



Appendix E.

Historic and Recreational Properties



Historic and Recreational Properties in the Study Area

Site Identification	Resource Type	Impact	Section 4(f) Use
5CC.181 Lawson School	Building—Eligible for inclusion on the National Register of Historic Places	There is no direct effect. The project is expected to have minor temporary noise and visual effects during construction. The Section 106 effect is not adverse.	No use because all effects are indirect.
5CC.201 Idaho Springs Downtown Commercial District	District—Eligible for inclusion on the National Register of Historic Places	Minor visual effects will occur from signs, improvements to Exit 240, and changes to the rail on SH 103. There are temporary visual and noise effects during construction. Temporary access to and use of the parking lot impacts (located outside of the historic district) will occur during construction. The Section 106 effect is not adverse.	No use because all effects are indirect.
5CC.229 Charlie Tayler Waterwheel	Structure—Eligible for inclusion on the National Register of Historic Places	There are temporary visual and noise effects during construction. The Section 106 effect is not adverse.	No use because all effects are indirect.
5CC.231 Miner Street Bridge	Structure—Eligible for inclusion on the National Register of Historic Places	New guardrail is partially visible from the property, but there is existing guardrail in this area. There are temporary visual and noise effects during construction. The Section 106 effect is not adverse.	No use because all effects are indirect.
5CC.251 John Gunstrom House	Building—Eligible for inclusion on the National Register of Historic Places	Minimal permanent visual effects with the addition of a new sign and nearby walls and barriers. There are temporary visual and noise effects during construction. The Section 106 effect is not adverse.	No use because all effects are indirect.
5CC.313 Mill City House	Building—Eligible for inclusion on the National Register of Historic Places	Minimal permanent visual effects with the addition of the new sign and additional pavement. There are temporary visual and noise effects during construction. The Section 106 effect is not adverse.	No use because all effects are indirect.
5CC.326 Stanley Consolidated	Site—Eligible for inclusion on the National Register of Historic Places	Permanent visual effects include the addition of two new signs and median walls. There are temporary visual and noise	No use because all effects are indirect.



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Mine		effects during construction. The Section 106 effect is not adverse.	
5CC.328 Big Five Mine	Site—Eligible for inclusion on the National Register of Historic Places	The existing noise wall and grade difference obscures the view of the site features from the interstate. The majority of project features are not visible either to or from the Big Five Mine site. There are temporary visual and noise effects during construction. The Section 106 effect is not adverse.	No use because all effects are indirect.
5CC.332 Alma-Lincoln Mine	Site—Eligible for inclusion on the National Register of Historic Places	Permanent visual effects include the addition of new partially visible signs to both the northeast and southeast and the median walls. There are temporary visual and noise effects during construction. The Section 106 effect is not adverse.	No use because all effects are indirect.
5CC.339 Maude Munroe Mine/Donna (Dona) Juanita Mine	Site—Eligible for inclusion on the National Register of Historic Places	Permanent visual effects include the addition of a partially visible co-located sign to the west and two new signs to the southeast. There are temporary visual and noise effects during construction. The Section 106 effect is not adverse.	No use because all effects are indirect.
5CC.427 Central Colorado Railroad	Linear Resource—Eligible for inclusion on the National Register of Historic Places	Permanent visual effects include the addition of limited additional paving, re-striping, signage, and replacement guardrail. There are temporary visual and noise effects during construction. The Section 106 effect is not adverse.	No use because all effects are indirect.
5CC.654 Dumont School	Building—Eligible for inclusion on the National Register of Historic Places	Permanent visual effects include the addition of a new sign and additional pavement. There are temporary visual and noise effects during construction. The Section 106 effect is not adverse.	No use because all effects are indirect.
5CC.985	Site—Eligible for	Indirect visual effects include	No use because no impacts.



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Darragh Placer	inclusion on the National Register of Historic Places.	the addition of a new partially visible sign and guardrail. There are temporary visual and noise effects during construction. The Section 106 effect is no historic properties affected.	
5CC.1151 Mt. Evans Road/SH 103— Segment	Linear Resource— Eligible for inclusion on the National Register of Historic Places.	Direct work is limited to replacement or resetting of the existing railing, adding a raised concrete strip next to the sidewalk and minor changes to on and off ramps. There are temporary visual and noise effects during construction. The Section 106 effect is not adverse and the State Historic Preservation Officer has concurred with this finding.	The work on this historic resource fits within the definition of an exception to Section 4(f) because it is restoration, rehabilitation, or maintenance of a transportation facility that is eligible for inclusion in the National Register of Historic Places. This exception is 23 CFR 774.13(a).
5CC.2002 US HWY 6/40 - Segment	Linear Resource (3 segments)— Eligible for inclusion on the National Register of Historic Places	WB I-70 is re-striped in the vicinity of segments 5CC.2002.1 and 5CC.2002.3, but no additional paving is added. There are temporary visual and noise effects during construction. The Section 106 effect is no historic properties affected.	No use because no impacts.
5CC.2146 W. E. Anderson Store	Building—Eligible for inclusion on the National Register of Historic Places	Minimal visual effects because of the addition of a new sign. There are temporary visual and noise effects during construction. The Section 106 effect is not adverse.	No use because effects are indirect.
5CC.2157 Lawson Historic District	District—Eligible for inclusion on the National Register of Historic Places	Minimal visual effects because of new signage, retaining wall and pavement. The retaining wall is partially below grade. There are temporary visual and noise effects during construction. The Section 106 effect is not adverse.	No use because effects are indirect.
5CC.2290 Unidentified Mine	Site—Eligible for inclusion on the National Register of Historic Places	Because of the distance of the site from the project area and the dense foliage on the hillside screening the site, no temporary or permanent, direct or indirect effects occur. The	No use because no impact.



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		Section 106 effect is no historic properties affected.	
5CC.2297.1 Trail	Site—Eligible for inclusion on the National Register of Historic Places	I-70 is only partially visible from the trail segment. Minimal visual effects from the addition of new signs, additional paving, and guardrails. There are temporary noise and visual effects during construction. The Section 106 effect is not adverse.	No use because all effects are indirect.
5CC.2377 95 Dumont Lane	Building—Eligible for inclusion on the National Register of Historic Places	Because of the distance from I-70 and intervening development, no temporary or permanent direct or indirect effects to this resource. The Section 106 effect is no historic properties affected.	No use because no impact.
5CC.2378 85 Dumont Lane	Building—Eligible for inclusion on the National Register of Historic Places	Because of the distance from I-70 and intervening development, no effects occur. The Section 106 effect is no historic properties affected.	No use because no impact.
5CC.2386 25 Dumont Lane	Building—Eligible for inclusion on the National Register of Historic Places	Because of the distance from I-70 and intervening development, no effects occur. The Section 106 effect is no historic properties affected.	No use because no impacts.
5CC.2389 327 County Road 308	Building—Eligible for inclusion on the National Register of Historic Places	Minimal visual effects from the addition of a new sign to the west. There are temporary visual and noise effects during construction. The Section 106 effect is not adverse.	No use because effects are indirect.
5CC.2390 307 County Road 308	Building—Eligible for inclusion on the National Register of Historic Places	Minimal visual effects from the addition of new signs and pavement. There are temporary noise and visual effects during construction. The Section 106 effect is not adverse.	No use because effects are indirect.
5CC.2396 151 County Road 308	Building—Eligible for inclusion on the National Register of Historic Places	Minimal visual effects because of the addition of signage, additional pavement and guardrail. There are temporary noise and visual effects during construction. The Section 106	No use because all effects are indirect.



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		effect is not adverse.	
5CC.2398 107 County Road 308	Building—Eligible for inclusion on the National Register of Historic Places	Minimal visual effects because of the addition of new signage, additional pavement and guardrail. There are temporary visual and noise effects during construction. The Section 106 effect is not adverse.	No use because all effects are indirect.
5CC.2399 83 County Road 308	Building—Eligible for inclusion on the National Register of Historic Places	Minimal visual effects because of the addition of new signage, pavement and guardrail. There are temporary visual and noise effects during construction. The Section 106 effect is not adverse.	No use because all effects are indirect.
5CC.2432 Log Motel	Building—Eligible for inclusion on the National Register of Historic Places	Minimal visual effects because of the addition of new signage and new shoulder wall and barriers. There are temporary visual and noise effects during construction. The Section 106 effect is not adverse.	No use because effects are indirect.
5CC.2460 2229 Miner Street	Building—Eligible for inclusion on the National Register of Historic Places	The building sits at a lower elevation than I-70 so most views of the project are blocked. The new guardrail and barrier are visible. The barrier helps to minimize traffic noise and visual impacts. There are temporary noise and visual effects during construction. The Section 106 effect is not adverse.	No use because all effects are indirect.
5CC.2473 2023 Miner Street	Building—Eligible for inclusion on the National Register of Historic Places	Minimal visual effects from signage, added walls and barriers. There are temporary noise and visual effects during construction. The Section 106 effect is not adverse.	No use because all effects are indirect.
5CC.2475 Graham-Wilkins House	Building—Eligible for inclusion on the National Register of Historic Places.	The building sits at a lower elevation than I-70 so visual effect of signage and pavement is minimal. The concrete barrier with glare screen is visible, but reduces noise. There are temporary noise and visual effects during construction. The	No use because all effects are indirect.



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		Section 106 effect is not adverse.	
5CC.2476 2009 Miner Street	Building—Eligible for inclusion on the National Register of Historic Places	Minimal visual impacts from signage and pavement. Temporary visual and noise effects during construction. The Section 106 effect is not adverse.	No use because all effects are indirect.
5CC.2477 2005 Miner Street	Building—Eligible for inclusion on the National Register of Historic Places	The building sits at a lower elevation than I-70 so the visual effects from the addition of signage and pavement is minimal. The concrete barrier with glare screen is visible, but reduces noise. There are temporary noise and visual effects during construction. The Section 106 effect is not adverse.	No use because all effects are indirect.
5CC.2478 2001 Miner Street	Building—Eligible for inclusion on the National Register of Historic Places	The building sits at a lower elevation than I-70 so the visual effects from the addition of new signage and pavement is minimal. The concrete barrier with glare screen is visible, but reduces noise. There are temporary noise and visual effects during construction. The Section 106 effect is not adverse.	No use because all effects are indirect.
5CC.2479 Goldigger Stadium	Structure—Eligible for inclusion on the National Register of Historic Places	Most project features in this area are only partially visible resulting in minor visual effects from the new railing on the SH 103 bridge, the Toll Point sign and removal of trees. There are temporary visual and noise effects during construction. . The Section 106 effect is not adverse.	No use because all effects are indirect.
5CC.2485 Roberts Brothers Mercantile Co. Warehouse	Building—Eligible for inclusion on the National Register of Historic Places	The road shifts closer to the building. There are temporary noise and visual effects during construction. The Section 106 effect is not adverse.	No use because all effects are indirect.
5CC.2486 Jones-Cooper-	Building—Eligible for inclusion on the	The road shifts closer to the building. There are temporary	No use because all effects are indirect.



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Treder House	National Register of Historic Places.	noise and visual effects during construction. The Section 106 effect is not adverse.	
5CC.2514 Grass Valley Historic District	District—Eligible for inclusion on the National Register of Historic Places.	Minor visual effects from the addition of new signage, and a shoulder wall. The new WB PPSL is only partially visible from outbuildings at the southeast corner of the district and has a minimal effect. The barrier along the north side of the westbound lanes has a minimal visual effect. There are temporary noise and visual effects during construction. The Section 106 effect is not adverse.	No use because all effects are indirect.
Empire Junction Spaghetti Ranch Fishing Access	Creek Access— fishing	The access may receive indirect effects of noise from I-70. There are increases in noise, dust, and visual impacts from construction activity.	No use because no conversion to transportation use
Empire Junction Creek Access	Creek Access— fishing	The access may receive indirect effects of noise from I-70. There are increases in noise, dust, and visual impacts from construction activity.	No use because no conversion to transportation use.
Mile Hi Rafting Creek Access	Creek Access— fishing	The access may receive indirect effects of noise from I-70. There are increases in noise, dust, and visual impacts from construction activity.	No use because no conversion to transportation use
White Water Kayak Park & Fishing and Boating Access	Creek Access— fishing/boating	The access may receive indirect effects of noise from I-70. There are increases in noise, dust, and visual impacts from construction activity.	No use because no conversion to transportation use.
Downieville Truck Stop Creek Access	Creek Access— fishing	The access may receive indirect effects of noise from I-70. There are increases in noise, dust, and visual impacts from construction activity.	No use because no conversion to transportation use.
Dumont Bridge Creek Access	Creek Access— fishing	The access may receive indirect effects of noise from I-70. There are increases in noise, dust, and visual impacts from construction activity.	No use because no conversion to transportation use.
Stanley Bridge	Creek Access—	The access may receive	No use because no conversion



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Creek Access	fishing	indirect effects of noise from I-70. There are increases in noise, dust, and visual impacts from construction activity.	to transportation use.
Weigh Station Creek Access	Creek Access—boating	The access may receive indirect effects of noise from I-70. There are increases in noise, dust, and visual impacts from construction activity.	No use because no conversion to transportation use.
Upper Dumont Creek Access	Creek Access—boating	The access may receive indirect effects of noise from I-70. There are increases in noise, dust, and visual impacts from construction activity.	No use because no conversion to transportation use.
Clear Creek County Fairgrounds Creek Access	Creek Access—boating	The access may receive indirect effects of noise from I-70. There are increases in noise, dust, and visual impacts from construction activity.	No use because no conversion to transportation use.
Outer Limits Creek Access	Creek Access—boating	The access may receive indirect effects of noise from I-70. There are increases in noise, dust, and visual impacts from construction activity.	No use because there is no conversion to transportation use.
Spring Gulch Creek Access	Creek Access—fishing	The access may receive indirect effects of noise from I-70. There are increases in noise, dust, and visual impacts from construction activity.	No use because there is no conversion to transportation use.
Philadelphia Mill Site Creek Access	Creek Access—fishing	The access may receive indirect effects of noise from I-70. There are increases in noise, dust, and visual impacts from construction activity.	No use because there is no conversion to transportation use.
Lawson Whitewater Park Creek Access	Creek Access—boating	The access may receive indirect effects of noise from I-70. There are increases in noise, dust, and visual impacts from construction activity.	No use because there is no conversion to transportation use.
Lawson Tubing Creek Access	Creek Access—tubing	The access may receive indirect effects of noise from I-70. There are increases in noise, dust, and visual impacts from construction activity.	No use because there is no conversion to transportation use.
Clear Creek/Lawson Hole Whitewater Park	Whitewater Park	The park may receive indirect effects of noise from I-70. There are increases in noise, dust, and visual impacts from construction activity.	No use because there is no conversion to transportation use.



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Spaghetti Ranch	Park	The park may receive indirect effects of noise from I-70. There are increases in noise, dust, and visual impacts from construction activity.	No use because there is no conversion to transportation use.
Philadelphia Mill Open Space/Park	Park	The culvert extension for Spring Gulch Road may be visible to users of the Philadelphia Mill Site Park, although the extension occurs on the north side of I-70. The park may receive indirect effects of noise from I-70. There are increases in noise, dust, and visual impacts from construction activity.	No use because there is no conversion to transportation use.
Big Five Trailhead	Trailhead /creek access	The trailhead may receive indirect effects of noise. It is located south of Clear Creek along SH 103; therefore, improvements to the SH 103 on-ramp do not affect the trailhead/creek access.	No use because there is no conversion to transportation use.
Charlie Tayler Water Wheel creek access	Creek Access-fishing	The access may receive indirect effects of noise from I-70. There are increases in noise, dust, and visual impacts from construction activity.	No use because there is no conversion to transportation use.
Chicago Creek access	Creek Access-boating	The access may receive indirect effects of noise from I-70. There are increases in noise, dust, and visual impacts from construction activity.	No use because there is no conversion to transportation use.
Anderson Park	Park	The park may receive indirect effects of noise from I-70. There are increases in noise, dust, and visual impacts from construction activity.	No use because there is no conversion to transportation use.
Citizens Park	Park	The park may receive indirect effects of noise from I-70. There are increases in noise, dust, and visual impacts from construction activity.	No use because there is no conversion to transportation use.
Charlie Tayler Water Wheel Park	Park	The park may receive indirect effects of noise from I-70. There are increases in noise, dust, and visual impacts from construction activity.	No use because there is no conversion to transportation use.
Macy/Ruth Mill	Park	The park may receive indirect	No use because there is no



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Park		effects of noise from I-70. There are increases in noise, dust, and visual impacts from construction activity.	conversion to transportation use.
Clear Creek Metropolitan Recreation District	Recreation Center	The property may receive indirect effects of noise from I-70. There are increases in noise, dust, and visual impacts from construction activity.	No use because there is no conversion to transportation use.
Playing Field	Playing field	The property may receive indirect effects of noise from I-70. There are increases in noise, dust, and visual impacts from construction activity.	No use because there is no conversion to transportation use.
Carlson Elementary School	School with playground	The property may receive indirect effects of noise from I-70. There are increases in noise, dust, and visual impacts from construction activity.	No use because there is no conversion to transportation use.
Idaho Springs Trail	Biking, off-road, hiking trail	The trail may receive indirect effects of noise from I-70. There are increases in noise, dust, and visual impacts from construction activity.	No use because no conversion to transportation use.
Water Wheel to Forest Service	Biking, off-road, hiking trail	The trail may receive indirect effects of noise from I-70. There are increases in noise, dust, and visual impacts from construction activity.	No use because no conversion to transportation use.
USFS Prospector Trail	Hiking trail	The trail may receive indirect effects of noise from I-70. There are increases in noise, dust, and visual impacts from construction activity.	No use because no conversion to transportation use.
Pine Slope Rd	Biking, motorized vehicle trail	The trail may receive indirect effects of noise from I-70. There are increases in noise, dust, and visual impacts from construction activity.	No use because no conversion to transportation use.
Courtney-Ryley-Cooper Park and Creek/Boating Access	Creek Access - fishing	The access may receive indirect effects of noise from I-70. There are increases in noise, dust, and visual impacts from construction activity.	No use because no conversion to transportation use.
Creek Access(Unknown)	Creek Access – fishing (on property owned by Idaho Springs)	The access may receive indirect effects of noise from I-70. There are increases in noise, dust, and visual impacts from construction activity.	No use because there is no conversion to transportation use.



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Idaho Springs Skateboard Park	Skateboard park	The park may receive indirect effects of noise from I-70. There are increases in noise, dust, and visual impacts from construction activity.	No use because there is no conversion to transportation use.
Shelly/Quinn Fields	Ball field	The field may receive indirect effects of noise from I-70. There are increases in noise, dust, and visual impacts from construction activity.	No use because there is no conversion to transportation use.
Heritage Park	Multi-purpose park	The park may receive indirect effects of noise from I-70. There are increases in noise, dust, and visual impacts from construction activity.	No use because there is no conversion to transportation use.
Idaho Springs Visitor Center	Visitor Center	The center may receive indirect effects of noise from I-70. There are increases in noise, dust, and visual impacts from construction activity.	No use because there is no conversion to transportation use.
Scott Lancaster Memorial Trail/Bikeway	Biking, off-road, hiking trail	The trail may receive indirect effects of noise from I-70. There are increases in noise, dust, and visual impacts from construction activity.	No use because there is no conversion to transportation use.
Game Check Area Park	Park	The park may receive indirect effects of noise from I-70. There are increases in noise, dust, and visual impacts from construction activity.	No use because there is no conversion to transportation use.
Connection to Scott Lancaster Memorial Trail	Biking, hiking trail	The trail may receive indirect effects of noise from I-70. There are increases in noise, dust, and visual impacts from construction activity.	No use because there is no conversion to transportation use.
Gilson Gulch Loop	Biking trail	The trail may receive indirect effects of noise from I-70. There are increases in noise, dust, and visual impacts from construction activity.	No use because there is no conversion to transportation use.
Hukill Gulch Trail	Hiking trail and access to the Hukill mine	No permanent impact to trail access.	No use because there is no impact to trail access and no conversion to transportation use.
Crossing of Greenway Trail under I-70 (just east of Idaho Springs City)	Multi-use trail	Direct effects include replacement of asphalt with concrete paving, addition of new LED lights, and beautification type	A Section 4(f) resource. The temporary impact to this property is considered a temporary occupancy and subject to an exception under



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Hall).		improvements to the slope between the trail and the bridge abutment. Trail is closed during construction. May receive indirect effects of noise and snow falling from I-70.	23 CFR 774.13(d). See Appendix B of the <i>WB I-70 Peak Period Shoulder Lane Section 4(f) Information</i> report for concurrence from the Official with Jurisdiction.
Idaho Springs Gold Digger Football Stadium	High school football stadium	The proposed action includes removal of trees between I-70 and the playfield.	No use because there is no conversion to transportation use.
East Idaho Springs Trail Box Culvert Crossing Under I-70	Culvert that runs under I-70 just west of the ballfields	Box culvert extended north by 4 feet causing a 3-month closure. Lighting added and drainage improvements both enhance safety.	A Section 4(f) resource. The temporary impact to this property is considered a temporary occupancy and subject to an exception under 23 CFR 774.13(d). See Appendix B of the <i>WB I-70 Peak Period Shoulder Lane Section 4(f) Information</i> report for concurrence from the Official with Jurisdiction.
Mt. Evans Scenic Byway (with 10-foot sidewalk on bridge)	Byway and on-road bicycle route (paved)	Detour and closures during construction.	Not Section 4(f) because Scenic Byway designation is not intended to create a park or recreation area within the meaning of Section 4(f).