ore bin, and ancillary buildings. Although there has been some deterioration of the site's features, with some structures missing roofs and other damage from the elements, other structures appear to be in good condition. For these reasons, the Maude Munroe Mine site (5CC.339) is recommended eligible for the NRHP for local significance under Criterion C as an example of a small to medium sized shaft mine and surface works.

### **3.6. Big Five Mine (5CC.328)**

The former Big Five Mine site (5CC.328) on the west end of Idaho Springs was re-evaluated for the current project. The Big Five Mine tunnel portal and one of the wood-framed buildings were recorded first in 1976, and the tunnel portal was determined NRHP eligible in 1987. The Big Five Mine site was reaffirmed as Officially Eligible in 1998 in advance of an EPA funded Superfund remediation site (Colorado SHPO 1998). The current re-evaluation of the site updates the 1998 recordation, and addresses changes due to the EPA-funded remediation and other factors.

The 1998 site form on file at OAHP describes archaeological features both north and south of Interstate 70. North of Interstate 70, as described on the 1998 form, are the tunnel portal, tramway tracks, a shop building and shed, and a concrete underpass-like tunnel built into the interstate for rail access. South of the interstate were the North and South Side Waste Piles, tramway tracks, and remnants of the tramway bridge. The EPA-funded Superfund remediation project was completed between 2000 and 2002, during which some contributing elements of the Big Five Mine site on the south side of Interstate 70 were removed or buried. This work was not in the area north of Interstate 70 near the portal or built resources.

The mine was originally established in 1893 as the Wilcox, Eddie, or Little Eddie Mine. It was sold in 1900 to the Big Five Tunnel, Ore Reduction and Transportation Company, which developed the Big Five Central Mine and Tunnel. In 1901, the Big Five Tunnel was in operation. The Big Five Company had claims in Boulder and San Juan and operated all by establishing deep tunnels intended to undercut veins (Twitty 2001:74). The Big Five Tunnel at Idaho Springs was one of the area's largest and most important mining projects at the turn of the twentieth century. The tunnel produced heavily for several years but the Big Five Corporation went bankrupt in 1924 (Twitty 2001:98). The Big Five Tunnel was reopened and leased in 1933. The mine operated sporadically until 1959. The construction of Interstate 70 in the 1960s cut through the center of the Big Five property (Figure 62). With the interstate construction, Clear Creek was rerouted, and a concrete underpass-type tunnel was constructed beneath Interstate 70 to allow continued track access from the tunnel portal on the north side of the interstate to the waste piles and rail transportation on the south side.



**Figure 62. Undated Photograph of West End of Big Five Mine with Approximate Path of Interstate 70 Shown in Red. 1=Tunnel Portal, 2=Shop, 3=Switch (Historic Society of Idaho Springs, modified by HDR, 2013).**

From 2000 to 2002, the Colorado Department of Public Health and Environment (CDPHE) undertook Superfund remedial actions at the site with the goal of improving water quality of Clear Creek by cleaning up the Big Five Mine waste piles. According to a March 1999 drawing by Golder Associates for the CDPHE, the North Waste Rock Pile south of the interstate was to be excavated to a depth of 7 feet and waste rock removed. A storm drain was installed in the lower 2 feet, clean fill brought in, and the site surface recontoured and reseeded. The drawing has a note that the existing tram track should be removed and retained for reinstallation, although a field inspection indicates that the track was removed but not reinstalled. Concrete retaining walls with a stormwater channel were constructed parallel to the creek bank to retain the reclaimed area. The South Side Waste Pile was similarly reclaimed with clean fill installed and the surface recontoured, although a note suggests that the waste rock was not completely removed. A pedestrian and bike path with fencing was constructed along the waste piles and a new pedestrian bridge installed across Clear Creek (Figure 64). The 1998 SHPO site form reflects conditions prior to this reclamation project and so does not describe these changes.

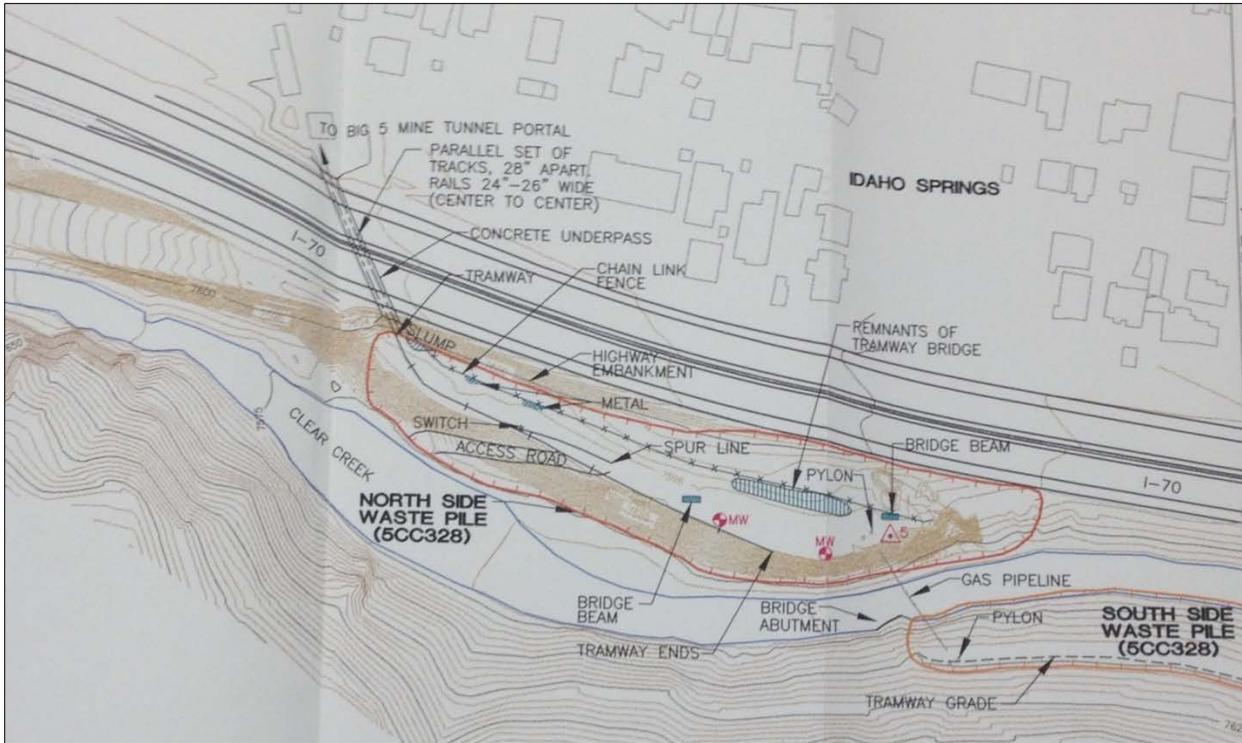


Figure 63. Site Map of 5CC.328 Prior to Reclamation (Colorado SHPO 1998).

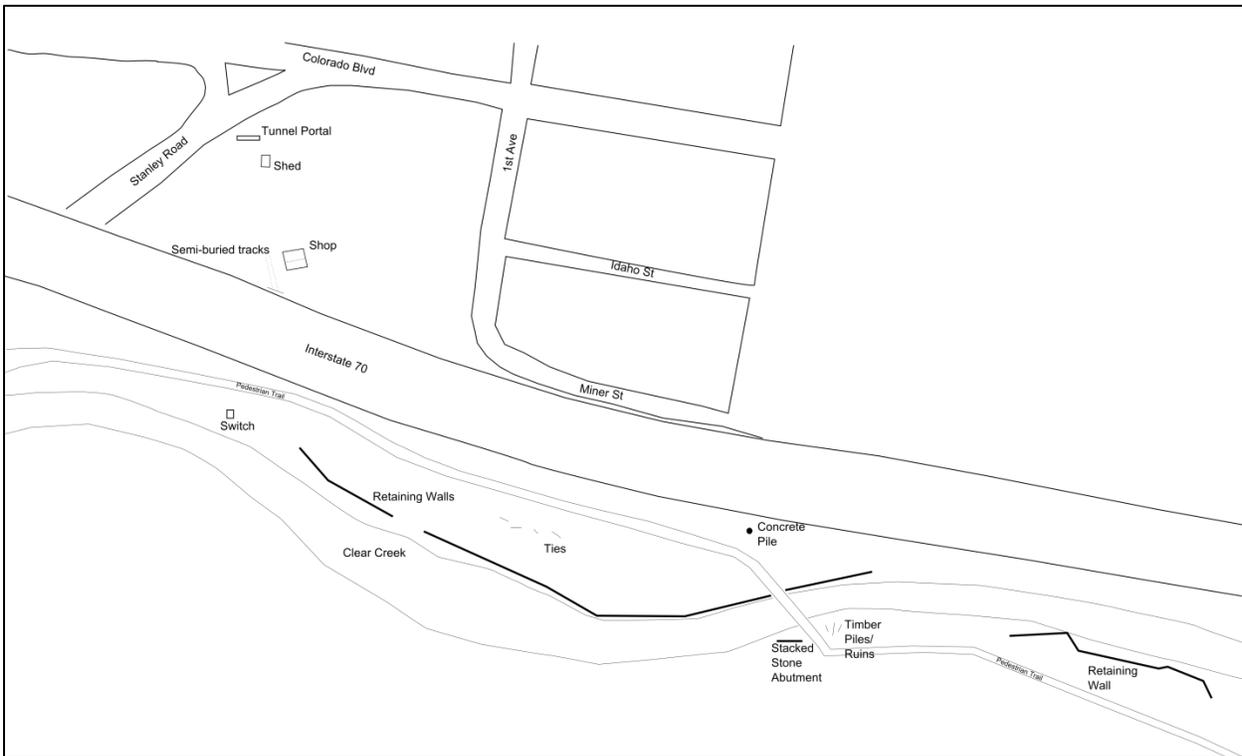


Figure 64. Sketch Map of Big Five Mine Site after Reclamation (5CC.328) (HDR 2013).

For the current project, the site was re-evaluated and conditions were updated from the 1998 SHPO site form. On the north side of the interstate, extant site features are the tunnel portal, a wood-framed shop building, a wood-framed shed, and partially buried tramway tracks *in situ* leading to the concrete underpass-type tunnel under Interstate 70. Abandoned tramway tracks are scattered across the site as well as broken window glass, pieces of wood, metal pipes, 55 gallon steel drums, metal wheelbarrow, and rusting machinery.

The tunnel portal is just southeast of the intersection of Colorado Boulevard and Stanley Road (Figure 65). It has a cut stone facade with a round arched opening. The arch keystone is carved with “Central Tunnel <star> 5 <star> 19-01”. Rubble rock retaining walls are adjacent to the portal on its east side.



**Figure 65. Big Five Mine Tunnel Portal Located North of Interstate 70 (5CC.328).  
View to North (HDR, 2013).**

The shop building is located approximately 110 feet southeast from the portal and immediately north of the tunnel beneath Interstate 70 (Figure 66). It is a wood frame building clad with wood siding and has a front gable roof of corrugated metal. The building measures approximately 30 x 25 feet. The west facade has a single leaf door and two window openings, and on its north and east facades are two openings; however, all windows have been removed. There is a shed roof addition on its south facade that at one time housed mechanical equipment. Partially buried tramway tracks are located just west of the shop. The

original use of the building is unknown. The building appears in historic photographs of the Big Five Mine but with a considerably larger portion on its south end that likely was demolished prior to or during interstate construction.



**Figure 66. Big Five Mine, Shop, North and West Facades, Located North of Interstate70 (5CC.328). View to East. (HDR, 2013)**

The shed is approximately 20 feet south of the portal and measures approximately 10 x 8 feet (Figure 67). Its walls and roof are clad in dimensional lumber with a sheet metal covering. A single entry is located on the west facade and a window opening is located on its north and east facades. Piles of tramway tracks surround the shed; they either date from the operational period of the mine or from when the tracks were removed during reclamation effort. Other artifacts such as wheelbarrows and other metal pieces are also located on the site. The shed's original use is unknown. It does not appear in earlier historic photographs of the Big Five Mine and likely dates from the 1933 to 1959 period.



**Figure 67. Big Five Mine, Shed on North Side of Interstate 70 (5CC.328). View to East. (HDR, 2013)**

South of Interstate 70 and on either side of Clear Creek are the North Side and South Side Waste Piles, respectively, on the slopes above the north and south banks of Clear Creek. These piles were reclaimed during the Superfund remediation efforts in 2000–2002. The slope below the interstate including the North Side Waste Pile was recontoured and seeded with grasses, and a new concrete pedestrian trail with a metal fence installed. This slope and trail are retained by a new concrete wall that parallels the north creek bank. A lower bench above the creek may have been the site of the tramway grade, or an access road noted in a 1998 SHPO site form. Since the reclamation efforts, discarded rock, discarded ties, a concrete pylon, and what appears to be a switch are scattered on the bench and lower bank to Clear Creek (Figure 68). The reclaimed slope of the North Side Waste Pile continues east to the new pedestrian bridge. At the same location, there was a wood, then later steel, bridge that carried the tramway over to the south side of Clear Creek. From the new pedestrian bridge, the South Side Waste Pile continues east on the south side of Clear Creek. Like the north pile, a concrete pedestrian trail, protective fence, and concrete retaining walls along Clear Creek were added to the South Side Waste Pile during reclamation. The South Side Waste Pile is located outside the APE but was still recorded as part of the site re-visit. Figures 67 through 72 show current conditions of the Big Five Mine site south of Interstate 70. Figure 69 and Figure 70 show the North Side Waste Pile before and after reclamation.



**Figure 68. Big Five Mine, South of Interstate 70, (HDR, 2013). View to East of Lower Bench of North Side Waste Pile, with Possible Switch, and Retaining Wall. Green Fence at Top of Slope is Pedestrian Path, and Retaining Wall Visible in Background.**



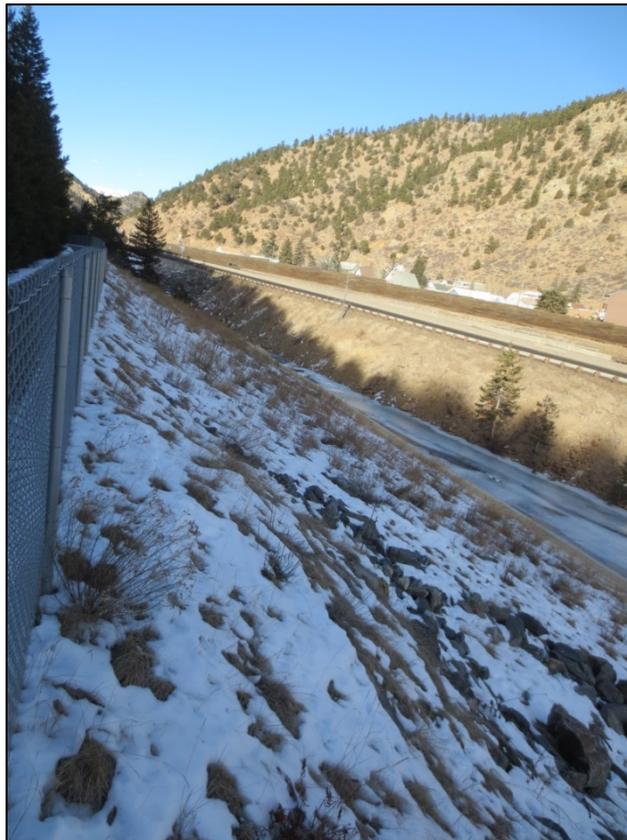
**Figure 69. Big Five Mine, North Side Waste Pile before Reclamation (Jamison 2000). Compare this view before reclamation with the 2013 view (Figure 68).**



**Figure 70. Big Five Mine, South of Interstate 70. North Side Waste Pile after Reclamation with Pedestrian Trail and Recontoured Slope (HDR, 2013). View to East.**



**Figure 71. Big Five Mine, South of Interstate 70.  
New Pedestrian Bridge, View to East (HDR, 2013).**



**Figure 72. Big Five Mine, South of Interstate 70.  
South Side Waste Pile. View to West (HDR, 2013).**

The Big Five Tunnel at Idaho Springs was one of the area's most important mining projects in the early twentieth century. The portal and tunnel were previously determined significant in 1987 for "their association with Idaho Springs mining history and as a historical solution to the ground water drainage problem resulting from mining in the area" (Colorado SHPO 1987). The site's eligibility for listing in the NRHP at the state level under Criteria A and C was officially reaffirmed by the Colorado SHPO in 1998. At that time, the Big Five portal and tunnel and North Side and South Side Waste Piles were all contributing elements to the site. The waste piles were considered a significant element as they are "illustrative of a historic waste disposal technique in the Idaho Springs mining district" (Colorado SHPO 1998). Since reclamation efforts in 2000, the waste piles have been significantly modified. The site remediation removed the tramway tracks on the North Side and South Side Waste Piles, raised the grade of the piles and recontoured them, capped them with soil and grasses, and buried or removed remnant features. Because of these changes, the North Side and South Side Waste Piles no longer appear as waste piles associated with mining, but rather as groomed topography associated with the construction of Interstate 70 through Idaho Springs. They are no longer illustrative of historic disposal techniques and have lost their integrity of design, materials, workmanship, feeling, and association. The area north of Interstate 70 near the Big Five portal and tunnel and shop and shed structures was not a part of the 2000 remedial actions and still retains its integrity of location, design, setting, materials, workmanship, and feeling.

A new site boundary is proposed for the Big Five Mine that would no longer include the North Side and South Side Waste Piles as they can no longer convey their historic significance (Figure 73). The new property boundary is proposed to encompass the Big Five Portal and Tunnel (located just south of the intersection of Colorado Blvd. and Stanley Road) on the north, Stanley Road on the west, Interstate 70 on the south, and the parcel line on the east.



**Figure 73. 5CC.328, Big Five Mine. New Proposed Site Boundary (Red).**

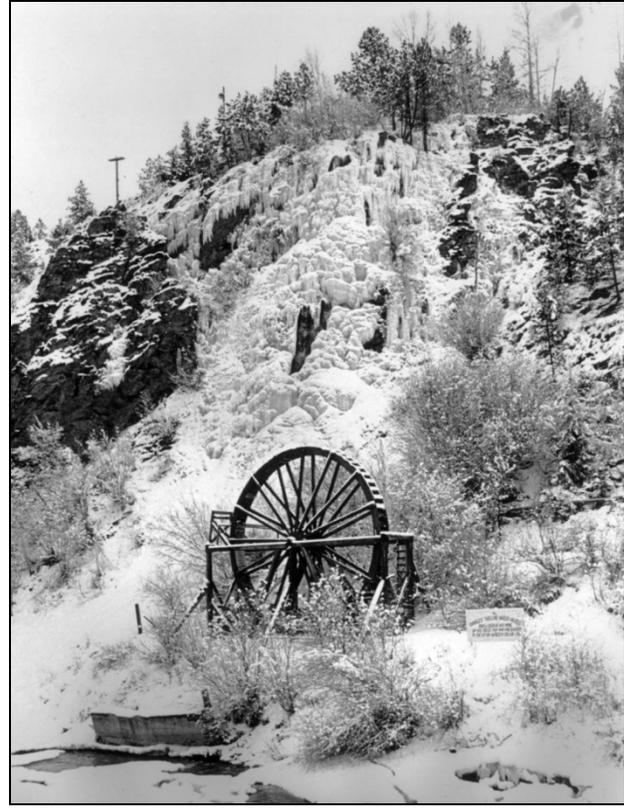
### **3.7. Charlie Tayler Waterwheel (5CC.229)**

The Charlie Tayler Waterwheel (5CC.229, Figure 74) was previously inventoried and evaluated in 1983 as Officially Not Eligible for NRHP listing, but was listed in the Colorado State Register in 1998 under Colorado State Register Significance Criterion D for geographic importance as a significant roadside symbol of community identity. Per the 2010 PA, it was re-evaluated for the present survey. The waterwheel was originally constructed between 1893 and 1907 on Ute Creek north of Idaho Springs. The wheel powered Charles Tayler's stamp mill from 1907 until 1940, processing ores from mines along Ute Creek. The builder is unknown, but generally attributed to Tayler himself, as he was a former blacksmith and milling machinist. After Tayler's death in 1945, the waterwheel was donated to the City of Idaho Springs and relocated and installed in its present location near Bridal Veil Falls to serve as a symbol of the area's mining history, according to the State Register Nomination (OAHP 2013a). After its installation, its importance and symbolism increased locally and it became a visible landmark to automobile travelers on U.S. Highway 6-40 and later Interstate 70. In 1973 and 1974, minor repairs were made to replace deteriorated or missing boards and framing timbers (USGS 1994). A restoration of the waterwheel was undertaken in 1988. The restoration included concrete footers for a foundation; replacement of deteriorated wood components on the wheel, buckets, and frame; and restoration of the axle and hub. A wood flume drives the wheel's rotation, which was converted from an undershot wheel to an overshot wheel. Water to the wheel and the adjacent waterfall are fed by an overflow pipe of the Idaho Spring's water supply (USGS 1994).

Although a previous NRHP evaluation of the waterwheel in 1983 found the object not eligible for the NRHP, it had not been at its present location for 50 years at that time. Installed at this site in 1945, the waterwheel has become a local landmark for Idaho Springs and interstate travelers. As a commemorative property, the waterwheel would need to meet one or more of the NRHP Criteria A–D and qualify for exceptional significance under Criteria Consideration F.



**Figure 74. View of Charlie Tayler Waterwheel (5CC.229), View to South.**



**Figure 75. Charlie Taylor Waterwheel, 1968 (Western History Collection, DPL).**

The waterwheel is significant under Criterion A as a representation of the capitalization by Idaho Springs of its mining heritage for tourism and its contribution to the development of tourism at the end of World War II. After World War II, the mining industry in Idaho Springs had decreased to a point that it ceased to be an important local industry. Increasingly through the latter half of the twentieth century, tourism became a larger part of the local economy and was largely driven through heritage tourism. The relocation of the waterwheel to a prominent location on Clear Creek and beside U.S. Highway 6-40 was an effort on the part of Idaho Springs to commemorate its nineteenth century mining history and community identity as a former mining town. With the construction of Interstate 70, the waterwheel became a visible landmark situated next to the picturesque Bridal Veil Falls. The increasing importance of the property to the local community is also evident in the restoration effort undertaken in 1988 and the construction of a park under the waterwheel with a memorial bust of Charlie Tayler. Based on this local importance, the Charlie Tayler Waterwheel has become exceptionally significant at a local level due to its age and symbolic value. The 1988 restoration of the waterwheel slightly impacted the object's integrity of materials and workmanship, but retained the waterwheel's design and did not impact its integrity of

location, setting, feeling, or association. Therefore, the waterwheel is recommended eligible for listing in the NRHP under Criterion A for local significance under Community Development and under Criteria Consideration F as a locally significant commemorative property. Since the park was developed later, this re-evaluation addresses only the waterwheel itself and does not include the surrounding park.

### **3.8. Blue Ribbon Tunnel (5CC.2155)**

The Blue Ribbon Tunnel (5CC.2155) is located on the south side of Clear Creek opposite of Idaho Springs. It is just east of the Charlie Tayler Waterwheel and west of Soda Creek. The tunnel measures approximately 4 feet in diameter and can be viewed from the path leading under Interstate 70 from the Harold A. Anderson Park in Idaho Springs. Now owned by the city of Idaho Springs, the Blue Ribbon Tunnel was constructed to divert water from the Blue Ribbon Mineral Springs. This was a cold spring with a temperature of only 61 degrees Fahrenheit, unlike the hot springs located along Soda Creek which had temperatures of 104 degrees (Colorado Geological Survey 1920:330-331). The construction date for the tunnel is circa 1900 as the Blue Ribbon Mineral Springs were noted in 1904 and 1905 USGS publications of mineral resources in the United States. The Blue Ribbon Springs appear on lists of commercial springs that have reported sales although there is no indication as to the use of the spring water (USGS 1905:1190). Historically, the tunnel had a large sign, a wood framed entrance portal, and a wood frame shed with a wood shed roof that sat on a man made bench on the bank of Clear Creek. Historic photographs show a retaining wall constructed to maintain the creek-side bench (Figure 76, Figure 77). It is not clear when the tunnel was closed; however, the bank and all built structures are no longer extant.



Figure 76. Blue Ribbon Mineral Springs with Clear Creek in the Foreground, circa 1904–1908 (Western History Collection, Denver Public Library).

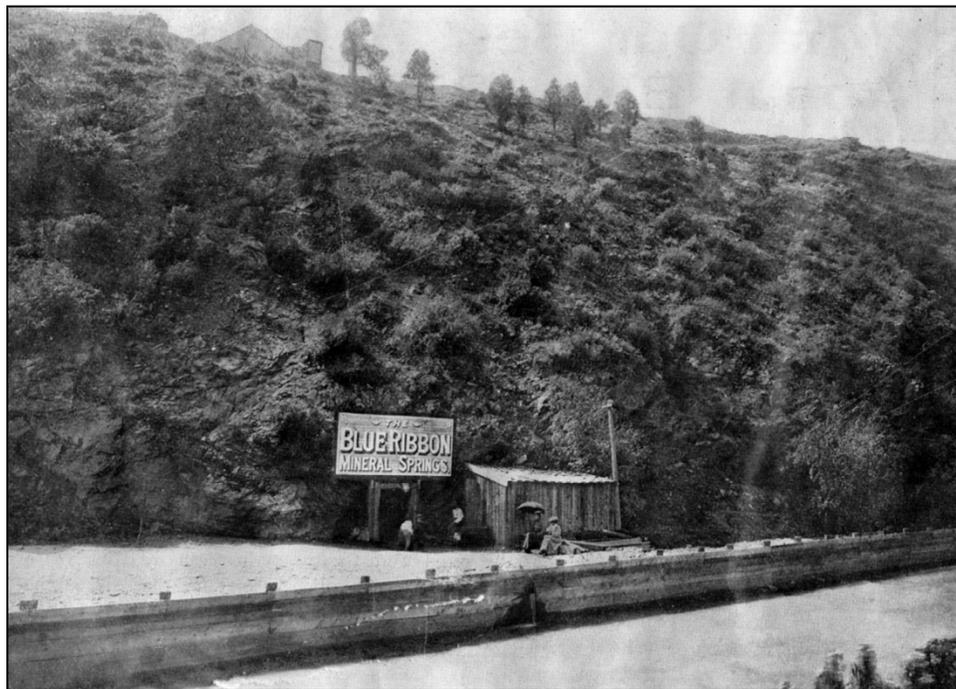


Figure 77. View of Blue Ribbon Mineral Springs with Clear Creek in Foreground, undated (Historical Society of Idaho Springs).



**Figure 78. View of Blue Ribbon Tunnel (5CC.2155) on Left, Facing South across Clear Creek (HDR, 2013).**

Associated with the mineral springs in Idaho Springs, the Blue Ribbon Tunnel is locally significant under Criterion A for commerce as representing the commercialization of mineral water for consumption in Idaho Springs at the end of the nineteenth and beginning of the twentieth centuries. The tunnel provided cold mineral spring water for commercial purposes, although it is unclear if this was a substantial or long-lasting commercial enterprise. The recreational use of the hot springs had greater economic potential to the town, but the commercialization of the cold spring waters also provided complementary economic development. The tunnel does not exhibit distinctive characteristics of a period or method of construction. Now missing its beach and retaining wall, entrance portal, and shed; only the tunnel remains. The property lacks many of the attributes defining the character and significance of the public and commercial use of the cold spring seen in the historical documentation. Therefore, the Blue Ribbon Tunnel is recommended not eligible for listing in the NRHP.

### **3.9. Colorado Central Railroad Grade Segments (5CC.427)**

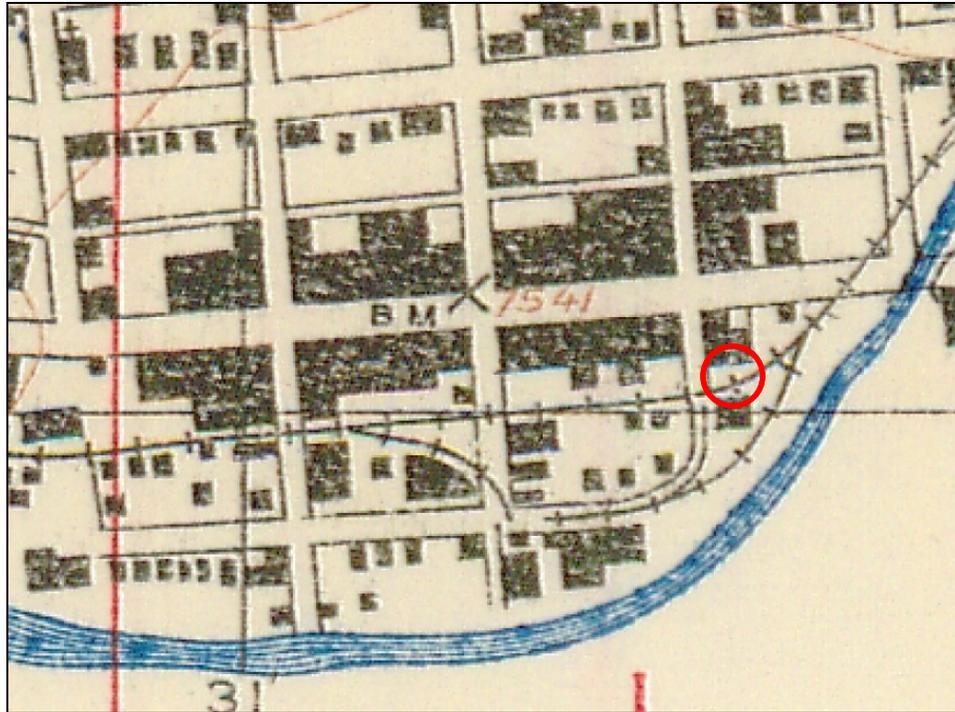
Through Clear Creek Valley, the CCRR usually paralleled and ran along the south side of Clear Creek. In most of these areas, the original railroad grade has been lost due to its later use as a road prior to World War II; through the rechanneling of Clear Creek during construction of Interstate 70; or through repurposing it for pedestrian and bike paths in more recent years.

The grade of the CCRR (5CC.427) has ten previously evaluated segments in OAHP's site files, one of which is within the project APE (5CC.427.5) and is evaluated Officially Does Not Support the NRHP eligibility of the overall linear resource. Of the nine segments outside of the APE, eight have likewise been evaluated Officially Does Not Support and one segment was evaluated Officially Supporting Eligibility of the linear resource. The previously identified segment of the CCRR grade within the APE is on the north side of Clear Creek and just east of the developed edge of Idaho Springs proper. It consisted of the ruins of a bridge abutment and a short, 25-meter long segment of the railroad grade. This linear resource segment does not need to be re-evaluated per the 2010 PA among the Colorado SHPO, FHWA, and the CDOT.

Three previously unevaluated segments of the CCRR grade were identified in the APE—one in Downtown Idaho Springs (5CC.427.15), one near the former Philadelphia Mine site between Idaho Springs and Dumont (5CC.427.13), and one in Lawson (5CC.427.14). These are described and evaluated for the current project.

#### **3.9.1. Colorado Central Railroad Grade Segment, Downtown Idaho Springs (5CC.427.15)**

The segment of the CCRR grade within the APE in downtown Idaho Springs (5CC.427.15) is directly south of the City Hall. It is a short segment of the CCRR main line, preserved to display the C&S RR #60 engine and #70 coach, and is probably the only extant segment that retains the railbed, ties, and tracks. The property boundaries for this segment match the landscaping border around the preserved tracks and ties. The features of this 130-foot long segment are the grade, rail bed, and the narrow-gauge tracks and ties. Although short in length, this segment is recommended as Does Support the NRHP eligibility of the overall linear resource because it retains its essential components.



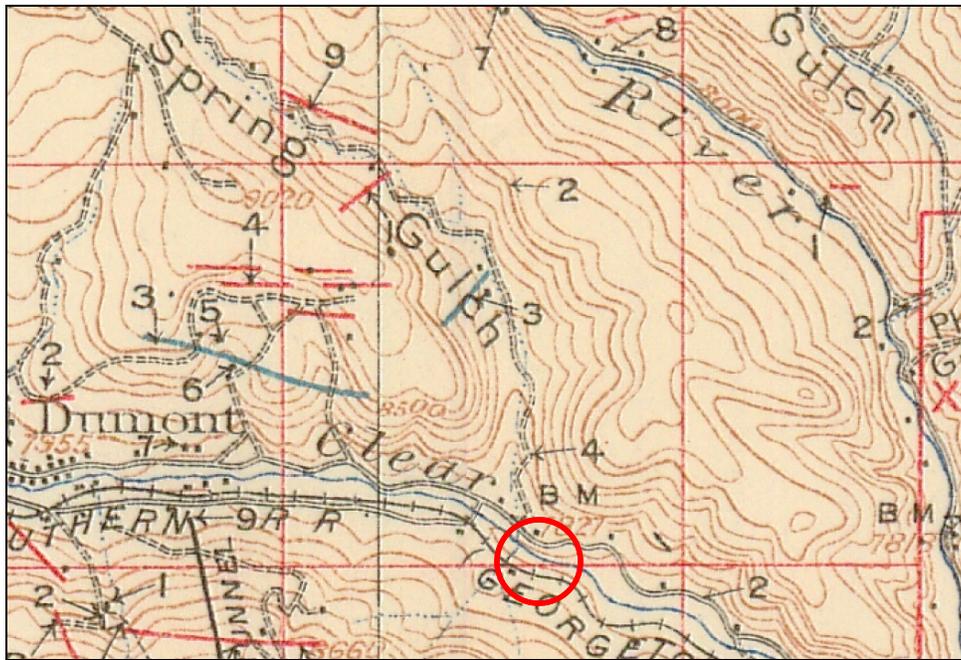
**Figure 79. Downtown Idaho Springs, circa 1911-12.  
Red Circle Shows CCRR Segment (USGS 1917).**



**Figure 80. View of CCRR Grade Segment in Idaho Springs (5CC.427.15),  
facing Southwest (HDR, 2013).**

**3.9.2. Colorado Central Railroad Grade Segment, N. Spring Gulch Road (5CC.427.13)**

Another segment of the CCRR grade within the APE is across Clear Creek from the former Philadelphia Mine site (5CC.427.13). Here the railroad grade ran along a bench south of Clear Creek and just north of the present Stanley Road. It is bisected by North Spring Gulch Road that runs north from Stanley Road and under Interstate 70. The portion of the segment east of North Spring Gulch Road is visible, while the portion west is unrecognizable. The segment begins just southeast of North Spring Gulch Road and runs 900 feet in an east-southeasterly direction. The Colorado & Southern Railroad removed the tracks and trestles west of Idaho Springs shortly after closing the line in 1939. The downslope edge of the bench is the most visible feature representing the grade and is clearly defined along its 900-foot length. The western boundary of the segment is North Spring Gulch Road, and a point 900 feet southeast of the road, where the railroad grade is obscured by use as a two track and enters private property, marks the eastern boundary. The north and south boundaries of the segment are the width of the bench, approximately 10 feet in width. The CCRR segment at North Spring Gulch Road is recommended as Does Support the NRHP eligibility of the linear resource.



**Figure 81. North Spring Gulch Area, circa 1911-12.  
Red Circle Shows CCRR Segment ((5CC.427.13) (USGS 1917).**



**Figure 82. View of CCRR Grade, Spring Gulch Segment (5CC.427.13), facing Northwest toward N. Spring Gulch Road (HDR, 2013).**

### **3.9.3. Colorado Central Railroad Grade Segment, Lawson (5CC.427.14)**

The third segment of the CCRR grade identified within the APE is in Lawson (5CC.427.14). The railroad originally ran north of Clear Creek and south of the properties now fronting County Road 308. The grade is located immediately north of Clear Creek and stretches for 900 feet east from the approximate location of the former Lawson Depot. This segment has a steep embankment to the north of the grade. Farther east, where the embankment has been graded for the construction of larger houses, the railroad segment is not visible. The grade no longer contains tracks or ties. The western edge of the segment is uncertain as access prevented accurate identification; however, the grade would certainly be located near the site of the former Lawson Depot (5CC.180). However, construction at 2106 County Road 308 has obscured the railroad grade and the Depot site. The boundary for the segment matches the width and length of the extant grade bench cut into the slope above the creek, or an area measuring 15 feet wide by 900 feet long. The segment begins at the site of the former Lawson Depot (5CC.180) and continues east approximately 900 feet until it becomes indistinguishable from the backyard slope of parcels backing to the creek. Segment 5CC.427.14 in Lawson is considered eligible or Does Support the NRHP eligibility of the linear resource for the purposes of this project, acknowledging that the resource could not be fully documented.

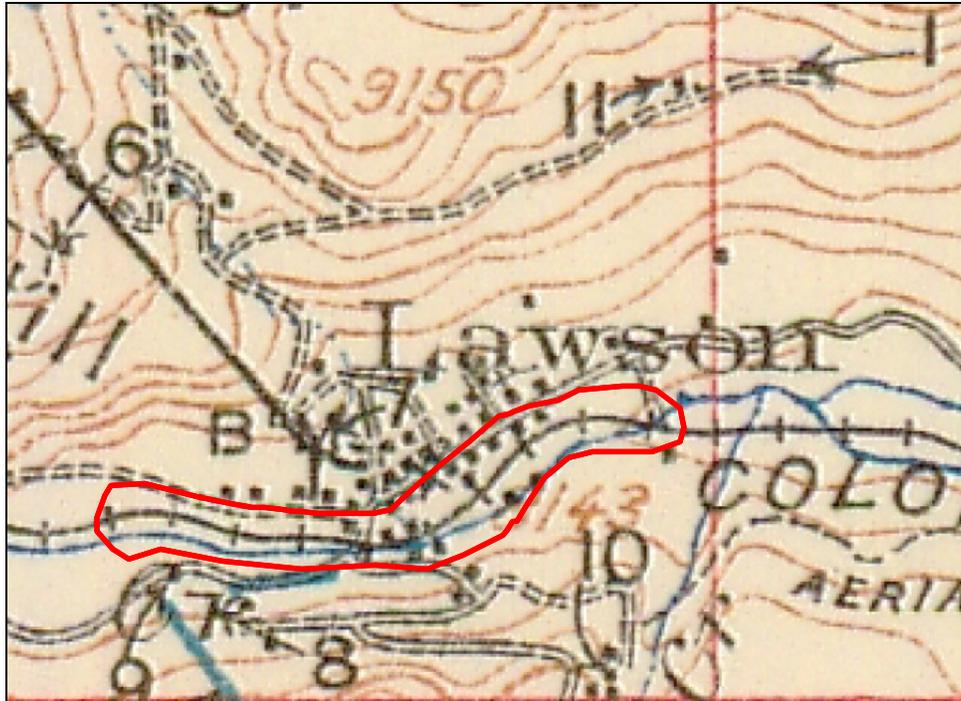


Figure 83. Lawson Area, circa 1911-12.  
Red Outline Shows CCRR Segment (5CC.427.14) (USGS 1917).

### 3.10. Mt. Evans Road, State Highway 103 (5CC.1151.2)

The 15.45-mile segment of Mt. Evans Road, now designated State Highway 103 (5CC.1151.1) that runs from Idaho Springs to Echo Lake was assessed previously as Officially Eligible in 2001. A portion of the previously evaluated segment within the APE was re-evaluated for the current project under a new site number (5CC.1151.2).

Extending up to Echo Lake, the Mt Evans Road/State Highway 103 segment (5CC.1151.1) is significant as the highest paved automobile road in Colorado. Also known as Chicago Creek Road, it also is significant for its road building and engineering techniques in the Colorado's mountains, and for its contribution to the history of recreation in Colorado. As such, it was associated with many recreational facilities such as lodges and campgrounds. The inventory form on file at the OAHF discusses the stone masonry guardrails, mountain road engineering features, and scenic views as the defining characteristics and features of this linear resource. The form shows the resource beginning on the north side of Interstate 70. However, State Highway 103 officially begins at the intersection of Colorado Boulevard and 13<sup>th</sup> Avenue in Idaho Springs (CDOT 2014).

State Highway 103, also known as Chicago Creek Road, meets the overpass of Interstate 70 within the APE. The overpass bridge is Officially Not Eligible. Within the APE are the Interstate 70 ramps. The surveyed segment includes the portion within the APE, but also extends to Colorado Boulevard, as the previous documentation (5CC.1151.1) mis-identified the beginning location of State Highway 103. The surveyed segment is approximately 1200 feet long and 30 feet wide with a single lane in both directions. On the north side of Interstate 70, the roadway is bordered by concrete curbs and sidewalks; south of Interstate 70, by dirt and gravel shoulders. The width increases as it approaches from the south the eastbound Interstate 70 on and off ramps. State Highway 103 from Idaho Springs to Echo Lake was constructed between 1927 and 1929. The segment above Echo Lake, to Summit Lake and the Mount Evans summit, was begun in 1924 and completed by 1927. The segment from Idaho Springs to Echo Lake has been subject to routine periodic maintenance. Significant modifications were made in the 1960s with the construction of Interstate 70 in Idaho Springs and associated access ramps. Except for the historic alignment beside Chicago Creek, none of the character-defining features that make the overall segment to Echo Lake eligible are found within the APE.

Although the Mt. Evans Road (State Highway 103) is Officially Eligible due to a previous survey and evaluation, the segment within the APE has no character-defining features that would contribute to that portion's NRHP eligibility. Therefore, this segment designated 5CC.1151.2 within the APE is evaluated as Does Not Support the NRHP eligibility of the Mt. Evans Road linear resource.



Figure 84. 5CC.1151.2, Segment of Highway 103, from I-70 overpass bridge.  
View to south (HDR, 2013).



Figure 85. 5CC.1151.2, Segment of Highway 103. View to south (HDR, 2013).

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## **4. SUMMARY AND CONCLUSIONS**

Under Section 106 of the NHPA, federal agencies must consider the effects that their undertakings may have to historic properties. Historic properties are defined by the NHPA and Section 106 regulations as properties listed in or potentially eligible for listing in the NRHP. Before effects to historic properties can be assessed, properties that have the potential to be affected by the undertaking must be identified and evaluated. Historic properties may include those that have been previously surveyed and evaluated eligible for or listed in the NRHP and those identified under the current survey through research and fieldwork and evaluated for NRHP eligibility. A summary of previously identified historic properties is provided in Section 4.1 including those re-evaluated under the present survey as required under the 2010 Section 106 PA. Section 4.2 provides a summary of historic properties newly identified and evaluated under the present survey. Section 4.3 summarizes the total of historic properties previously identified, newly identified, and re-evaluated within or intersecting the APE for this project.

### **4.1. *Previously Identified Historic Properties***

The purpose of this survey was to identify and evaluate built resources in the project APE that are 48 years of age or older rather than all cultural resources, which typically include archaeological sites. Nevertheless, the file search conducted for the project included both archaeological sites and built resources. Prehistoric archaeological sites and historic archaeological sites composed entirely of sub-surface artifacts or features are not included in the summary and discussion below since this report addresses built resources that are largely architectural or engineering type. Mining sites often contain both architectural built resources and subsurface archaeological resources. Therefore, previously identified mining sites in OAHP's Compass database and paper files listed as "archaeology sites" were examined individually to determine if each included archaeological features, aboveground built resources, or both. Mining sites composed entirely of archaeological artifacts and features are not included in the summary below of previously identified historic resources in the APE, while those containing built resources with or without archaeological features were carried forward and are discussed below.

A file search of previously identified resources within or intersecting the project APE returned 56 resources, summarized in Table 2 in Section 1.3.1. Under the 2010 Section 106 PA, previously identified resources need to be re-evaluated if they meet certain requirements based on NRHP eligibility and timeliness of the previous evaluation. From the list of 56 sites, many were eliminated from further consideration or analysis based on resource type, NRHP status, or due to incorrect site data. In the case of the last, several sites in Idaho Springs were returned as being within the APE, but upon further investigation are located outside of the APE.

#### 4.1.1. Previously Identified Properties Not Re-Evaluated

Resources that are NRHP-listed or Officially Eligible for NRHP listing with a listing or evaluation date within the last five years will need to be considered for project effects, but do not need to be re-evaluated under the Section 106 PA. Table 5 summarizes the previously identified sites that were not re-evaluated. Three sites—5CC.3, 5CC.180, and 5CC.201—were visually inspected to identify what, if any, related features or contributing properties were in proximity to the project area. The Georgetown-Silver Plume and Idaho Springs Downtown Commercial Historic Districts are described further below. 5CC.180 is the site of the former Lawson Depot Site. An inspection of the property from the right-of-way did not find any visible related features to re-evaluate.

**Table 5. Table of Previously Identified Historic Properties Not Requiring Re-Evaluation**

Site No.	Name/Address	Resource Type	Previous NRHP Status (Date)	Comments
5CC.3	Georgetown-Silver Plume Historic District	District	NHL Listed (1966)	Visual inspection did not identify any related properties or features to survey or re-evaluate that were in proximity of APE
5CC.180	Lawson Depot Site	Archaeology Site	Field Not Eligible (1982)	Visual inspection did not identify any related properties or features to survey or re-evaluate that were in proximity of APE
5CC.201	Idaho Springs Downtown Commercial District	District	NRHP Listed (1984)	Visual inspection did not identify any related properties or features to survey or re-evaluate that were in proximity of APE
5CC.313	Mill City House, 247 Co. Rd. 308, Dumont	Building	NRHP Listed (2009)	No re-evaluation needed since listed within last five years.
5CC.1189.3	Twin Tunnels, Interstate 70	Structure	Officially Eligible (2012)	No re-evaluation needed since official determination within last five years.

#### **Georgetown-Silver Plume Historic District (5CC. 3)**

The Georgetown-Silver Plume Historic District, listed as an NHL in 1966, was one of the first districts listed as an NHL in the country. Early NRHP and NHL nominations often do not have well-defined boundaries or distinction between individual properties that contribute to the district’s significance, and the Georgetown-Silver Plume Historic District is no exception. The northern boundary of the district extends almost to the Georgetown Dam. The west end of the project area, starting at milepost 229 only

slightly overlaps with the eastern boundary of the district. The area overlapped by the project APE and the district boundaries was visually inspected to identify any resources potentially related to the district and none were found to survey or re-evaluate.

### **Idaho Springs Downtown Commercial Historic District (5CC.201)**

The Idaho Springs Downtown Commercial Historic District (5CC.201) was listed in the NRHP in 1981. The district boundaries in the NRHP nomination (White 1983) are: on the south, the rear property lines of parcels fronting the south side of Miner Street; on the west, the east side of 14<sup>th</sup> Street; on the north, the south side of Center Alley with two extensions to include additional buildings across Center Alley; and on the east, Clear Creek. The Idaho Springs Comprehensive Plan from 2008 (Idaho Springs 2008) identifies a larger area of interest surrounding the Commercial District, extending to 13<sup>th</sup> Street to the west, extending to Colorado Boulevard on the north, recessed to 17<sup>th</sup> on the east, and extending to Interstate 70 on the south. The CDOT right-of-way extends past the improved area of Interstate 70 and the APE follows this right-of-way at this location. The area overlapped by the project APE and the district boundaries was visually inspected to identify any resources potentially related to the district and none were found to survey or re-evaluate.

### **Mill City House (5CC.313)**

The Mill City House (5CC.313) is located across County Road 308 from the County Road 312 overpass. It is the only resource in Dumont on the north side of the interstate within the project APE. The Mill City House was listed in the NRHP in 2009. It was not re-evaluated given its status.

### **Twin Tunnels (5CC.1189.3)**

The Twin Tunnels (5CC.1189.3) on Interstate 70 east of Idaho Springs are Officially Eligible and within the project APE. In 2006, the tunnel complex was included in FHWA's *Final List of Nationally and Exceptionally Significant Features of the Federal Interstate Highway System*. A project to widen the eastbound tunnel included cultural resource surveys and documentation as mitigation of adverse effects as part of the compliance with Section 106 for that undertaking. Improvements to the eastbound tunnel for this project would include signage only as the road widening before and after the tunnel is associated with the previous Twin Tunnel widening undertaking. No re-evaluation was conducted for the present project because of the changes to the tunnels and the recency of the documentation.

#### ***4.1.2. Previously Identified Properties Re-Evaluated***

Table 6 summarizes the seven previously identified properties that were re-evaluated based on NRHP eligibility status (NRHP Listed, Officially Eligible, Field Eligible, Field Not Eligible, State Register Listed) and date of most recent evaluation (more than five years ago).

**Table 6. Table of Previously Identified Properties Re-Evaluated for Current Project**

Site No.	Name/Address	Resource Type	Previous NRHP Status (Date)	Re-Evaluation Notes
5CC.179	Townsite of Free America	Archaeology Site	Needs Data (1982)	Re-evaluated as Lawson Historic District (5CC.2157)
5CC.181	Lawson School	Building	Officially Eligible (1982)	Re-Evaluated as Individually Eligible and Contributing to Lawson Historic District
5CC.182	Stone House, Main St, Lawson	Building	Needs Data (1982)	Re-Evaluated as Contributing Element to Lawson Historic District
5CC.229	Charlie Tayler Waterwheel	Object	Officially Not Eligible (1983)	Re-Evaluated as NRHP Eligible
5CC.328	Big Five Mine	Archaeology Site	Officially Eligible (1998)	Re-Evaluated as NRHP Eligible north of Interstate 70 with revised boundaries due to account for changes from 2000-2002 reclamation effort.
5CC.339	Maude Munroe Mine/ Dona Juanita	Archaeology Site	- (1976)	Re-Evaluated as Eligible
5CC.1151.1	Mt. Evans Road, State Highway 103	Linear (Segment)	Officially Eligible (2001)	Re-Evaluated portion of segment within APE as not contributing to eligibility of the linear resource.

#### **4.2. Newly Identified and Evaluated Properties**

Tables 7 and 8 below summarizes those properties that were newly surveyed and evaluated for the current project. The tables give site numbers and addresses, year of construction, and NRHP eligibility evaluation recommendations. Table 7 lists the built resources newly surveyed and evaluated for the present project. Table 8 list the surveyed resources in Lawson, and their status with regard to the proposed NRHP Lawson Historic District (5CC.2157).

Appendix A to this report contains the survey log organized by Site Number. Appendix B contains maps with the locations of surveyed properties. Appendix C contains the Colorado SHPO inventory forms for the surveyed properties.

**Table 7. Newly Surveyed Resources in the Project Area of Potential Effects and NRHP Recommendations.**

Site Number	Description/Address	Construction Date	Theme	Individual NRHP Recommendation
5CC.2120	Bellevue-Hudson Ore Bin, Alvarado Road	c. 1907	Mining	Not Eligible
5CC.2150	Box Culvert, County Road 308, Lawson	c. 1930s	Transportation	Not Eligible

**Table 7. Newly Surveyed Resources in the Project Area of Potential Effects and NRHP Recommendations.**

Site Number	Description/Address	Construction Date	Theme	Individual NRHP Recommendation
5CC.2157	Lawson Historic District	1871-1910	Community Development	Eligible (See Table 8)
5CC.2153	1615 County Road 308	1950	Residential	Not Eligible
5CC.2154	72 W Dumont Road	1890	Residential	Not Eligible
5CC.2156	Dumont Train Depot, W Dumont Road	1902	Transportation	Eligible under Criterion C
5CC.427.13	CCRR Grade (Spring Gulch)	1870s	Transportation	Does Support Linear Resource Eligibility
5CC.427.14	CCRR Grade (Lawson)	1870s	Transportation	Does Support Linear Resource Eligibility
5CC.2155	Blue Ribbon Tunnel	c. 1890	Commerce	Not Eligible
5CC.427.15	Central Colorado Railroad Grade, Idaho Springs	1877	Transportation	Does Support Eligibility

The recommended NRHP-eligible Lawson Historic District (5CC.2157) is composed of 32 resources that were surveyed—19 are recommended as contributing elements and 13 are recommended as non-contributing elements. Several parcels were not surveyed due to the age of buildings on the parcel and would constitute non-contributing properties in a formal NRHP historic district nomination.

**Table 8. Historic Resources Surveyed and Evaluated in Lawson Historic District (5CC.2157).**

Site Number	Description/Address	Construction Date	Theme	Individual NRHP Recommendation	Lawson Historic District
5CC.2121	1838 Co Rd 308, Lawson	1890	Residential	Not Eligible	Contributing
5CC.2122	1845 Co Rd 308, Lawson	1893	Residential	Not Eligible	Contributing
5CC.2123	1852 Co Rd 308, Lawson	1893	Residential	Not Eligible	Contributing
5CC.2124	1853 Co Rd 308, Lawson	1893	Residential	Not Eligible	Non-contributing
5CC.2125	1954 Co Rd 308, Lawson	1893	Residential	Not Eligible	Contributing
5CC.2126	1871 Co Rd 308, Lawson	1870	Residential	Not Eligible	Contributing
5CC.2127	Co Rd 308, Lawson	c1890	Residential	Not Eligible	Contributing
5CC.2128	1878 Co Rd 308, Lawson	1893	Residential	Not Eligible	Contributing
5CC.2129	1889 Co Rd 308, Lawson	1972	Residential	Not Eligible	Non-contributing
5CC.182	1890 Co Rd 308, Lawson	1890	Residential	Not Eligible	Contributing
5CC.2131	1924 Co Rd 308, Lawson	1890	Residential	Not Eligible	Contributing
5CC.2132	1924 Co Rd 308, Lawson	1930	Residential	Not Eligible	Non-contributing
5CC.2133	1924 Co Rd 308, Lawson	1890	Residential	Not Eligible	Contributing
5CC.2134	1924 Co Rd 308, Lawson	1938	Residential	Not Eligible	Non-contributing
5CC.2135	1924 Co Rd 308, Lawson	1938	Residential	Not Eligible	Non-contributing

**Table 8. Historic Resources Surveyed and Evaluated in Lawson Historic District (5CC.2157).**

Site Number	Description/Address	Construction Date	Theme	Individual NRHP Recommendation	Lawson Historic District
5CC.2136	1924 Co Rd 308, Lawson	1938	Residential	Not Eligible	Non-contributing
5CC.181	Lawson School/1925 Co Rd 308, Lawson	1878	Education; Architecture	Eligible under Criteria A and C	Contributing
5CC.2137	1953 Co Rd 308, Lawson	1893	Residential	Not Eligible	Contributing
5CC.2138	1955 Co Rd 308, Lawson	1893	Residential	Not Eligible	Non-contributing
5CC.2139	1967 Co Rd 308, Lawson	1893	Residential	Not Eligible	Contributing
5CC.2140	1967 Co Rd 308, Lawson	1893	Residential	Not Eligible	Contributing
5CC.2141	1967 Co Rd 308, Lawson	1893	Residential	Not Eligible	Contributing
5CC.2142	1972 Co Rd 308, Lawson	1893	Residential	Not Eligible	Non-contributing
5CC.2143	1976 Co Rd 308, Lawson	1893	Residential	Not Eligible	Contributing
5CC.2144	1977 Co Rd 308, Lawson	1880	Residential	Not Eligible	Non-contributing
5CC.2145	1981 Co Rd 308, Lawson	1950	Residential	Not Eligible	Non-contributing
5CC.2146	W. E. Anderson Store/County Road 308, Lawson	1880	Commerce; Architecture	Eligible under Criteria A and C	Contributing
5CC.2147	1998 Co Rd 308, Lawson	1893	Residential	Not Eligible	Contributing
5CC.2148	1999 Co Rd 308, Lawson	c. 1890	Residential	Not Eligible	Non-contributing
5CC.2149	2038 Co Rd 308, Lawson	1955	Residential	Not Eligible	Non-contributing
5CC.2151	2061 Co Rd 308, Lawson	1893	Residential	Not Eligible	Contributing
5CC.2152	2077 Co Rd 308, Lawson	c.1950-64 sheds	Residential	Not Eligible	Non-contributing

In total, 41 resources were newly identified and evaluated for this intensive survey of architectural resources 48 years of age or older within the project APE. Thirty-two (32) resources were surveyed in Lawson. Nineteen of the resources surveyed in Lawson are recommended as contributing properties and 13 are non-contributing to the recommended NRHP-eligible Lawson Historic District. The Lawson School (5CC.181) was previously determined individually NRHP-eligible. The W. E. Anderson Store (5CC.2146) is recommended eligible for NRHP listing on an individual basis. Both also are included in the count of contributing elements to the Lawson Historic District (5CC.2157). A box culvert (5CC.2150) in Lawson on County Road 308 near the W. E. Anderson Store is recommended not eligible and is not included in the count of non-contributing elements to the district.

Only the Dumont Train Depot (5CC.2156) is recommended individually eligible of the resources newly identified and evaluated outside of Lawson. Three segments of the CCRR grade (5CC.42713, 5CC.427.14, 5CC.427.15) were surveyed and are recommended as Does Support the NRHP eligibility of the linear resource.

### **4.3. Conclusions**

The project APE runs through a portion of Clear Creek Canyon with a varied and rich history. The discovery of gold at the confluence of Chicago and Clear Creeks in 1859 led to the establishment of one of the most important and dense mining areas in Colorado and the Rocky Mountains and the development of communities associated with the area mines. A variety of historic themes are relevant to the project area and many have been well-documented in the 2011 historic context titled *Guide for Evaluating Historic Resources in the I-70 Mountain Corridor* (Twitty 2011). The variety in the historic built environment documented here mirrors these themes.

A file search was conducted of OAHP's site records based on the geospatial extents of the APE defined for the project. Fifty-six sites were returned from the file search. All site forms were examined, and many were found to contain erroneous information or referred to conditions no longer relevant. In accordance with the 2010 Section 106 PA, six previously identified properties were re-evaluated based on NRHP status and date of previous evaluation.

A cultural resource intensive survey was conducted to identify other historic built resources and evaluate their eligibility for the NRHP. Forty-seven (47) properties were identified, documented, and evaluated for NRHP eligibility, including the six re-evaluations of previously identified properties. Newly surveyed or re-evaluated properties recommended eligible for NRHP listing are: a Historic District in Lawson; the Dumont Train Depot (5CC.2156); the Maude Munroe Mine site (5CC.339); the Charlie Tayler Waterwheel (5CC.229); and three segments of the CCRR grade (5CC.427.13, 5CC.427.14, 5CC.427.15). In addition, the previous NRHP eligibility of the Big Five Mine site (5CC.328) was sustained but boundaries of the site are proposed for revision.

Table 9 summarizes all previously identified, re-evaluated, and newly surveyed and evaluated properties that are NRHP-listed, Officially Eligible, or Recommended Eligible within or intersecting the APE of this project. Under Section 106, the effects of the project on these properties would be determined and considered.

**Table 9. Summary of Historic Properties Within or Intersecting the Area of Potential Effects.**

Site Number	Description/Address	Resource Type	NRHP Status
5CC.3	Georgetown-Silver Plume Historic District	District	NHL Listed (1966)
5CC.181	Lawson School	Building	Officially Eligible (1982); Re-Evaluated as Eligible
5CC.201	Idaho Springs Downtown Commercial District	District	NRHP Listed (1984)
5CC.229	Charlie Tayler Water Wheel, Idaho Springs	Object	Recommended Eligible under Criterion A and Criteria Consideration F
5CC.313	Mill City House, 247 Co. Rd. 308, Dumont	Building	NRHP Listed (2009)
5CC.328	Big Five Mine	Site	Officially Eligible (1998); Re-Evaluated Eligible with New Boundaries north of Interstate 70.
5CC.339	Maude Munroe Mine, Stanley Road	Site	Recommended Eligible under Criterion C
5CC.427.13	Central Colorado Railroad Grade, Spring Gulch Rd.	Linear (Segment)	Segment does Support Eligibility
5CC.427.14	Central Colorado Railroad Grade, Lawson	Linear (Segment)	Segment does Support Eligibility
5CC.427.15	Central Colorado Railroad Grade, Idaho Springs	Linear (Segment)	Segment does Support Eligibility
5CC.1151.1	Mount Evans Road	Linear (Segment)	Officially Eligible (2001); Re-Evaluated portion within APE and found no character-defining features of linear resource
5CC.1189.3	Twin Tunnels, Interstate 70	Structure	Officially Eligible (2012)
5CC.2146	W. E. Anderson Store, County Road 308, Lawson	Building	Recommended Eligible under Criterion A
5CC.2156	Dumont Train Depot, W Dumont Road	Building	Eligible under Criterion C
5CC.2157	Lawson Historic District	District	Recommended Eligible; Contains 19 Contributing and 13 Non-Contributing Elements

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**Appendix A: File Search Log (A-1), Survey Log (A-2),  
Log of Historic Properties (A-3)**

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Table A-1 below summarizes the previously identified sites resulting from a file search of the Area of Potential Effects (APE) at the Colorado SHPO and an examination of the site forms and reports. The table is organized in ascending order by Site Number. Two Not Eligible segments of linear resources and one Officially Eligible mine site are shaded as they are discussed in the Summary and Conclusions section of this report. Historic built resources (i.e. non-archaeological) that are NRHP-eligible or listed are bolded and shaded.

**Table A-1. Log of Previously Recorded Cultural Resources  
Within or Intersecting the Area of Potential Effects.**

Site No.	Name/Address	Resource Type	Date of Construction	Previous NRHP Determination (Date)	Re-evaluation Status/Comments
<b>5CC.3</b>	<b>Georgetown-Sliver Plume Historic District</b>	<b>District</b>	<b>1864-1893</b>	<b>National Historic Landmark Listed (1966)</b>	Visual inspection did not identify any features or elements to re-evaluate in proximity to APE.
5CC.179	Townsite of Free America	Archaeology Site	1870-90	Needs Data (1982)	Re-evaluated as part of Lawson Historic District (5CC.2157). Site record is incomplete, but discusses general history and architecture.
5CC.180	Lawson Depot Site	Archaeology Site	1870-79	Field Not Eligible (1982)	No re-evaluation. Site form does not contain archaeological information, describes buildings at former site of depot that are no longer extant.
5CC.181	Lawson School	Building	1878	Officially Eligible (1982)	Re-evaluated
5CC.182	Stone House, Main St, Lawson	Building	1880-89	Needs Data (1982)	Re-evaluated
5CC.197	I-70 Adits	Archaeology Site	-	Officially Not Eligible (1986)	No re-evaluation based on status.
<b>5CC.201</b>	<b>Idaho Springs Downtown Commercial District</b>	<b>District</b>	<b>1877-1920</b>	<b>NRHP Listed (1984)</b>	APE abuts Historic District. No resources in APE to re-evaluate.
5CC.201.35*	Colorado & Southern Building, Placer Inn	Building	1899	Cont. to District	No re-evaluation, outside APE.
5CC.228*	Theobald House, 1200 Miner St, Idaho Springs	Building	1880-89	Field Not Eligible	No re-evaluation, outside APE.
5CC.229	Charlie Tayler Waterwheel	Object	1893-1907	Officially Not Eligible (1983)	State Register listed. Re-evaluated.
5CC.234*	1730 Virginia, Idaho Springs	Building	1880-89	-	No re-evaluation, outside APE.
5CC.235*	1722 Virginia, Idaho Springs	Building	1890-99	-	No re-evaluation, outside APE.

**Table A-1. Log of Previously Recorded Cultural Resources  
 Within or Intersecting the Area of Potential Effects.**

Site No.	Name/Address	Resource Type	Date of Construction	Previous NRHP Determination (Date)	Re-evaluation Status/Comments
5CC.237*	1902 Virginia, Idaho Springs	Building	1890-99	-	No re-evaluation, outside APE.
5CC.240*	2647 Miner St, Idaho Springs	Building	1900-09	-	No re-evaluation, outside APE.
5CC.251*	John Gunstrom House, 2025 Miner St, Idaho Springs	Building	1890-99	-	No re-evaluation, outside APE.
5CC.254*	Wall St, Idaho Springs	Building	1890-99	-	No re-evaluation, outside APE.
5CC.255*	1700 Blk, Virginia St, Idaho Springs	Building	1870-79	-	No re-evaluation, outside APE.
5CC.256*	Rohners House, Idaho Springs	Building	1900-09	-	No re-evaluation, outside APE.
5CC.257*	First Baptist Church, 100 Colorado Blvd, Idaho Springs	Building	1887	Field Eligible	No re-evaluation, outside APE.
5CC.258*	Feed and Stables, 15th and Idaho St, Idaho Springs	Building	1880-89	-	No re-evaluation, outside APE.
<b>5CC.306</b>	<b>Dumont/Mill City</b>	<b>Site</b>	<b>1860-69</b>	<b>- (1973)</b>	No re-evaluation. Site form has "placeholder" location and information about buildings outside of the APE.
5CC.310	Philadelphia Tunnel, Dover Mine	Archaeology Site	1860-69	Officially Not Eligible (1997)	No re-evaluation based on status.
5CC.313	Mill City House, 247 Co. Rd. 308, Dumont	Building	1860-68	NRHP Listed (2009)	No re-evaluation based on evaluation date.
5CC.328	Big Five Mine	Archaeology Site	1900-59	Officially Eligible (1998)	Re-evaluated
5CC.332*	Lincoln Alma Mine	Archaeology Site	1900-49	Needs Data	No re-evaluation, outside APE.
5CC.339	Maude Munroe Mine/Dona Juanita	Archaeology Site	1880-89	- (1976)	Re-evaluated
5CC.389	-	Archaeology Site	1860-1920	Officially Eligible (2012)	Not re-evaluated based on evaluation date and 100% archaeological
5CC.424	-	Archaeology Site	-	- (1994)	Not re-evaluated, 100% archaeological, Not a site.
5CC.427.5	Colorado Central Railroad	Archaeology Site	1876-90	Officially Does Not Support (Segment) (2012)	No re-evaluation based on status and evaluation date. (note – new segments evaluated)
5CC.471	Fairmout and Shafter/Gold Dust	Archaeology Site	1901-08	Officially Not Eligible (1991)	No re-evaluation based on status.

**Table A-1. Log of Previously Recorded Cultural Resources  
Within or Intersecting the Area of Potential Effects.**

Site No.	Name/Address	Resource Type	Date of Construction	Previous NRHP Determination (Date)	Re-evaluation Status/Comments
5CC.698	Idaho Springs Work Center		1938-63	Officially Not Eligible (2012)	No re-evaluation based on status.
5CC.985	Darragh Placer	Archaeology Site	1860-1900	Officially Eligible (1998)	No re-evaluation, 100% archaeological.
5CC.1034	-	Archaeology Site	-	Officially Not Eligible (2000)	No re-evaluation based on status.
5CC.1057	Montague Placer	Archaeology Site	-	Field Not Eligible (1999)	No re-evaluation, 100% archaeological.
5CC.1064	Mill Creek Bridge E-14-O	Structure	1934	Officially Not Eligible (2002)	No re-evaluation based on status.
5CC.1065	Clear Creek Bridge F-14-B	Structure	1958	Officially Not Eligible (2010)	No re-evaluation based on status.
5CC.1066	State Highway 103 Overpass F-14-E	Structure	1958	Officially Not Eligible (2002)	No re-evaluation based on status.
5CC.1068	Clear Creek Bridge F-14-G	Structure	1958	Officially Not Eligible (2002)	No re-evaluation based on status.
5CC.1069	I-70 Overpass F-14-H	Structure	1958	Officially Not Eligible (2002)	No re-evaluation based on status.
5CC.1074	Soda Creek Underpass F-14-X	Structure	1958	Officially Not Eligible (2002)	No re-evaluation based on status.
5CC.1075	Interstate 70 Overpass F-14-Y	Structure	1957	Officially Not Eligible (2002)	No re-evaluation based on status.
5CC.1076	County Road Underpass F-14-C MINOR	Structure	1958	Officially Not Eligible (2002)	No re-evaluation based on status.
5CC.1077	Mine Track Underpass F-14-G MINOR	Structure	1958	Officially Not Eligible (2002)	No re-evaluation based on status.
5CC.1078	Clear Creek Bridge, F-15-D	Structure	1936	Officially Not Eligible (2002)	No re-evaluation based on status.
<b>5CC.1151.1</b>	<b>Mt. Evans Road, State Highway 103</b>	<b>Linear</b>	<b>1927</b>	<b>Officially Eligible (2001)</b>	Re-evaluated segment within APE (5CC.1151.2)
<b>5CC.1189.3</b>	<b>Twin Tunnels, Interstate 70</b>	<b>Structure</b>	<b>1958-61</b>	<b>Officially Eligible (2012)</b>	No re-evaluation based on evaluation date.
5CC.1793	Commodore Tunnel	Archaeology Site	1895-1929	Officially Not Eligible (2009)	No re-evaluation based on status.
5CC.1898	-		1860-1979	Officially Not Eligible (2010)	No re-evaluation based on status.
5CC.1952	I-70 Adits	Archaeology Site	-	Officially Not Eligible (1999)	No re-evaluation based on status.
5CC.1953	I-70 Adits	Archaeology Site	-	Officially Not Eligible (1999)	No re-evaluation based on status.
5CC.1954	I-70 Adits	Archaeology Site	-	Officially Not Eligible (1999)	No re-evaluation based on status.

**Table A-1. Log of Previously Recorded Cultural Resources  
 Within or Intersecting the Area of Potential Effects.**

Site No.	Name/Address	Resource Type	Date of Construction	Previous NRHP Determination (Date)	Re-evaluation Status/Comments
5CC.1955	I-70 Adits	Archaeology Site	-	Officially Not Eligible (1986)	No re-evaluation based on status.
5CC.1997	-		1859-1949	Officially Not Eligible (2012)	No re-evaluation based on status.
5CC.2000	Bell Property, 1998 E Idaho Springs Rd, Idaho Springs		1922-1960	Officially Not Eligible (2012)	No re-evaluation based on status.
5CC.2001	-	Archaeology Site	1930-40	Officially Not Eligible (2012)	No re-evaluation based on status.
5CC.2002.2	US Highway 6/40	Linear Site	1936	Officially Does Not Support (Segment) (2012)	No re-evaluation based on status.

\*These sites were returned in the file search data, but upon further investigation were located outside of the project APE.

Table A-2 summarizes the results of the survey conducted to identify and evaluate architectural and built resources constructed prior to 1965 with the project's APE. The table is organized in ascending order by Site Number. The table includes both previously identified properties that were re-evaluated and those properties newly identified and evaluated for this survey. Properties recommended eligible for listing in the NRHP on an individual basis are bolded and shaded. Properties contributing to the recommended NRHP-eligible Lawson Historic District and NRHP-eligible segments of a linear resource are bolded but not shaded.

**Table A-2. Log of Surveyed Properties within the APE.**

Site Number	Description/Address	Construction Date	Theme	NRHP Recommendation
<b>5CC.181</b>	<b>Lawson School/1925 Co Rd 308, Lawson</b>	<b>1878</b>	<b>Education; Architecture</b>	<b>Eligible under Criteria A and C; Contributing to Lawson HD</b>
<b>5CC.182</b>	<b>1890 Co Rd 308, Lawson</b>	<b>1890</b>	<b>Residential</b>	<b>Contributing to Lawson HD</b>
<b>5CC.229</b>	<b>Charlie Taylor Water Wheel, Idaho Springs</b>	<b>moved 1945</b>	<b>Community Development</b>	<b>Eligible under Criterion A and Criteria Consideration F</b>
<b>5CC.328</b>	<b>Big Five Mine, Idaho Springs</b>	<b>1900</b>	<b>Industry; Architecture</b>	<b>Eligible under Criteria A and C with New Boundaries</b>
<b>5CC.339</b>	<b>Maude Munroe Mine, Stanley Road</b>	<b>1890</b>	<b>Mining-Architecture/Engineering</b>	<b>Eligible under Criterion C</b>
<b>5CC.427.13</b>	<b>Central Colorado Railroad Grade, Spring Gulch</b>	<b>1870s</b>	<b>Transportation</b>	<b>Does Support Linear Resource Eligibility</b>

**Table A-2. Log of Surveyed Properties within the APE.**

<b>Site Number</b>	<b>Description/Address</b>	<b>Construction Date</b>	<b>Theme</b>	<b>NRHP Recommendation</b>
<b>5CC.427.14</b>	<b>Central Colorado Railroad Grade, Lawson</b>	<b>1870s</b>	<b>Transportation</b>	<b>Does Support Linear Resource Eligibility</b>
<b>5CC.427.15</b>	<b>Central Colorado Railroad Grade, Idaho Springs</b>	<b>1870s</b>	<b>Transportation</b>	<b>Does Support Linear Resource Eligibility</b>
5CC.1151.2	Mt. Evan Road, State Highway 103	1927	Transportation	Does Not Support Linear Resource Eligibility
5CC.2120	Bellevue-Hudson Stamp Mill, Alvarado Road	c1907	Mining	Not Eligible
<b>5CC.2121</b>	<b>1838 Co Rd 308, Lawson</b>	<b>1890</b>	<b>Residential</b>	<b>Contributing to Lawson HD</b>
<b>5CC.2122</b>	<b>1845 Co Rd 308, Lawson</b>	<b>1893</b>	<b>Residential</b>	<b>Contributing to Lawson HD</b>
<b>5CC.2123</b>	<b>1852 Co Rd 308, Lawson</b>	<b>1893</b>	<b>Residential</b>	<b>Contributing to Lawson HD</b>
5CC.2124	1853 Co Rd 308, Lawson	1893	Residential	Non-contributing to Lawson HD
<b>5CC.2125</b>	<b>1954 Co Rd 308, Lawson</b>	<b>1893</b>	<b>Residential</b>	<b>Contributing to Lawson HD</b>
<b>5CC.2126</b>	<b>1871 Co Rd 308, Lawson</b>	<b>1870</b>	<b>Residential</b>	<b>Contributing to Lawson HD</b>
<b>5CC.2127</b>	<b>Co Rd 308, Lawson</b>	<b>c1890</b>	<b>Residential</b>	<b>Contributing to Lawson HD</b>
<b>5CC.2128</b>	<b>1878 Co Rd 308, Lawson</b>	<b>1893</b>	<b>Residential</b>	<b>Contributing to Lawson HD</b>
5CC.2129	1889 Co Rd 308, Lawson	1972	Residential	Non-contributing to Lawson HD
<b>5CC.2131</b>	<b>1924 Co Rd 308, Lawson</b>	<b>1890</b>	<b>Residential</b>	<b>Contributing to Lawson HD</b>
5CC.2132	1924 Co Rd 308, Lawson	1930	Residential	Non-contributing to Lawson HD
<b>5CC.2133</b>	<b>1924 Co Rd 308, Lawson</b>	<b>1890</b>	<b>Residential</b>	<b>Contributing to Lawson HD</b>
5CC.2134	1924 Co Rd 308, Lawson	1938	Residential	Non-contributing to Lawson HD
5CC.2135	1924 Co Rd 308, Lawson	1938	Residential	Non-contributing to Lawson HD
5CC.2136	1924 Co Rd 308, Lawson	1938	Residential	Non-contributing to Lawson HD
<b>5CC.2137</b>	<b>1953 Co Rd 308, Lawson</b>	<b>1893</b>	<b>Residential</b>	<b>Contributing to Lawson HD</b>
5CC.2138	1955 Co Rd 308, Lawson	1893	Residential	Non-contributing to Lawson HD
<b>5CC.2139</b>	<b>1967 Co Rd 308, Lawson</b>	<b>1893</b>	<b>Residential</b>	<b>Contributing to Lawson HD</b>
<b>5CC.2140</b>	<b>1967 Co Rd 308, Lawson</b>	<b>1893</b>	<b>Residential</b>	<b>Contributing to Lawson HD</b>
<b>5CC.2141</b>	<b>1967 Co Rd 308, Lawson</b>	<b>1893</b>	<b>Residential</b>	<b>Contributing to Lawson HD</b>
5CC.2142	1972 Co Rd 308, Lawson	1893	Residential	Non-contributing to Lawson HD
<b>5CC.2143</b>	<b>1976 Co Rd 308, Lawson</b>	<b>1893</b>	<b>Residential</b>	<b>Contributing to Lawson HD</b>
5CC.2144	1977 Co Rd 308, Lawson	1880	Residential	Non-contributing to Lawson HD
5CC.2145	1981 Co Rd 308, Lawson	1950	Residential	Non-contributing to Lawson HD

**Table A-2. Log of Surveyed Properties within the APE.**

Site Number	Description/Address	Construction Date	Theme	NRHP Recommendation
<b>5CC.2146</b>	<b>W. E. Anderson Store/County Road 308, Lawson</b>	<b>1880</b>	<b>Commerce; Architecture</b>	<b>Eligible under Criteria A and C; Contributing to Lawson HD</b>
<b>5CC.2147</b>	<b>1998 Co Rd 308, Lawson</b>	<b>1893</b>	<b>Residential</b>	<b>Contributing to Lawson HD</b>
5CC.2148	1999 Co Rd 308, Lawson	c1890	Residential	Non-contributing to Lawson HD
5CC.2149	2038 Co Rd 308, Lawson	1955	Residential	Non-contributing to Lawson HD
5CC.2150	Box Culvert, County Road 308, Lawson	c. 1930s	Transportation	Not Eligible
<b>5CC.2151</b>	<b>2061 Co Rd 308, Lawson</b>	<b>1893</b>	<b>Residential</b>	<b>Contributing to Lawson HD</b>
5CC.2152	2077 Co Rd 308, Lawson	c.1950-64 sheds	Residential	Non-contributing to Lawson HD
5CC.2153	1615 County Road 308	1950	Residential	Not Eligible
5CC.2154	72 W Dumont Road	1890	Residential	Not Eligible
5CC.2155	Blue Ribbon Tunnel	c1890	Commerce	Not Eligible
<b>5CC.2156</b>	<b>Dumont Train Depot, W Dumont Road</b>	<b>1902</b>	<b>Transportation</b>	<b>Eligible under Criterion C</b>
<b>5CC.2157</b>	<b>Lawson Historic District</b>	<b>1871-1910</b>	<b>Community Development</b>	<b>Historic District Eligible under Criterion C</b>

Table A-3 summarizes all previously identified, re-evaluated, and newly surveyed properties that are NRHP-listed, Officially Eligible, or Recommended Eligible within or intersecting the APE of this project.

**Table A-3. Log of NRHP Eligible or Listed Properties Within or Intersecting the Area of Potential Effects.**

Site Number	Description/Address	Resource Type	NRHP Status
5CC.3	Georgetown-Silver Plume Historic District	District	NHLListed (1966)
5CC.181	Lawson School	Building	Officially Eligible (1982); Re-Evaluated as Eligible
5CC.201	Idaho Springs Downtown Commercial District	District	NRHP Listed (1984)
5CC.229	Charlie Tayler Water Wheel, Idaho Springs	Object	Recommended Eligible under Criterion A and Criteria Consideration F
5CC.313	Mill City House, 247 Co. Rd. 308, Dumont	Building	NRHP Listed (2009)

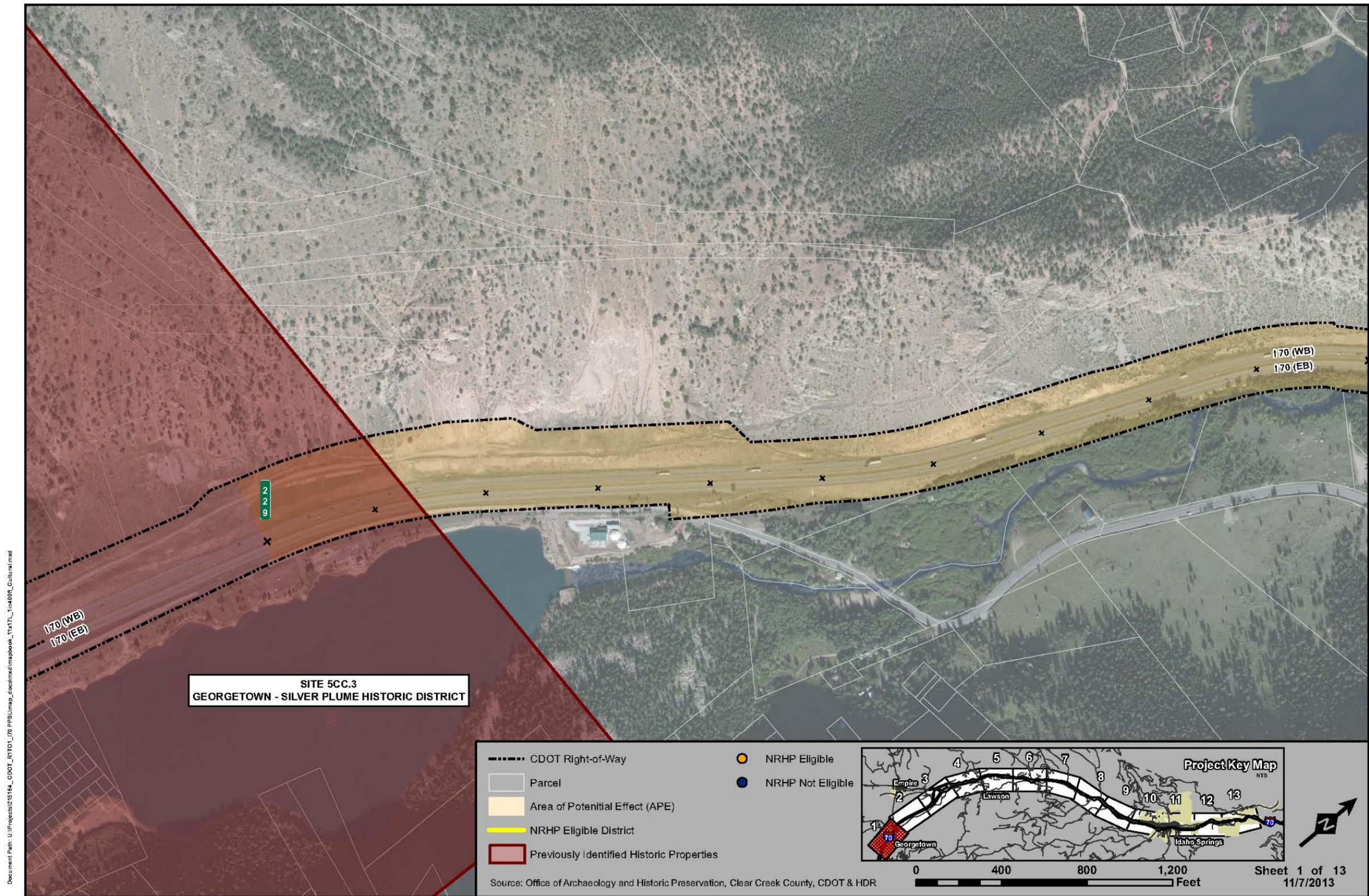
**Table A-3. Log of NRHP Eligible or Listed Properties Within or Intersecting the Area of Potential Effects.**

Site Number	Description/Address	Resource Type	NRHP Status
5CC.328	Big Five Mine	Site	Officially Eligible (1998); Re-Evaluated Eligible with New Boundaries
5CC.339	Maude Munroe Mine, Stanley Road	Site	Recommended Eligible under Criterion C
5CC.427.13	Central Colorado Railroad Grade, Spring Gulch Rd.	Linear (Segment)	Does Support Eligibility
5CC.427.14	Central Colorado Railroad Grade, Lawson	Linear (Segment)	Does Support Eligibility
5CC.427.15	Central Colorado Railroad Grade, Idaho Springs	Linear (Segment)	Does Support Eligibility
5CC.1151.1	Mount Evans Road	Linear (Segment)	Officially Eligible (2001); Re-Evaluated portion within APE and found no character-defining features of linear resource
5CC.1189.3	Twin Tunnels, Interstate 70	Structure	Officially Eligible (2012)
5CC.2146	W. E. Anderson Store, County Road 308, Lawson	Building	Recommended Eligible under Criterion A
5CC.2156	Dumont Train Depot, W Dumont Road	Building	Eligible under Criterion C
5CC.2157	Lawson Historic District	District	Recommended Eligible; Contains 19 Contributing and 13 Non-Contributing Elements

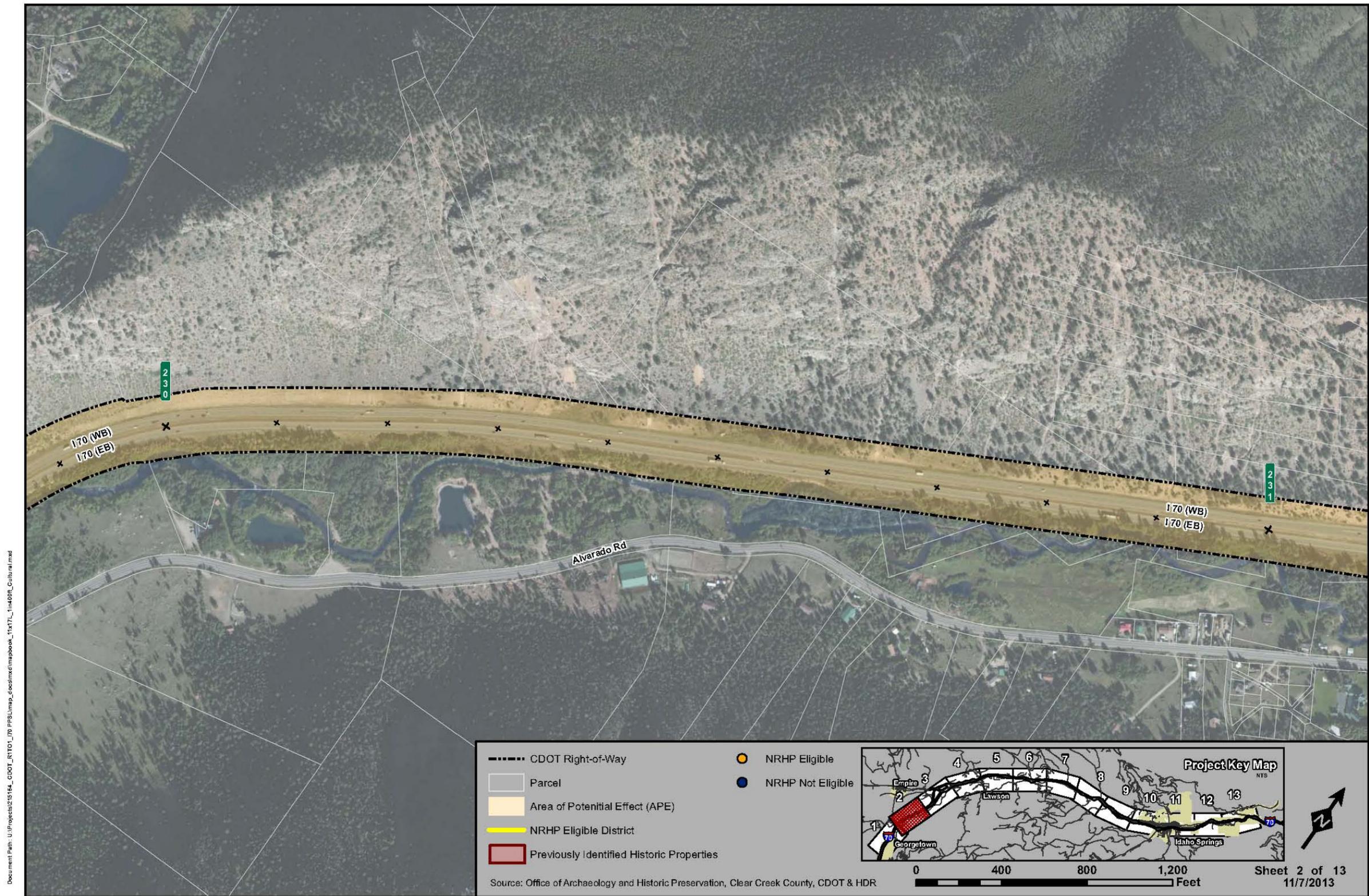
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## **Appendix B: Maps**

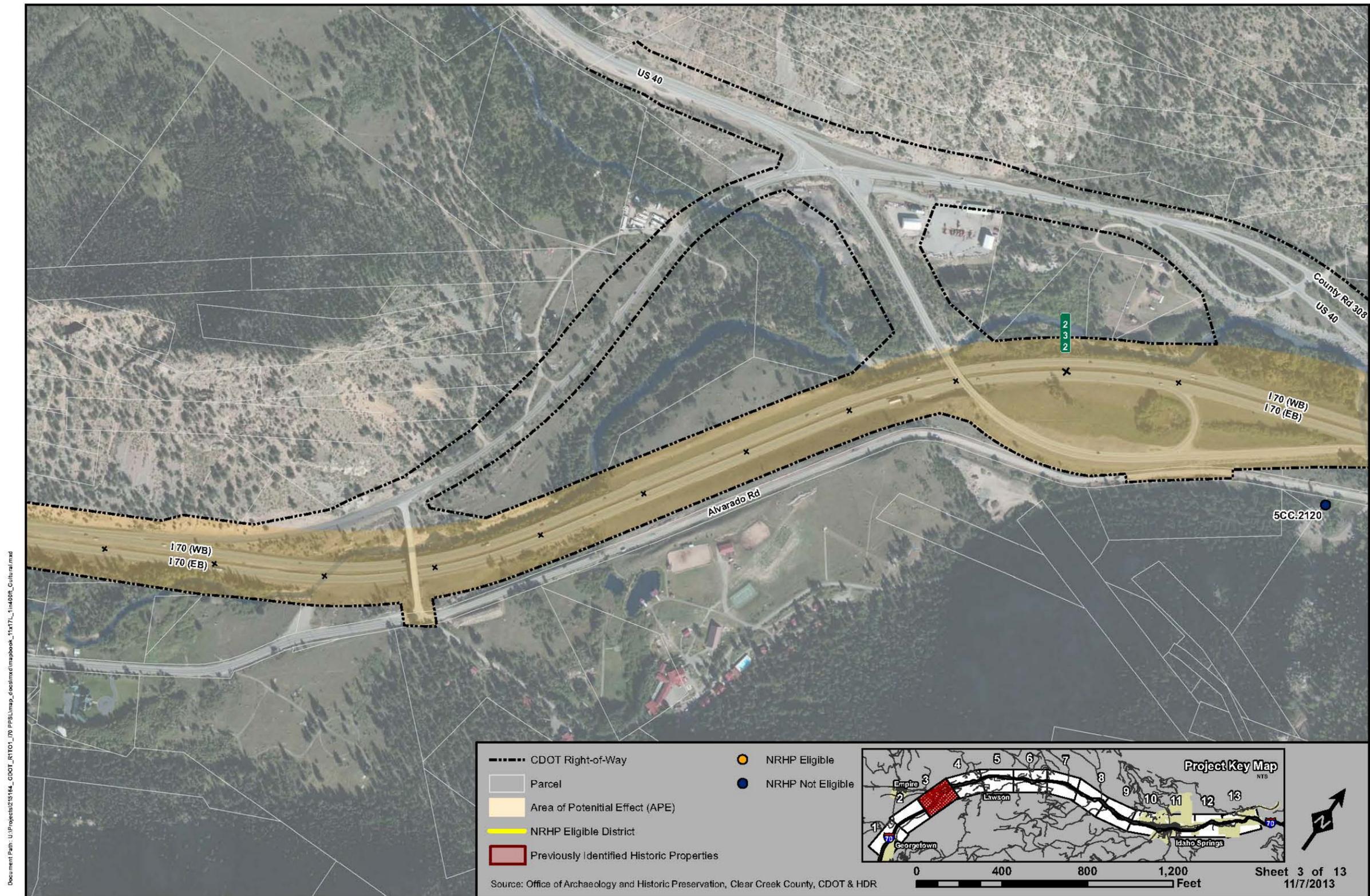
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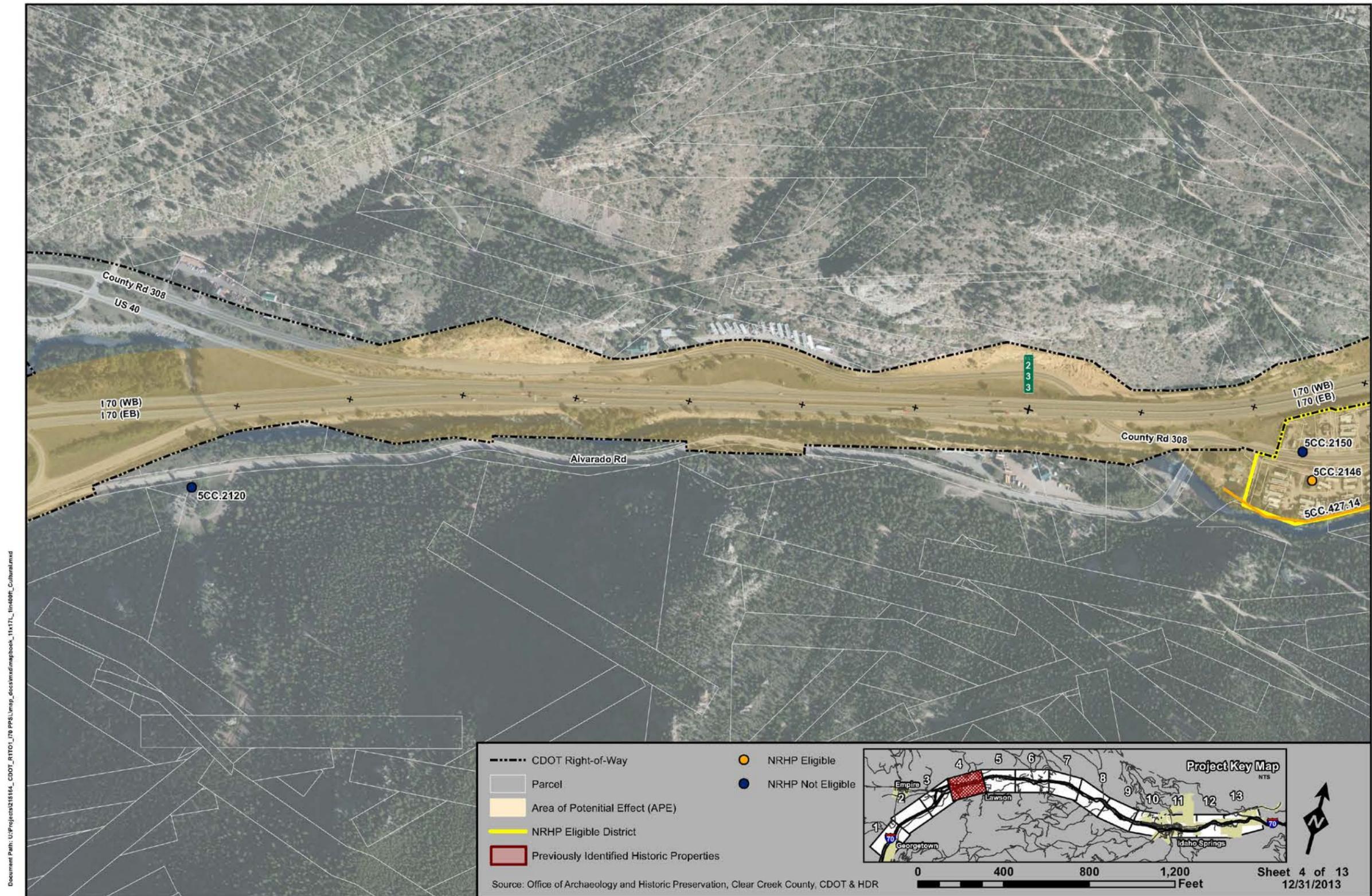
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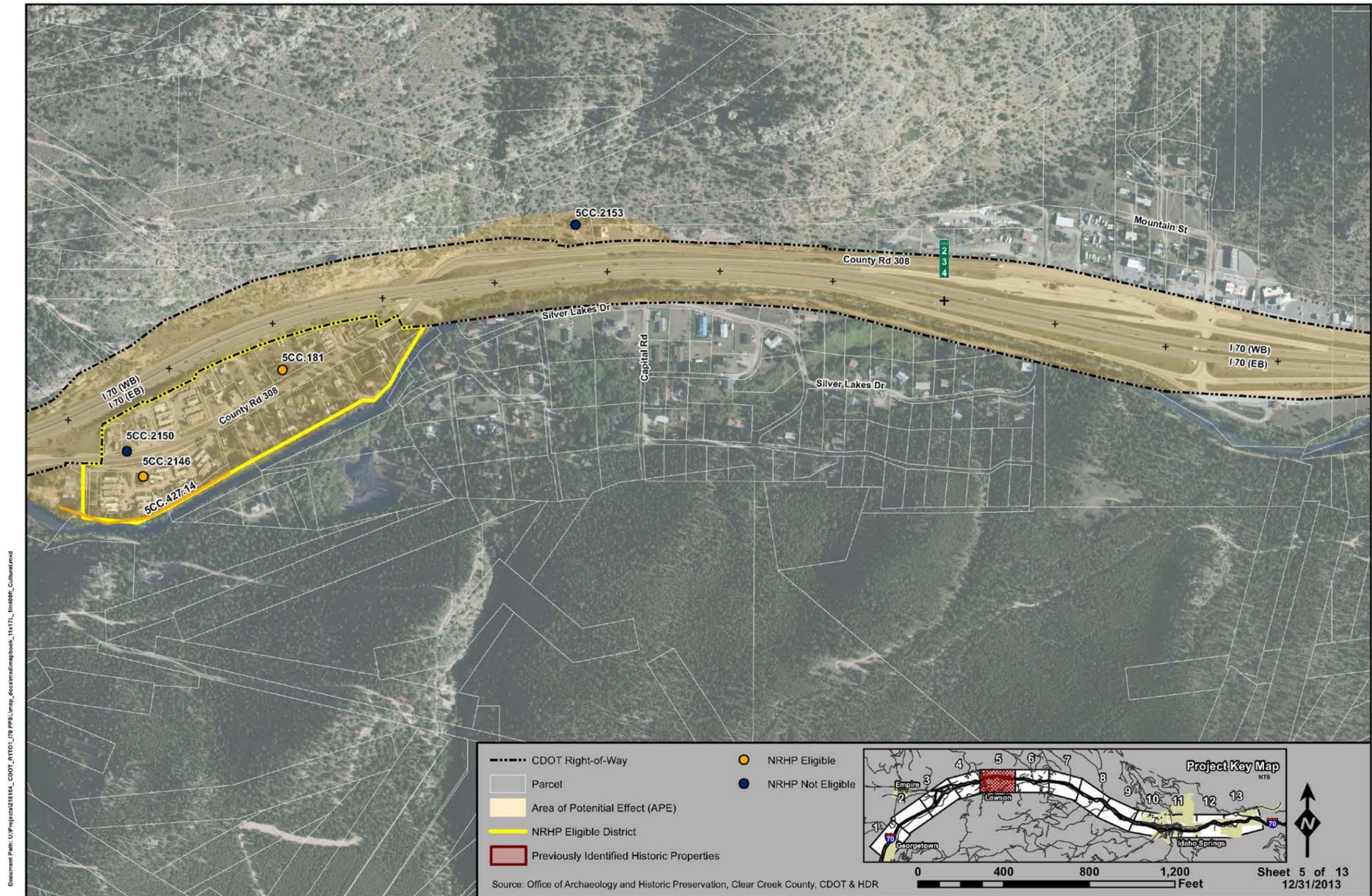
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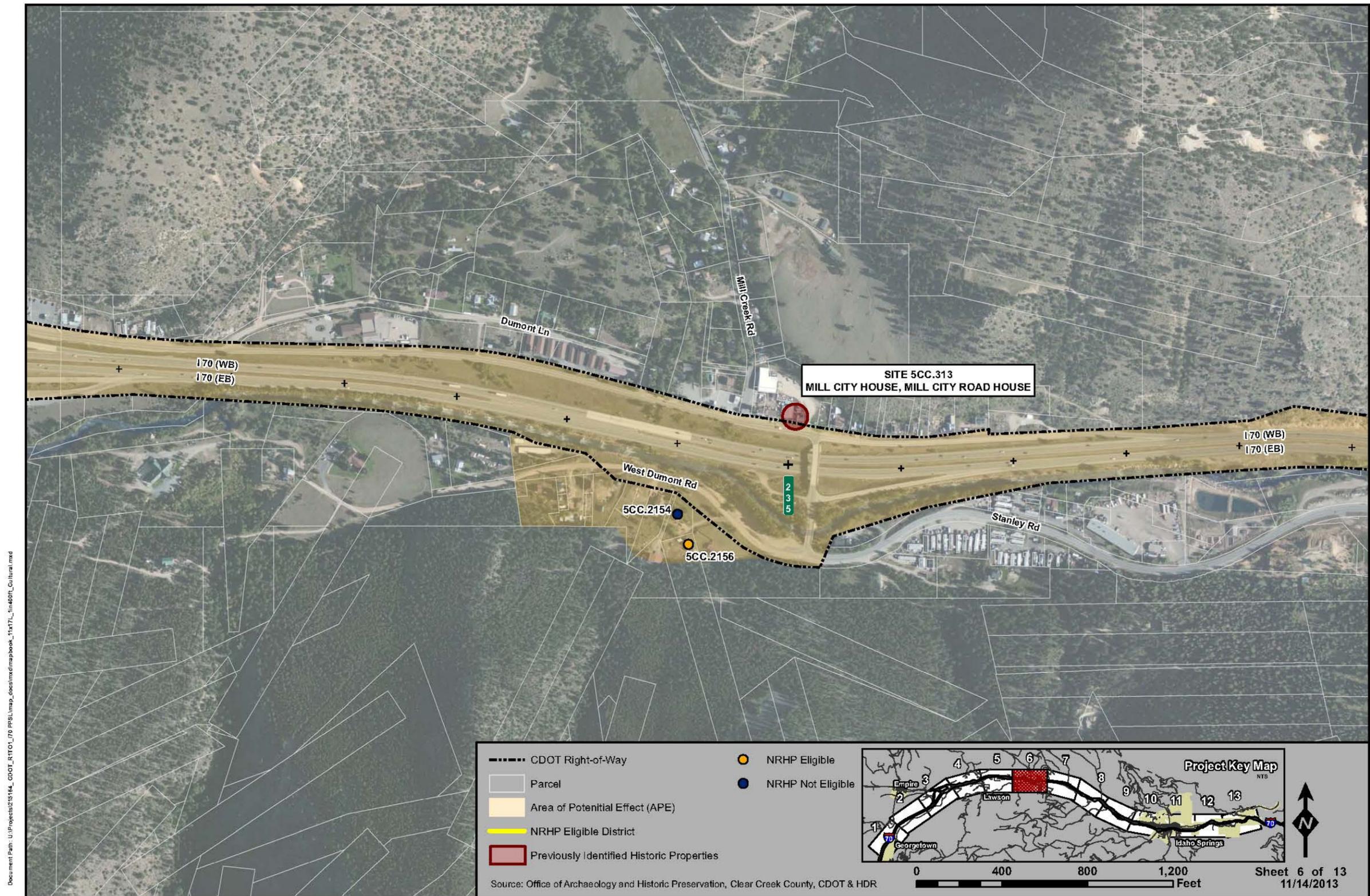
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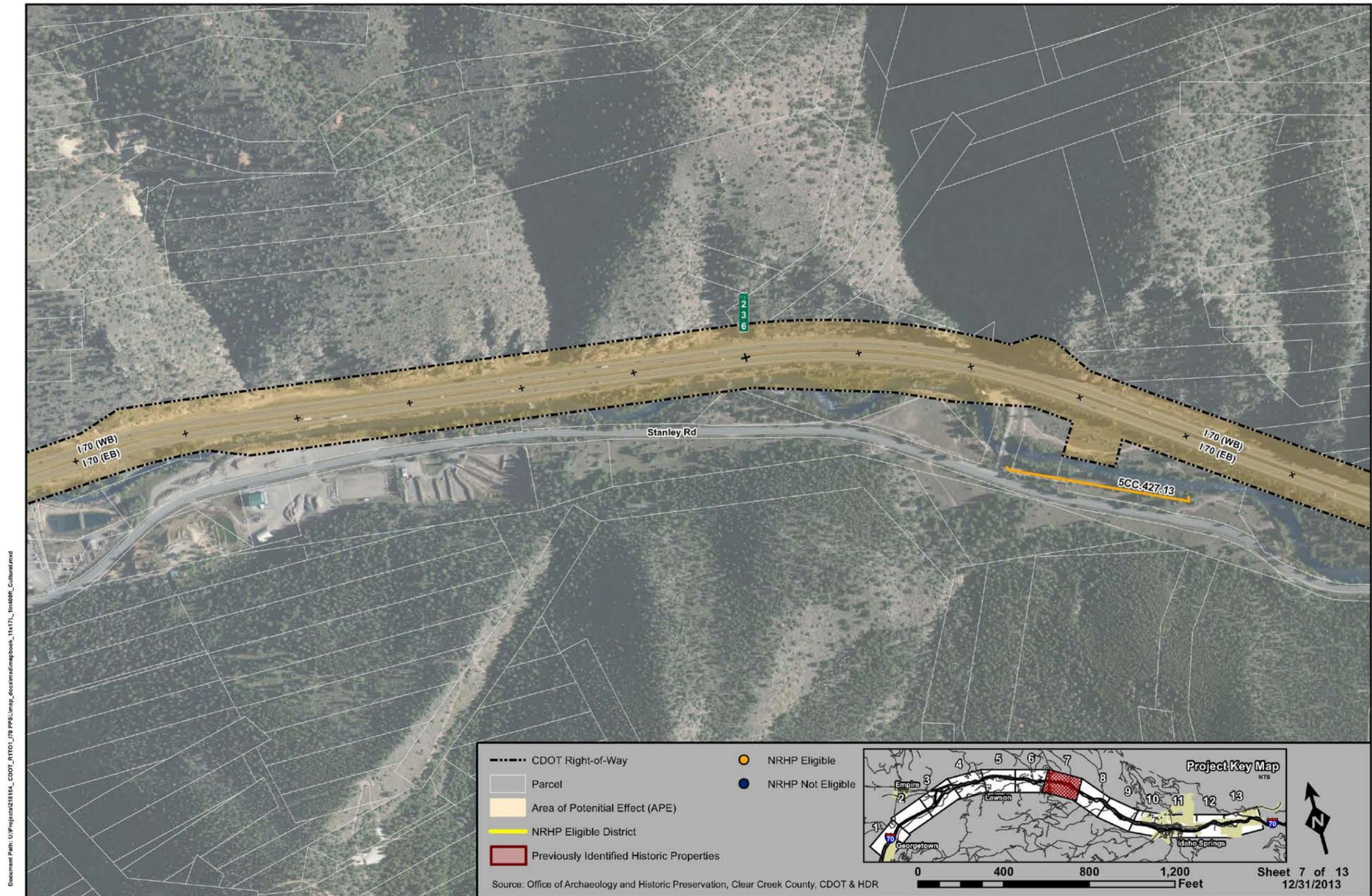
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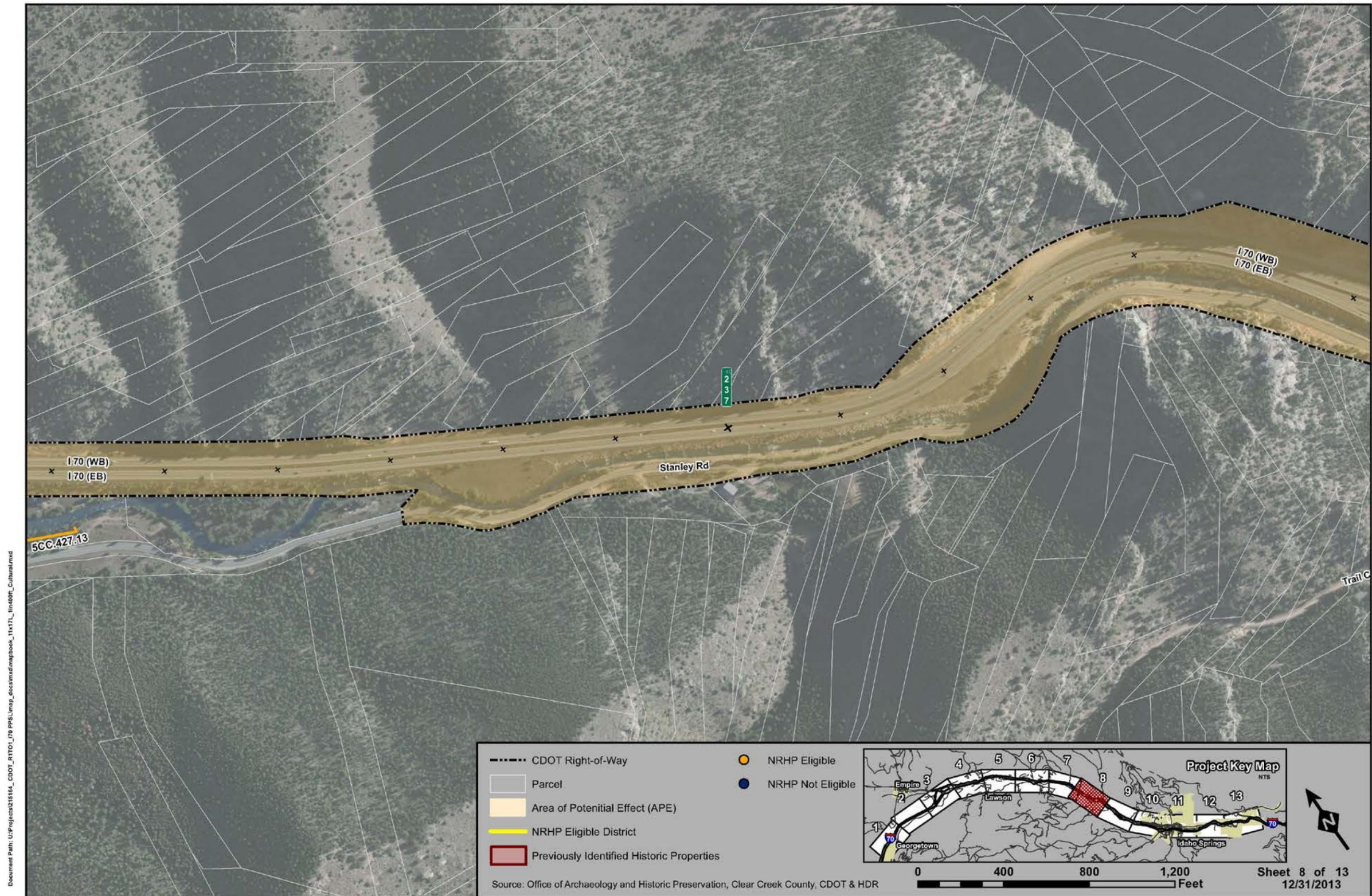
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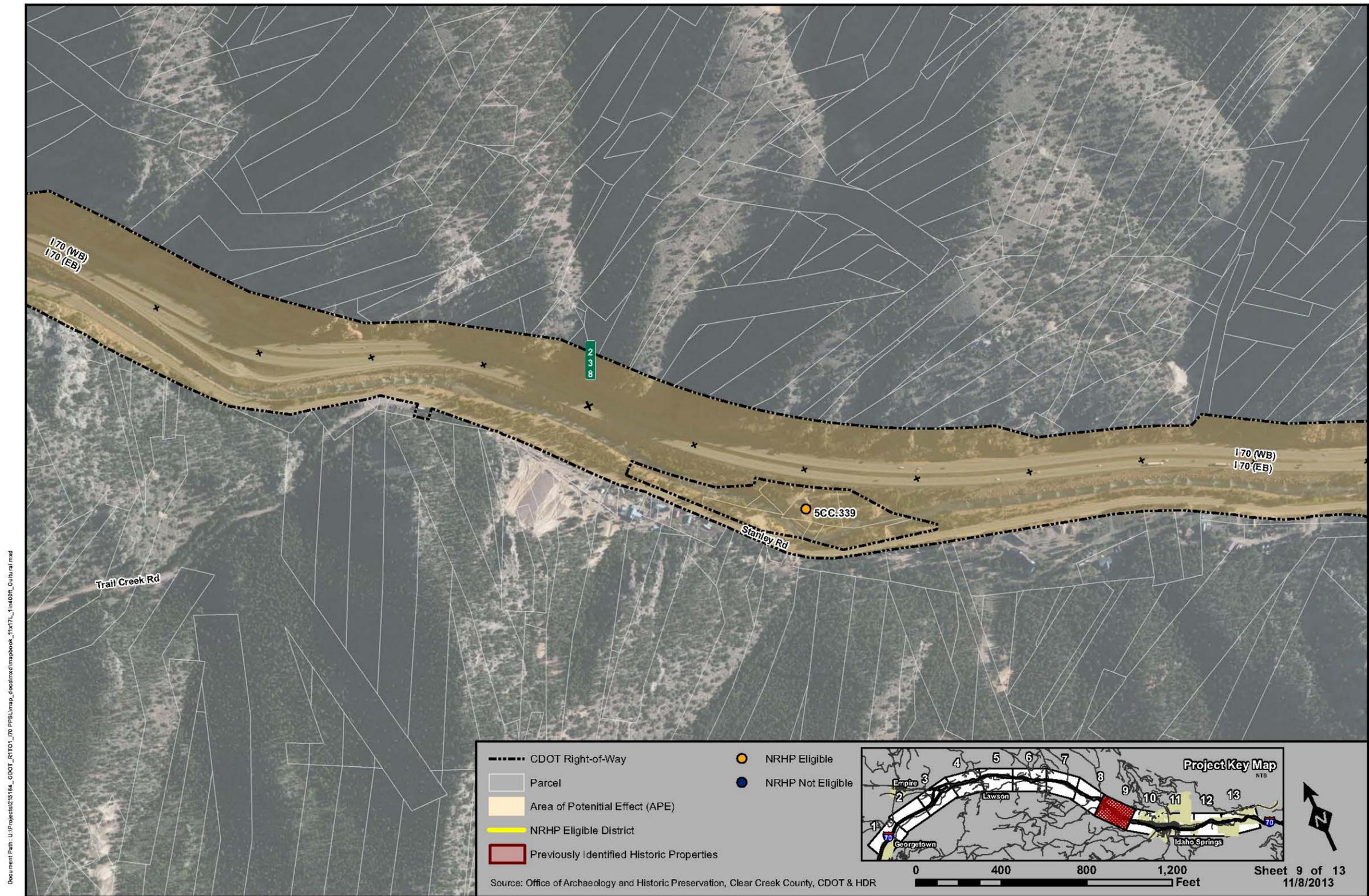
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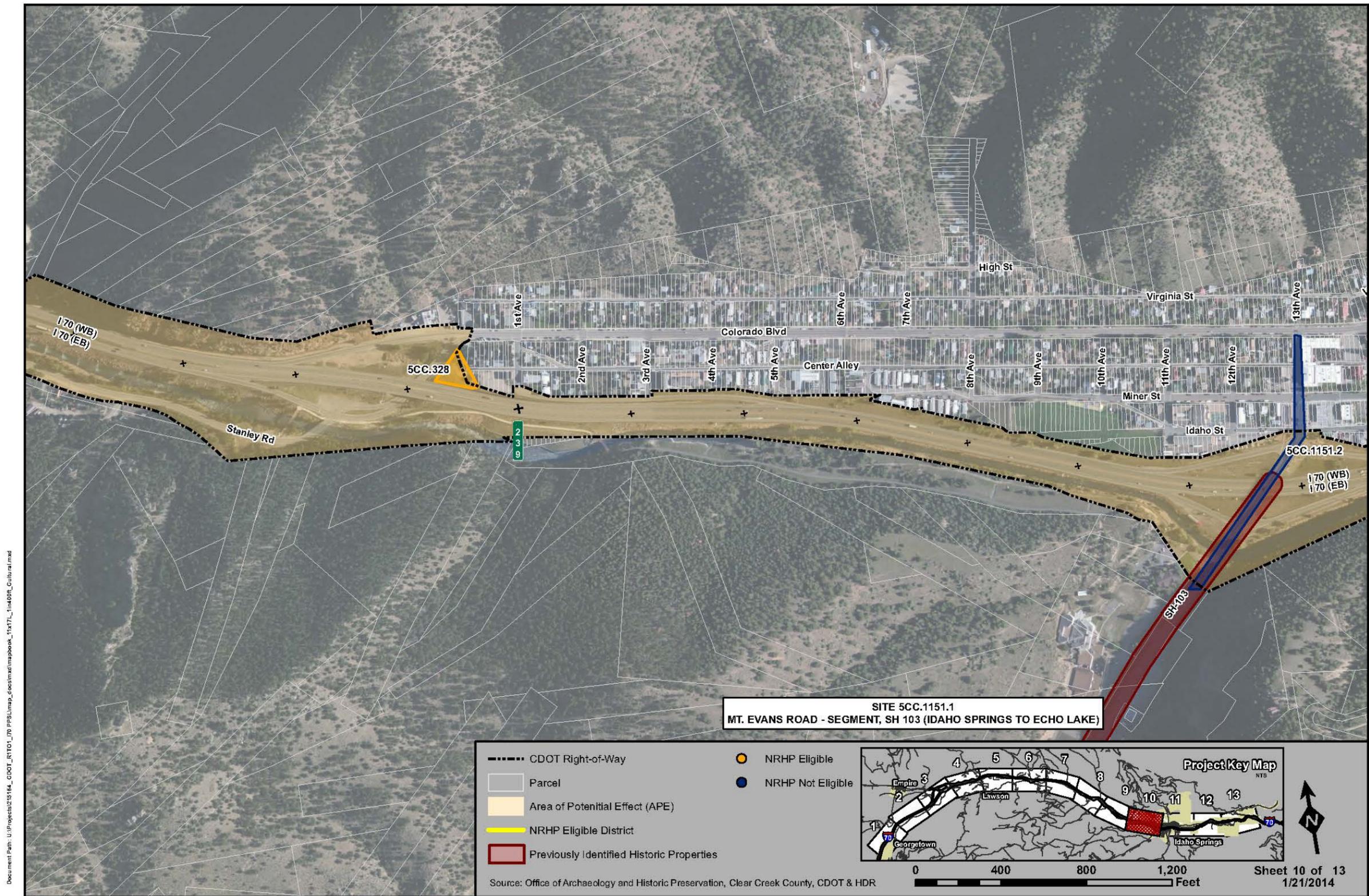
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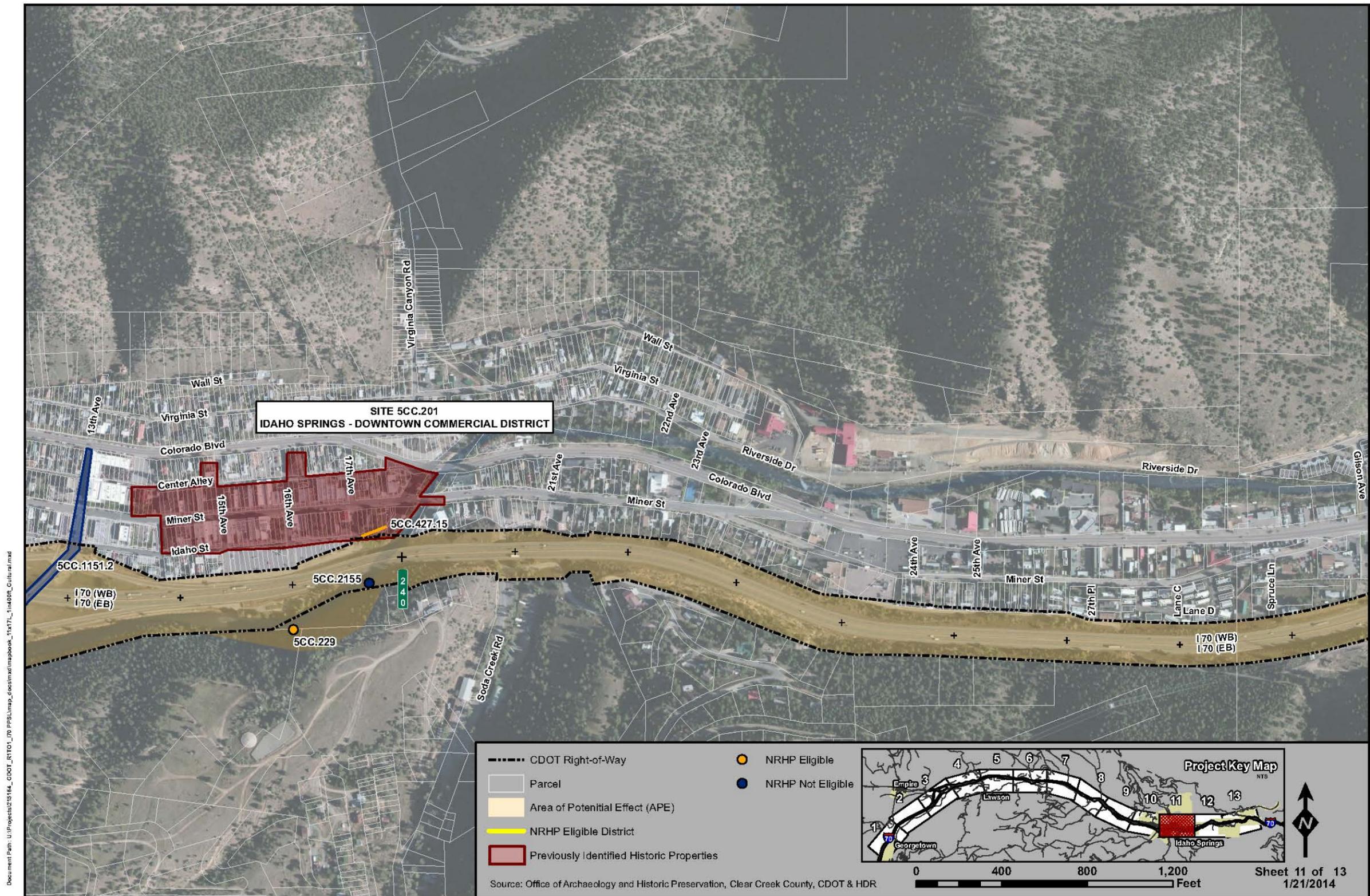
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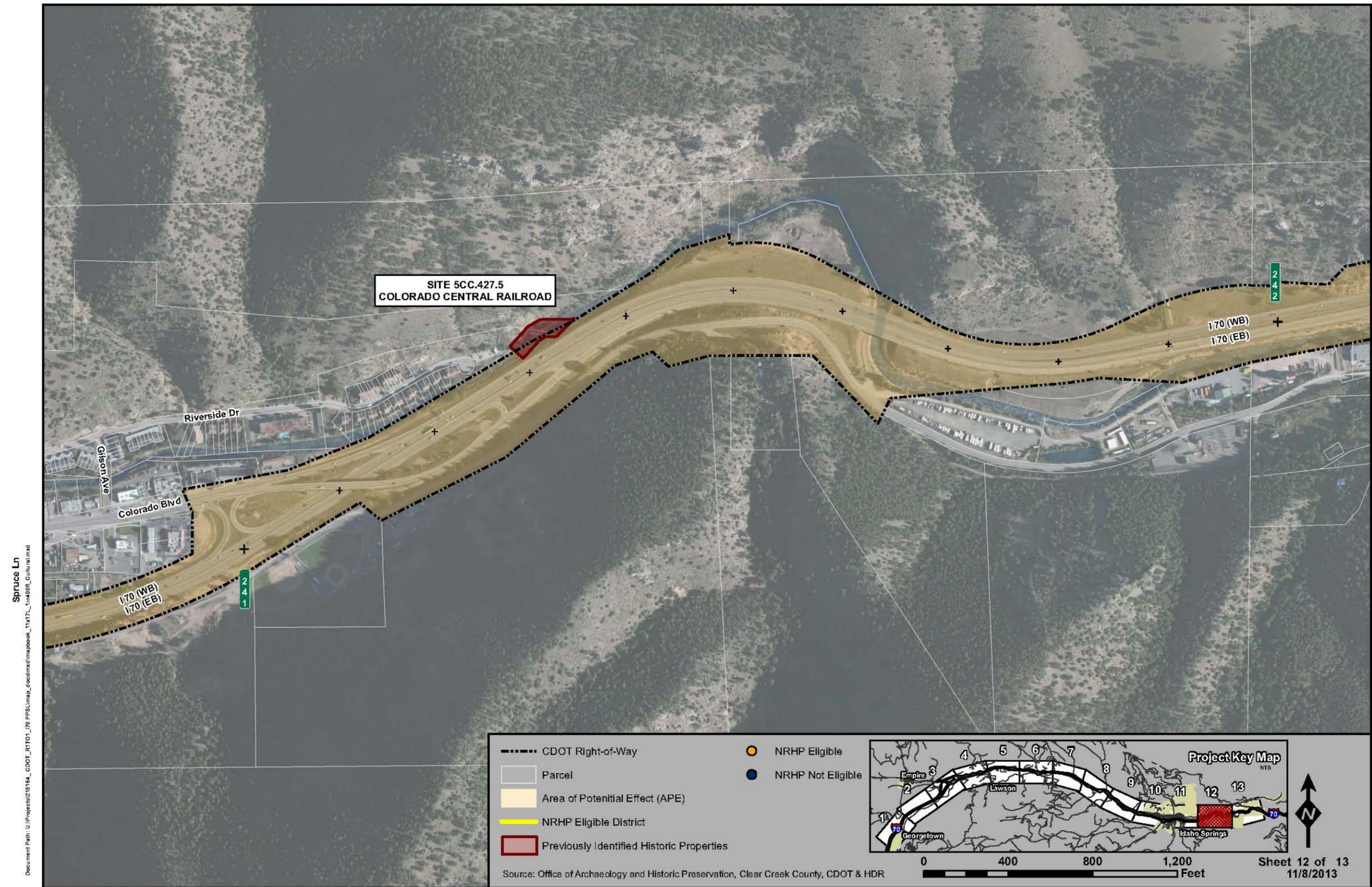
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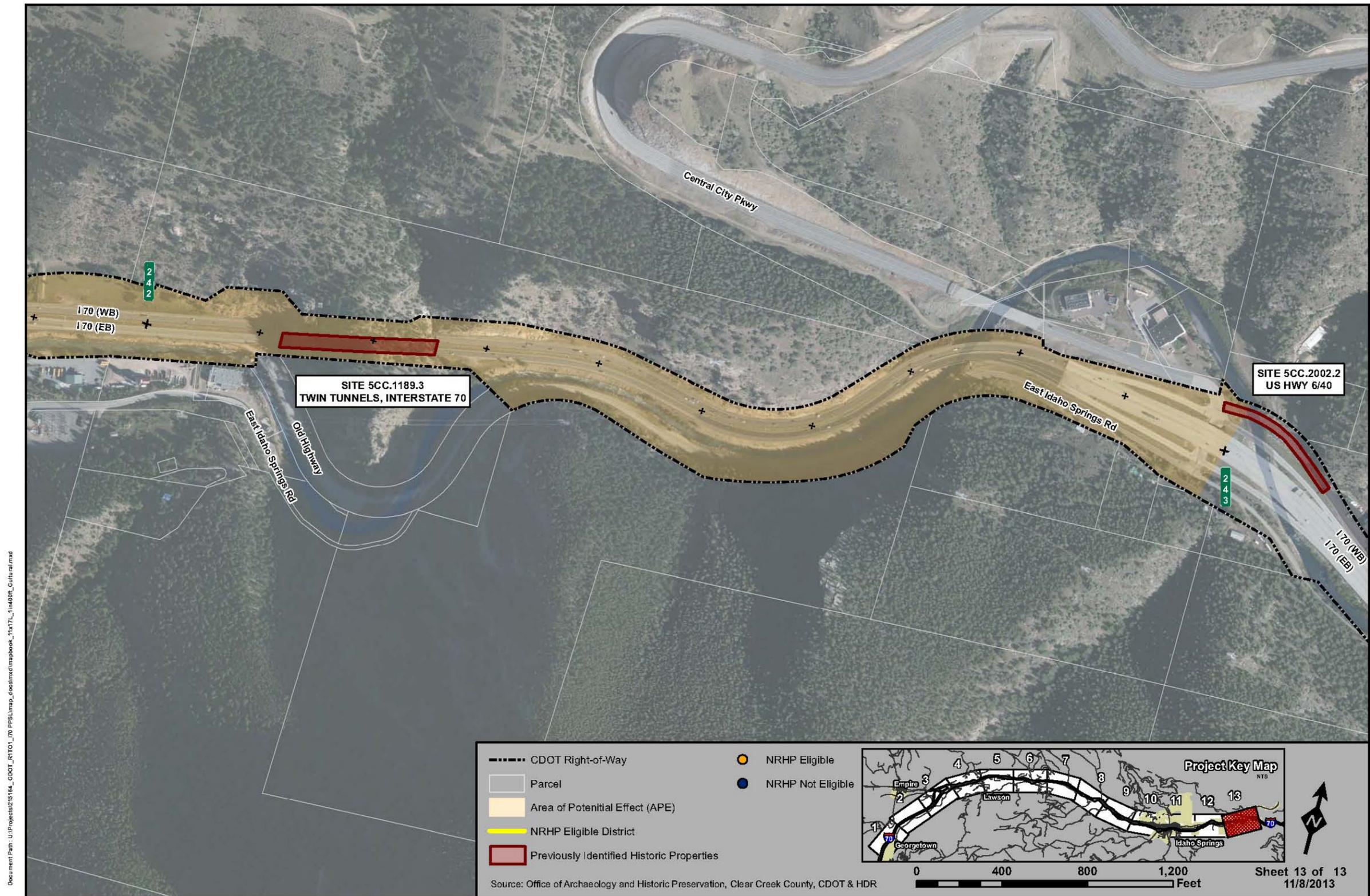
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## **Appendix C: SHPO Site Form Data**

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