Appendix 3
Historic and Archaeological Appendix

ASPEN/PITKIN COUNTY AIRPORT
IMPROVEMENTS
ENVIRONMENTAL ASSESSMENT

Attachment B. 1988 Airport Ranch Inventory Form

Mead & Hunt
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October 11, 2016

Mr. John Kinney
Aspen/Pitkin County Airport
0233 East Airport Road Suite A
Aspen, CO 81611

Subject: Cultural Resource Survey
Aspen/Pitkin County Airport Improvements Environmental Assessment
City of Aspen, Pitkin County, Colorado

Dear Mr. Kinney:

Mead & Hunt, Inc. (Mead & Hunt) was retained by the Aspen/Pitkin County Airport (Airport) to provide planning services for a proposed terminal redevelopment and runway shift project. This project is an outgrowth of the Airport Master Plan that was prepared and submitted to the Federal Aviation Administration in 2012 and then updated as part of the 2015 Air Service Study and the 2016 Airport Layout Plan Update. This cultural resource survey is intended to identify historic resources early in the planning process so that future design and construction activities can take identified historic properties into account. These identification efforts facilitate compliance with Section 106 of the National Historic Preservation Act (Section 106).

Architecture and History Survey

Study Area

The Airport is located approximately 5 miles northwest of Aspen, Colorado, in Township 9S, Range 85W, Sections 27, 28, 33, and 34, and Township 10S, Range 85W, and Section 3. The study area for architectural and historical resources was defined to include all buildings, structures, and objects located within the boundaries of existing Airport property, including the parcel along the east side of Highway 82 (see Attachment A for a map of the study area). This area accounts for resources that may be directly or indirectly impacted by project activities.

Survey Methodology

The objective of the survey was to identify historic properties within the study area that appeared to meet the National Register of Historic Places (National Register) Criteria for Evaluation. In order to meet the National Register Criteria, a property must be at least 50 years in age (or more recent construction that possesses exceptional significance), retain integrity, and possess architectural or historical significance.

Prior to field survey, historians from Mead & Hunt reviewed records and reports for previously recorded cultural resources in the study area from the Colorado Office of Archaeology and Historic Preservation (OAHP). Below is a list of previous cultural resource surveys conducted on airport property:

- 1988 – The Colorado Department of Highways conducted a survey for an improvement project along State Highway 82 between Basalt and Aspen. This survey identified the Airport Ranch (5PT.538) as potentially eligible for listing in the National Register as a "relatively intact example of an early ranch in the Roaring Fork Valley, and as a good example of the type of evolution a ranching property undergoes over the years." The OAHP officially determined the Airport Ranch eligible for the National Register in July 1988. Attachment B includes a copy of the 1988 inventory form.

- May 2006 – Metcalf Archaeological Consultants, Inc. (MAC) conducted a survey at the Pitkin County Airport, which identified an additional outbuilding, a pioneer log structure related to the Airport Ranch, and the Stapleton Brothers Ditch (5PT.1188.1). The Stapleton Brothers Ditch was recommended as not eligible for the National Register and the OAHP officially determined the ditch not eligible in February 2007. The official eligibility determination for the Airport Ranch did not change as a result of this survey and the log structure was recommended as noncontributing to the Airport Ranch complex.

- 2008 – MAC conducted a survey for a runway extension at the Pitkin County Airport. No historic resources were identified within the study area for this project.

- May 2009 – MAC conducted an archaeology survey for an Airport Master Plan update. A new segment of the previously recorded Wiese Upper Ditch (5PT1176), which was previously determined eligible for the National Register, was documented during the survey. However, the newly identified segment was recommended not eligible since it did not retain the essential elements of historic integrity to be considered contributing to the overall resource.

- August 2009 – Mead & Hunt conducted a field review of the airport property as part of an update to the Airport Master Plan. The National Register-eligible Airport Ranch (5PT.538) was the only historic property identified. Extant ranch-related resources documented during the survey included a log house, log shed, log outbuilding, concrete block pump house, frame barn, hip roof frame house, approximately four frame sheds, one metal shed, and a modern trailer. The Airport Ranch consists of approximately 463 acres, based on the 1988 inventory form and confirmed in the field, and its boundaries correspond to the fence line on the east, 7,800-foot contour line on the west, Owl Creek Road on the south, and a row of trees on the north.

Survey Results

Historians with Mead & Hunt conducted a field review of the study area on September 30, 2015. The field review of properties included buildings, hangars, and offices related to operations at the Airport. None of the airport-related properties are at least 50 years old and they do not possess architectural or historical significance and therefore do not meet the National Register Criteria of Evaluation.

Field review also included a review of the National Register-eligible Airport Ranch (5PT.538), which was the only historic property identified within the study area. The ranch, determined eligible in 1988, retains

its nine contributing buildings and structures. Since the 2009 survey the property has been improved with the removal of non-historic additions to two buildings, which does not impact the historic integrity of individual resources or the overall ranch complex. Other buildings have been stabilized with the enclosure of windows and rope anchors and the historic setting has been improved with the removal of a non-contributing modern trailer. Post-2009 alterations to protect and stabilize ranch-related buildings are summarized below and illustrated in Attachment C.

- Frame house – An attached garage (non-historic) and two shed roof additions removed; windows and doors covered with plywood; exterior asbestos cladding removed at certain locations revealing original clapboard; building overall remains intact.

- Log house – Windows covered with plywood but remains unchanged and intact.

- Frame shed/stable – An attached addition (non-historic) removed but remains intact.

- Frame shed and metal bin – Shed is tied to adjacent tree for stabilization purposes but both remain unchanged and intact.

The historic boundary for the Airport Ranch, unchanged since the 1988 determination, includes approximately 463 acres with boundaries defined as the Airport fence line on the east, 7,800-foot contour line on the west, Owl Creek Road on the south, and a row of trees on the north. A map of the historic boundary is included in Attachment A. The Airport Ranch remains relatively intact based on information included on the original inventory form, subsequent studies, and field observations in 2015.

Recommendations

The Airport Ranch (5PT.538) is officially determined eligible for the National Register and will need to be taken into account in future Airport activities in order to comply with requirements in Section 106. No other known listed, determined eligible, or potentially eligible historical resources have been identified within the Airport property boundary or within the project area. An archaeological survey is pending and anticipated to commence in spring 2016, at which time a separate report will be prepared.

Please submit these findings to the FAA to forward to the OAHP. Additional copies have been provided for your convenience. If you have any questions or require additional information, please contact me at (916) 971-3961 or timothy.smith@meadhunt.com.

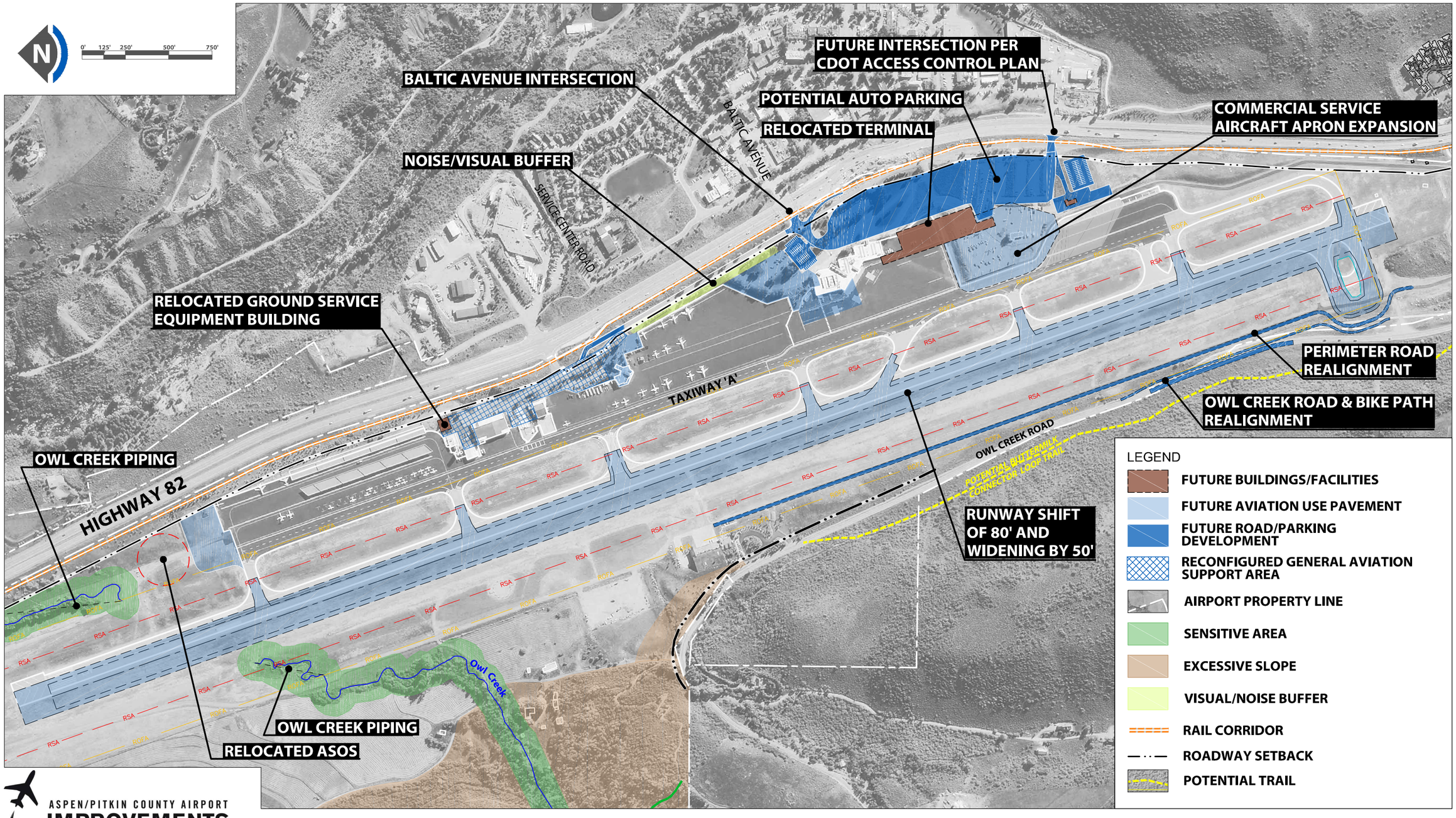
Sincerely,

MEAD & HUNT, Inc.

Timothy Smith
Historic Preservation

Attachments

Attachment A. Project Location Map



ASPEN/PITKIN COUNTY AIRPORT
IMPROVEMENTS
ENVIRONMENTAL ASSESSMENT

Figure 1-1 **Proposed Projects**

ORADO CULTURAL RESOURCE SURVEY Office of Archaeology and Historic Preservation 1300 Broadway, Denver, CO 80203

INVENTORY RECORD

IMPORTANT: COMPLETE THIS SHEET FOR EACH RESOURCE PLUS EITHER AN ARCHAEOLOGICAL AND/OR HISTORICAL/ARCHITECTURAL COMPONENT FORM.

NOT FOR FIELD USE
✓ DET. ELIG. 7/29/88 C
___ DET. NOT ELIG.
___ NOMINATED
LISTED, DATE

MAPPED

I. IDENTIFICATION: 1)Resource No. 5PT 538 2)Temp. No. ___

3)Resource Name Airport Ranch 4)Project Name SH 82 Aspen to Basalt

5)Category: Arch. Site__, Hist./Archit. Structure xx, Hist./Archit. District__.

6)(For Arch. site)In a District:yes__ no__;Name n/a W½ E½ SE NW; E½ E½ SW NE W½ NE SW; E½ NW SW NE SW SW

II. LOCATION: 7)Township 9S ;Range 85W ; ___ ¼ of ___ ¼ of NW ¼ of SW ¼ of NE NW SW SW

Section 34 ; P.M. Sixth . 8)County Pitkin

9)USGS QUAD Aspen ;7.5xx15 ;Date 1960 Attach photocopy portion of Quad. Clearly show site. 10)Other maps ___

11)Dimensions ___ mX ___ m 12)Area ___ sq.m(÷4047=) 25 acres

13)UTM Reference: (One UTM centered on resource may be given for resource under 10 acres.)

A. 13;338560mE;4343200mN. B. 13;338580mE;4342780mN. See Attached Report Revised

C. 13;338320mE;4342820mN. D. 13;338270mE;4343180mN.

C. 13; 338420 4342 880

14)Address Owl Creek Road Lot Block Addition

III. MANAGEMENT DATA: 15)Field Assessment: Eligible x Not Eligible__ Need Data__

16)Owner/Address Walter Paepcke Trust and John Spachner Trust (undivided half interests)

17)Gov't Involvement: County__ State__ Federal__ Private x: Agency ___

18)Disturbance:none x light__ moderate__ heavy__ total__;Explain ___

19)Threats to Resource:Water Erosion__ Wind Erosion__ Animal Activity__ Neglect__ Vandalism__ Recreation__ Construction xx;Comments proposed widening and new alignments on SH 82

20)Management Recommendations none

V. REFERENCE: 21)State/Fed. Permit Nos. n/a

22)Photo Nos. 87-12 #14-19 ,on file at CDOH

23)Report Title FC 082-1(14) East of Basalt to Aspen

24)Recorder S Pearce 25)Recording Date June 1988

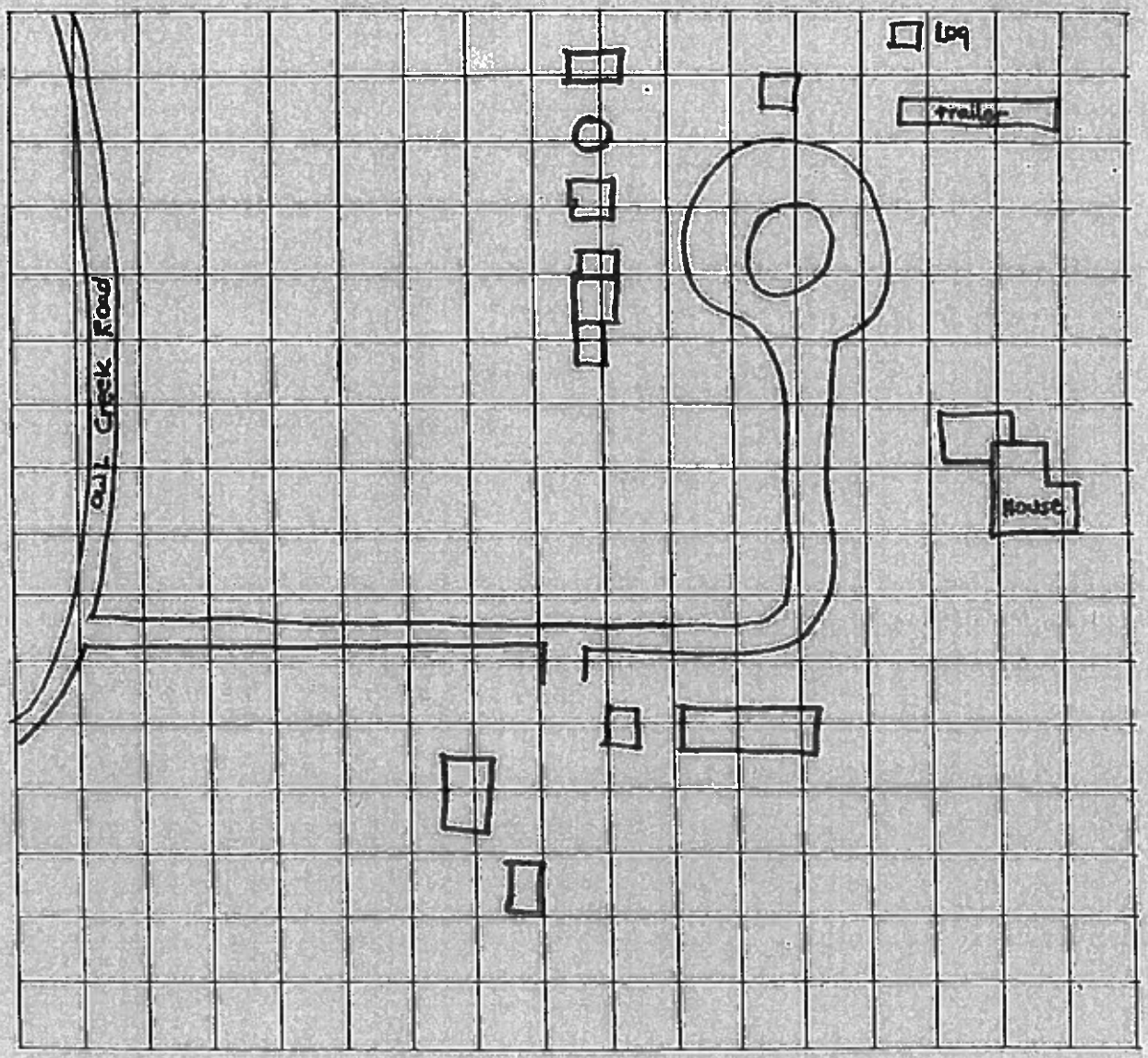
26)Recorder Affiliation CDOH 27)Phone No. 757-9786

Form No. 619

V. SKETCH MAP: Map all features and show the boundaries of the resources. Show all major topographic features, permanent modern features, and vegetation zones as appropriate. Give names of features, streets and addresses if known. Provide scale, key and direction.

scale:

key:



true___

mag.___

28) Location/Access:

SH 82 west from Aspen to Owl Creek Road (just south of Sardy Airport). Travel north on road to sharp bend before steep hill. Ranch is at the end of the private drive

29) Boundary Description:

Airport boundaries on the ~~east~~ east, 7800 foot contour line on the west, Owl Creek Road on the south and a row of trees on the north

30) Boundary Justification: Visual boundaries (actual legal boundaries are 463 acres)

Attachment C. Airport Ranch Photographs

Photo 1. Airport Ranch (2009). Hip roof frame house with attached garage, view facing north.

Photo 2. Airport Ranch (2015). Hip roof frame house with non-historic attached garage and two shed roof additions (non-historic) removed. Windows and doors covered with plywood for stabilization, original clapboard remains underneath asbestos siding.

Photo 3. Airport Ranch (2009). Log house, view facing southwest.

Photo 4. Airport Ranch (2015). Windows on log house now covered with plywood for stabilization but otherwise unchanged.

Photo 5. Airport Ranch (2009). Frame barn, view facing southwest.

Photo 6. Airport Ranch (2015). Frame barn remains unchanged.

Photo 7. Airport Ranch (2009). Log shed, view facing west.

Photo 8. Airport Ranch (2015). Log shed remains unchanged.

Photo 9. Airport Ranch (2009). Frame shed/stable, view facing northeast.

Photo 10. Airport Ranch (2015). Non-historic side addition (north elevation) and shed roof canopy along east side removed but remains intact.

Photo 11. Airport Ranch (2009). Frame shed and metal bin, view facing south.

Photo 12. Airport Ranch (2015. Frame shed is tied to tree for stabilization purposes but both remain unchanged.

Photo 13. Airport Ranch (2009). Frame shed and modern trailer, view facing southwest.

Photo 14. Airport Ranch (2015). Modern trailer removed.

Photo 15. Airport Ranch (2009). Concrete block pump house, view facing west.

Photo 16. Airport Ranch (2015). Concrete block pump house remains unchanged.

Photo 17. Airport Ranch (2009). Log outbuilding, view facing northwest.

Photo 18. Airport Ranch (2015). Log outbuilding remains unchanged.

Photo 19. Airport Ranch (2015). Overview of ranch setting, view facing west.

Photo 20. Airport Ranch (2015). Overview of ranch setting, view facing east.

Photo 21. Airport Ranch (2015). Overview of ranch setting, view facing northwest.

Pitkin County Airport Survey Project: Report of the Class III Cultural Resource Inventory, Pitkin County, Colorado

by
Amy Nelson

Lead Agency
Federal Aviation Administration

Prepared by
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Prepared for
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1743 Wazee Street, Suite 40
Denver, CO 80202

Melissa Elkins
Principal Investigator

September 2016

FOR OFFICIAL USE ONLY: DISCLOSURE OF SITE LOCATIONS PROHIBITED (43CFR 7.18)

Abstract

Metcalf Archaeological Consultants, Inc. (Metcalf) was contracted by Mead and Hunt, Inc. to conduct a Class III cultural resource inventory for the Federal Aviation Administration (FAA) on Pitkin County Airport property in Pitkin County, Colorado. The inventory was conducted as part of an effort to update the airport's master plan and was implemented to satisfy federal requirements governing surface impacts to the property. At the time of this inventory no specific developments were planned in the project area. The project area is located approximately four miles north-northwest of Aspen, Colorado in Township 9S Range 85W Sections 27 and 34. The Area of Potential Effect (APE) consists of five irregularly-shaped blocks outside the fenced airport boundary as well as a linear corridor connecting the five parcels. Of the approximately 19.8 acres in the project area, 19.2 acres were intensively surveyed. A small block of previously surveyed land overlapped the southeastern portion of the APE and was re-inventoried as part of the current project. Approximately 0.63 acres within the project area were not intensively surveyed. This acreage includes 0.1 acres that exhibited dense vegetation on a steep slope, and 0.53 acres within a disturbed dirt parking area and paved road.

Fieldwork was conducted on July 8, 2016 by Metcalf archaeologist Amy Nelson. Inventory resulted in the discovery and documentation of one new segment of a historic linear resource, a segment of Colorado State Highway 82 (SH 82). Other segments of this road have been documented in Pitkin (5PT505.1 to 5PT505.16; 5PT606.1 and 5PT606.2) and Lake Counties (5LK128 and 5LK 487) but appear to be a mix of segments of SH 82 and abandoned segments of earlier toll roads. All of the segments are documented for their association with Independence Pass rather than with the state highway. Because of a certain amount of confusion over the association between these different segments and the current alignment of the entire extent of SH 82 from Glenwood Springs to Twin Lakes, the current segment was given a new Smithsonian number, 5PT1363.1. Metcalf recommends that the entire resource, 5PT1363.1 is eligible for the National Register of Historic Places (NRHP) under Criteria A and C. Metcalf further recommends that the recorded segment, 5PT1363.1, does not retain the essential elements of historic integrity and, therefore, does not support the entire resource's overall assessment of NRHP eligible. Metcalf recommends a finding of *no historic properties affected* for the APE as defined at the time of inventory.

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List of Figures

Introduction

Metcalf Archaeological Consultants, Inc. (Metcalf) was contracted by Mead and Hunt, Inc. to conduct a Class III cultural resource inventory for the Federal Aviation Administration (FAA) on Aspen Airport property in Pitkin County, Colorado. The inventory was conducted as part of an effort to update the airport's master plan and was implemented to satisfy federal requirements governing surface impacts to the property. At the time of this inventory no specific developments were planned in the project area. The project area is located approximately four miles north-northwest of Aspen, Colorado in Township 9S Range 85W Sections 27 and 34. The Area of Potential Effect (APE) consists of five irregularly-shaped blocks outside the fenced airport boundary as well as a linear corridor connecting the five parcels. Of the approximately 19.8 acres in the project area, 19.2 acres were intensively surveyed. A small block of previously surveyed land overlapped the southeastern portion of the APE and was re-inventoried as part of the current project. Approximately 0.63 acres within the project area were not intensively surveyed. This acreage includes 0.1 acres that exhibited dense vegetation on a steep slope, and 0.53 acres within a disturbed dirt parking area and paved road.

Fieldwork was conducted on July 8, 2016 by Metcalf archaeologist Amy Nelson. Inventory resulted in the discovery and documentation of one new segment of a historic linear resource, a segment of Colorado State Highway 82 (SH 82) that is adjacent to, but not within, the project boundary. Other segments of the state highway on Independence Pass have been documented in Pitkin County but the recordings appear to be a mix of segments of SH 82 (5PT505.1 to 5PT505.3) and abandoned segments of earlier toll roads. (5PT505.4 to 5PT505.16; 5PT606.1 and 5PT606.2). Documentation of linear resources in Lake County (5LK128 and 5LK 487) also appear to be remnants of earlier toll roads on Independence Pass. Because of a certain amount of confusion over the association between these different segments and the current alignment of the entire extent of SH 82 from Glenwood Springs to Twin Lakes, the current segment was given a new Smithsonian number, 5PT1363.1. Metcalf recommends that the entire resource, 5PT1363, is eligible for the National Register of Historic Places (NRHP) under Criteria A and C. Metcalf further recommends that the recorded segment, 5PT1363.1, does not retain the essential elements of historic integrity and, therefore, does not support the entire resource's overall assessment of NRHP eligible. Metcalf recommends a finding of *no historic properties affected* for the APE as defined at the time of inventory.

Effective Environment

Physiographically, the project area is in the West Elk Mountains of the Southern Rocky Mountains province (Taylor 1999) along the western terrace above the Roaring Fork floodplain. The floodplain is relatively flat, but is surrounded on both sides by steep, forested ridges and slopes; much of the immediate area is dominated by the airport and other commercial and residential developments. Project elevations range from 7,680 to 8,200 feet above sea level. Soils in the survey area are alluvial, brown silty loam with considerable rock debris.

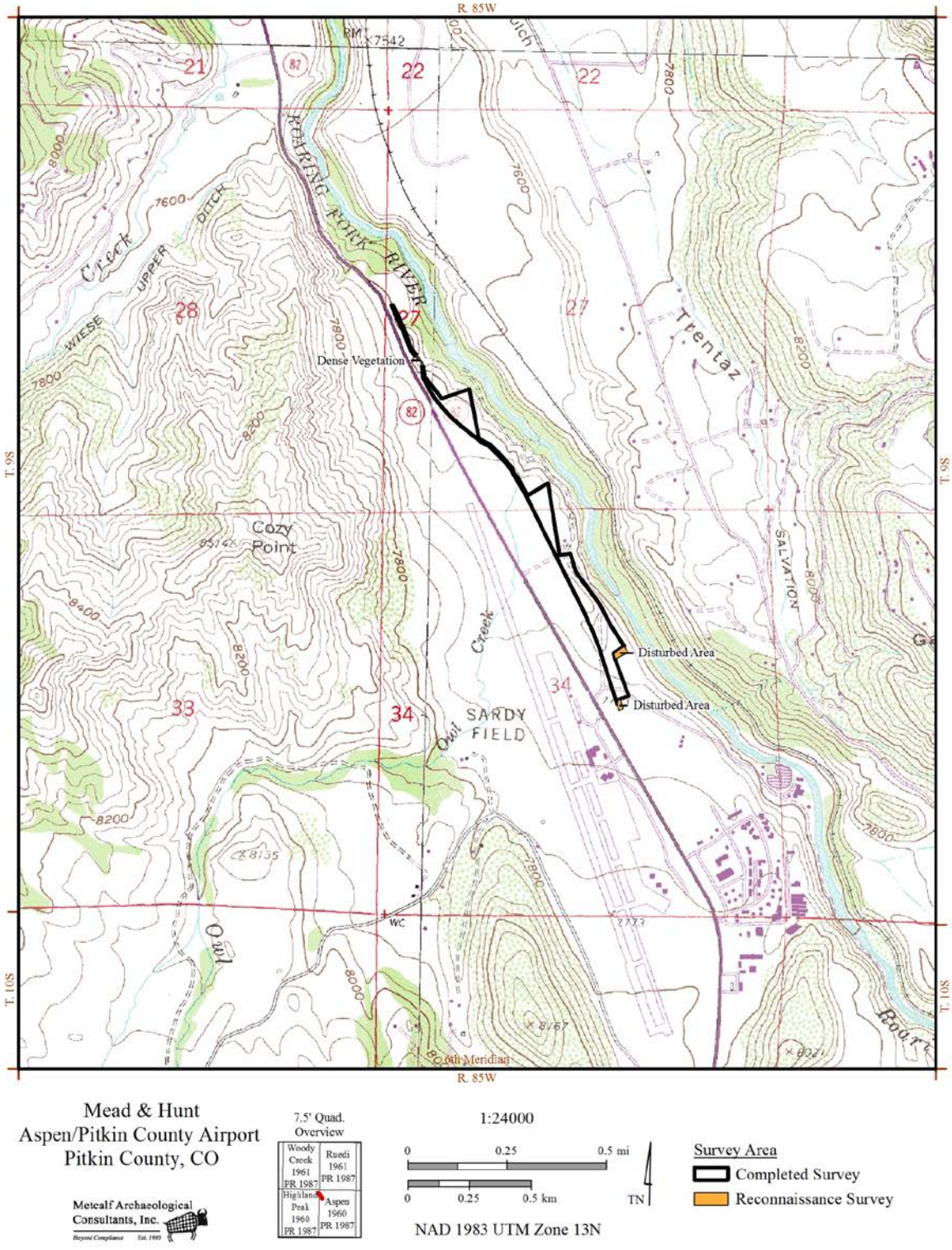

Figure 1: Project location map (*Areas designated as Reconnaissance Survey were not inventoried to Class III standards)

Local bedrock in the project area is Pennsylvanian sedimentary rocks comprised primarily of shale, sandstone, quartzite, limestone, and dolomite (Taylor 1999). Vegetation in the immediate project area consists of sage, prickly pear cactus, wildflowers, willows, and dense oakbrush on the east facing slopes to the river and on the north and south facing slopes of the east-flowing drainages coming off the Elk Mountains to the west.

Much of the moisture in the area is received as snowfall (Soil Conservation Service 1972). The area drains to the north via the Roaring Fork River which empties into the Colorado River near Glenwood Springs. Mule deer and elk are the most common artiodactyls in the area, and migrate between vegetation zones on a seasonal basis. These animals spend winters in the lower to middle elevation zones, generally in areas forested by pinyon and juniper, where snows are not excessively deep and browse is available. With the arrival of spring, most individuals migrate to the higher elevations to take advantage of the abundant vegetation that flourishes in the short growing season. Large carnivores and omnivores may also follow the seasonal movements of the artiodactyls.

Historically, the area's land use was related primarily to mining, livestock grazing and, by the mid-1940s, the ski industry. Current land use in the vicinity includes airport activities, residential homes, and activities related to tourism.

Weather at the time of fieldwork was warm and dry and conditions were good for the discovery of cultural resources. Environmental constraints included steep terrain, dense vegetation that obscured the ground surface and previous construction disturbances. Ground visibility varied from 60 to 80 percent on the terrace edge to 0 to 20 percent on the steeper slopes of the drainages.

Previous Work and Culture History

Previous Work

A files search was conducted through the Office of Archaeology and Historic Preservation (OAHP) online database, *Compass*, on June 15, 2016. GIS data was also requested on June 6 and received from the OAHP on June 15, 2016. A one-mile buffer around the project area was searched and includes sections 21, 22, 26 to 28, and 33 to 35 in T. 9S, R. 85W and sections 2 to 4 in T. 10S, R 85W. The 1882, 1888, and 1917 General Land Office (GLO) plats for T. 9S, R.85W were inspected for linear features, such as roads and ditches, and other features, such as houses or buildings (http://www.glorecords.blm.gov/). Additionally, the Aspen (1960, PR 1987) and Highland Peak (1960, PR 1987) USGS topographic maps were examined to determine if any historic resources exist in the project area. Historic USGS maps for Aspen (1893) and Mount Jackson (1909) and a 1936 Colorado State Highway map were also examined. The Colorado Midland Railroad appears on the 1888 and 1917 GLO plats as well as the 1893 Aspen and 1909 Mount Jackson maps and appears to follow a similar route to Hwy 82 where it

parallels the project area. Hwy 82 is depicted as a state highway on the 1936 map. Local roads that appear on the 1888 GLO plat appear to have been obliterated by agricultural fields by 1917. Two local roads that appear on the 1960 Aspen USGS map were discernible in places in the project area but were not documented because they are unnamed on all maps and appear to have been used only for access to local residences, fields, or the river.

The *Compass* files search revealed that 17 Class III cultural resource inventory projects have been conducted within one mile of the project area (Table 1). Previous projects include eight linear projects relating to railroads, pipelines, highways or roads, or buried electric lines; and nine block inventories conducted by the Pitkin County Airport, the Colorado Department of Transportation or the Bureau of Land Management. One block inventory was also completed on private land.

Table 1. Cultural resource inventories within a one mile radius of the project area.

OAHP Report No.	Project Type	Report Title	Company	Year
MC.CH.R94	Linear	A CLASS III CULTURAL RESOURCES SURVEY OF THE ROARING FORK RAILROAD AUTHORITY ENVIRONMENTAL IMPACT STATEMENT, GLENWOOD SPRINGS TO BRUSH CREEK TRANSPORTATION CORRIDOR, EAGLE, GARFIELD, AND PITKIN COUNTIES, COLORADO	WCRM	2000
MC.LM.R122	Linear	HOLY CROSS BASALT TO ASPEN 115 KV REBUILD PROJECT EAGLE AND PITKIN COUNTIES, COLORADO CLASS III CULTURAL RESOURCE INVENTORY²LIMITED TESTING OF 5PT596 ADDENDUM TO: HOLY CROSS BASALT TO ASPEN 115KV REBUILD PROJECT EAGLE AND PITKIN COUNTIES, COLORADO CLASS III CULTURAL RESOURCE INVENTORY	Metcalf	1996
MC.PA.R78	Block	CLASS III CULTURAL RESOURCES SURVEY FOR THE ROARING FORK TRANSPORTATION AUTHORITY BUS RAPID TRANSIT PROJECT ALONG COLORADO STATE HIGHWAY 82, GARFIELD, EAGLE, AND PITKIN COUNTIES, COLORADO	Parsons	2010
PT.CH.NR6	Linear	AN INTENSIVE CULTURAL RESOURCES INVENTORY ALONG A SEGMENT OF OWL CREEK ROAD NORTH OF ASPEN, PITKIN COUNTY, COLORADO (CDOT SHO C570-012)	CDOT	2004
PT.CH.R1	Block	SURVEY REPORT PROJECT FC 082-1(14) EAST OF BASALT TO ASPEN	Dept. of Highways	1988
PT.CH.R2	Linear	AN ARCHAEOLOGICAL INVENTORY OF THE STATE HIGHWAY 82 - BRUSH CREEK ROAD INTERSECTION BETWEEN BASALT AND ASPEN, PITKIN COUNTY, COLORADO (STR-FC(CX) 082-1(14))	Centennial	1993
PT.CH.R4	Block	AN INTENSIVE CULTURAL RESOURCES SURVEY OF SIX PARCELS ASSOCIATED WITH STATE HIGHWAY 82 IMPROVEMENTS WEST OF ASPEN, PITKIN	CDOT	1996

OAHP Report No.	Project Type	Report Title	Company	Year
		COUNTY, COLORADO (PROJECT STA 082A-008)		
PT.CO.R1	Linear	KINDER MORGAN RETAIL BRUSH CREEK 6 INCH PIPELINE, PITKIN COUNTY, COLORADO: RESULTS OF AN INTENSIVE CULTURAL RESOURCE INVENTORY (URS 22238253.00003)	URS	2005
PT.FA.R1	Block	DOCUMENTATION OF TWO HISTORIC RESOURCES AT THE ASPEN AIRPORT, PITKIN COUNTY, COLORADO	Metcalf	2006
PT.FA.R2	Block	ASPEN AIRPORT RUNWAY EXTENSION, AN INTENSIVE CULTURAL RESOURCES INVENTORY FOR TATANKA HISTORICAL ASSOCIATES, INC. IN PITKIN COUNTY, COLORADO	Metcalf	2008
PT.FA.R3	Block	MEAD AND HUNT, INC. AIRPORT SURVEY PROJECT: REPORT OF THE CLASS III CULTURAL RESOURCES INVENTORY, PITKIN COUNTY, COLORADO	Metcalf	2009
PT.FS.NR40	Block	A CLASS III CULTURAL RESOURCE INVENTORY OF 3 SMALL PARCELS NEAR ASPEN IN PITKIN COUNTY, COLORADO (S#1110)	BLM-GSRA	1990
PT.LG.R24	Linear	CLASS III CULTURAL RESOURCES INVENTORY REPORT FOR THE PROPOSED ASPEN VALLEY 10 INCH PIPELINE FOR SOURCEGAS IN PITKIN COUNTY, COLORADO (GRI # 2013-69)	Grand River Inst.	2013
PT.LM.NR10	Block	A CLASS III CULTURAL RESOURCE INVENTORY OF 5 SMALL PARCELS WITHIN ASPEN IN PITKIN COUNTY, COLORADO (S#1108)		1989
PT.LM.NR3	Block	OWL CREEK BLM PARCEL (S#865)	BLM-GSRA	1984
PT.RE.R1	Linear	HOLY CROSS ENERGY SNOWMASS BURIED ELECTRIC LINE, CLASS III CULTURAL RESOURCE INVENTORY, PITKIN COUNTY, COLORADO	Metcalf	2003
PT.SC.NR7	Block	PITKIN COUNTY LIMITED-RESULTS CULTURAL RESOURCE SURVEY FORM ON PRIVATE LANDS - RED BUTTE FARMING LLC (GLSP10-020)	NRCS	2010

The 17 previous inventories resulted in the documentation of 12 cultural resources including four historic ranch/homestead or habitation sites, one historic townsite, one historic schoolhouse, two historic ditches, one road, one railroad segment, one railroad depot and one prehistoric isolated find (Table 2). None of these resources are located within the current project area boundaries.

Table 2. Previously documented cultural resources within one mile radius of project area.

Site No.	Type	Site Name	Description	NRHP	In APE?
5PT123	Historic	Denver and Rio Grande Railroad	Railroad	E-OAHP	No
5PT492	Historic	Aspen Depot	D&RG Railroad depot	NE	No

Site No.	Type	Site Name	Description	NRHP	In APE?
5PT500	Historic	Rathbone townsite	Abandoned townsite	Unevaluated	No
5PT538	Historic	Airport Ranch	Ranch	E-OAHP	No
5PT540	Historic	Brush Creek School	Schoolhouse	NE-OAHP	No
5PT595	Historic		Habitation	NE-OAHP	No
5PT602	Historic	Stapleton/Owl Creek Ranch	Ranch	NE	No
5PT613	Prehistoric IF	--	Debitage	NE	No
5PT871	Historic	--	Homestead	E	No
5PT1176.1	Historic	Brush Creek Road	Road	NE-OAHP	No
5PT1178.1	Historic	--	Ditch	NE-OAHP	No
5PT1188.1	Historic	Stapleton Brothers Ditch	Ditch	NE-OAHP	No

Culture History

Prehistoric culture history is summarized in the context for the Northern Colorado River Basin (Reed and Metcalf 1999); a historic context is provided in Mehls (1982) and Church et al. (2007). The reader is referred to those documents for specific discussions of the culture history and research issues of the general area.

Briefly, archaeological reconstructions for the mountains include the PaleoIndian Era (ca. 13,400 to 8,400 BP), the Archaic Era (ca. 8,400 to 2,000/1,500 BP), the Formative Era (ca. 2,400 to 700 BP), and the Protohistoric Era (ca. 700 to 100 BP). In the northern Colorado Basin, the PaleoIndian era is represented by four traditions that can be distinguished primarily on the basis of projectile points and, to a lesser extent, by subsistence strategies. The four traditions include Clovis, Goshen, Folsom, and Plano (Reed and Metcalf 1999:56). PaleoIndian cultural resources are limited, and usually consist of isolated diagnostic projectile points. Based on Reed and Metcalf (1999:59), no PaleoIndian sites have been recorded in Pitkin County.

The Archaic era encompasses a long period that archaeologists have envisioned as a relatively stable period of time when a broad-based, hunter-gatherer lifeway was practiced (Reed and Metcalf 1999:71). It contrasts with the preceding PaleoIndian era in that the lifeway was less mobile and was more focused on the use of local resources on a scheduled, seasonal basis. The main technological marker is a transition from the use of lanceolate projectile points to the use of stemmed and notched varieties, and a distinct increase in the overall variability in point styles. Reed and Metcalf (1999:79) break the Archaic era into four periods, although they suggest other temporal frameworks may also be acceptable. This four-part scheme includes the Pioneer period (8350 to 6450 BP), the Settled period (6450 to 4450 BP), the Transitional period (4450 to 2950 BP), and the Terminal period (2950 to 1950 BP [AD 1]).

Archaic-age sites are greater in number than PaleoIndian sites, and include a variety of site types representing a mobile lifestyle centered on hunting and the gathering of wild foods. Ground stone occurs in greater numbers after the PaleoIndian era, and probably represents an increasing reliance on vegetable foods. Higher frequencies of radiocarbon samples dating to the Late Archaic have been interpreted as an indication of increased population in the Late Archaic (Black 1986). Based on several excavations in the mountains, including Yarmony House (Metcalf and Black 1991), Black has developed a model of Early Archaic lifeways which proposes that Early Archaic use of mountain settings was year-round, rather than seasonal in which they migrate out of the mountains to over-winter in milder climates.

Within Colorado and the entire surrounding region, cultural systems were changing during the Formative era, as suggested by widespread adoption of horticulture in the Southwest, and the variable use of cultigens by the Fremont to the west and Early Ceramic Period peoples to the east (Reed and Metcalf 1999:140). Although the current project area is quite removed from archaeological sites containing evidence of Formative era cultures including the Anasazi and the Fremont, there are a few sites dating to this time period in surrounding counties (Reed and Metcalf 1999:143). The Aspen Tradition is proposed as a taxonomic unit for use in describing the variability among non-horticultural cultural systems in the Northern Colorado River Basin between approximately 400 BC and AD 1300 (Reed and Metcalf 1999:141).

A shift to the use of bow-and-arrow technology, the adoption of cultigens and ceramics by some groups, and a gradual broadening, or intensification, of the hunted and gathered subsistence base marks the beginning of the Aspen Tradition west of the Continental Divide. There is also an apparent shift in group mobility patterns, and an apparent increase in reliance on the use of prepared firepits for food processing. Sites of this age are common, but often show very little change in lifestyle compared to Archaic era groups. Perhaps due to better preservation, site types such as eagle traps, wickiups, and rock art, are also associated with this Tradition.

The Protohistoric era refers to aboriginal occupation of western Colorado between the end of horticultural-based subsistence practices of the Formative era and the final expulsion of the Ute tribe to reservations in AD 1881 (Reed and Metcalf 1999:146). Protohistoric era groups in the Northern Colorado River Basin were highly mobile hunters and gatherers. Before extensive exposure to Euroamerican culture, these groups often used wickiups for shelter, manufactured brown ware ceramics, and hunted with bows and arrows. Desert Side-notched and Cottonwood Triangular projectile points are diagnostic of this time period.

The Utes made contact with the exploring Spanish in the early 1600s. By the second half of that century, the Utes occupying the Northern Colorado River Basin had obtained enough horses to elevate themselves to an equestrian lifeway. The use of the horse permitted the expansion of annual territories and increased cultural contacts with other groups, especially the inhabitants of the Great Plains, and the Pueblos and the Spanish to the South. Euroamerican artifacts are often found in Protohistoric era components dating to late in the period.

The Historic Period in this area begins roughly when the Aspen area was first visited by the Hayden surveying party during 1873-1874. Beginning with the early gold rush that began in 1859, Colorado's mining industry was a significant contributor to the state's economic, political, and social development. This trend continued as the industry expanded with the discovery of silver, copper, lead and zinc in the central mountain region and resulted in population explosions in mining camps and nearby supply centers. Technological advances such as smelting allowed these ores to be more successfully processed and contributed to the increase in mine production. Wagon roads and railroads were essential to the transportation needs of the mining industries and the communities that surrounded them. At times, wagon roads were the only access to in the narrow and steep mountain canyons. Some of these wagon roads and railroad grades later became part of the state highway system. In 1879 prospectors from Leadville came into the Aspen area searching for mineral wealth, which was found in abundance (Rohrbough 1985). Towns such as Aspen became supply, processing, and transportation hubs for the mining industries in the Central Mountain region.

The road over Independence Pass has been an important link in the state's transportation network since 1879 when Aspen became the center of a silver mining boom. The route provides a direct connection between Aspen and Leadville, which are 59 miles apart via Independence Pass (as compared to 139 miles via Tennessee Pass and Glenwood Springs). A toll road built between 1879 and 1882 by Aspen citizens provided access to and from the mines east of Aspen. After the construction of the toll road, Pitkin County purchased the portion of the road within its boundaries. In the late 1880s, the Denver & Rio Grande Railroad and the Colorado Midland Railroad entered Aspen from the north via Glenwood Springs, providing a more reliable method to transport the ores mined near Aspen to larger markets.

Aspen boomed until the Silver Panic of 1893, after which the town was nearly abandoned. A handful of miners, and a few farmers and ranchers kept the community alive. In the mid-1940s, the ski industry pioneered a revival of Aspen, which has grown in popularity ever since.

Statement of Objectives/Research Design

This project involved federal surface administered by the Federal Aviation Administration (FAA). Following state and federal policies and regulations implementing the National Historic Preservation Act (Public Law 89-665) as amended, the project area was inventoried to identify any cultural resources within the APE. Any discovered cultural resources were to be evaluated for eligibility to the NRHP under the Criteria for Eligibility (36 CFR 60.4). Management recommendations for treatment of any discovered resources were to be made in accordance with their recommended NRHP evaluations and potential impacts.

Prehistoric resources are most often evaluated under Criterion D, for their potential to yield information important to studies of prehistory. Significant information potential in a

prehistoric site requires that the site contain intact cultural deposits or discrete activity areas that can be securely associated with a temporal period or named cultural group. The potential for intact deposits or cultural/temporal associations may be inferred from surface evidence of cultural features or undisturbed Holocene deposits, and the presence of temporally or culturally diagnostic artifacts. Historic resources may be evaluated under any of the Criteria. However, in the absence of structural features or documented association with significant historic events or important contributions of persons significant in history, historical resources are evaluated under essentially the same criteria as prehistoric resources.

Expected Results

The files search results provide an indication of the number, types, and distribution of cultural resources in the immediate vicinity of the Pitkin County Airport Project. Expectations for cultural resources in the area were low. Although both historic and prehistoric resources have been identified in the surrounding area, the project parcels are small and have been subjected to considerable disturbances including construction relating to residential homes, parking lots, and roads. Although not strictly within the defined APE, State Highway 82 runs adjacent to the project area and was a known historic linear resource.

Field/Lab Methods

The project area was covered using standard pedestrian transects spaced no more than 20 meters apart. Of the 19.81 acres in the project area (Figure 1), 0.63 acres were not inventoried because they were too densely vegetated (0.1 acres) or because they exhibited previous disturbances (0.53 acres). Because ground visibility was moderate to poor throughout much of the APE, special attention was paid to areas such as animal burrows and cutbanks that afforded views of subsurface contexts.

If cultural materials were encountered, the immediate area was to be intensively examined to determine the nature and extent of the resource. Metcalf defines sites as five or more artifacts; or a feature, structure, or trail; or any combination of these elements meeting OAHP criteria in a discrete location that is believed to represent the locus of patterned human activity. An isolated find is defined as four or fewer artifacts without evidence of, or potential for, additional cultural materials or features in the immediate vicinity. An isolated find can also represent a single event or many pieces of a single artifact. Once defined, resources were recorded on OAHP forms. A handheld GPS unit that digitally depicted the APE was utilized. The GPS is a Trimble GeoXT6000 unit, georeferenced to UTM zone 13, NAD 83.

No artifacts were collected. Digital photographs were taken of newly recorded resources. A physical datum was not placed at the linear resource recorded as part of this inventory. All field documentation, original records, digital images and copies of this report are on file at the Metcalf office in Eagle, Colorado.

Results and Management Recommendations

This inventory resulted in the documentation of one segment of a known, historic linear resource, a segment of Colorado State Highway 82 (5PT1363.1). Appendix A includes a site location map. Site forms are found in Appendix B.

5PT1363.1 (State Highway 82)

Site Description. Site 5PT1363.1 is a newly documented segment of Colorado State Highway 82 (SH 82). SH 82 is located on Colorado's Western Slope and extends 85.29 miles in total from Glenwood Springs to Twin Lakes. From Glenwood Springs the highway travels southeast up the Roaring Fork River Valley to Aspen then continues to the southeast and east over Independence Pass where it ends at its intersection with State Highway 24 near the town of Twin Lakes. The Roaring Fork River is a northwest flowing river that originates in the Sawatch Mountains on Independence Pass and terminates near Glenwood Springs at its confluence with the Colorado River. The documented segment of SH 82 is located about four miles northwest of Aspen where it traverses a terrace along the western bank of the river at the base of the Elk Mountains. Deposits on the river terrace are silty and cobbly alluvium deposited by the fast flowing Roaring Fork River. Site 5PT1363.1 is adjacent to the Aspen Pitkin County Airport and this segment of highway serves as part of the busy entrance into the airport and the town of Aspen. At this location, SH 82 is a modern four lane highway that appears to deviate significantly from the original state highway route. In addition to the airport, the highway is encompassed by modern commercial and residential construction. Immediately to the east of the highway, the current project area includes some small parcels of undeveloped or minimally disturbed airport land along the terrace edge. Vegetation in these areas consists of sage, prickly pear cactus, wildflowers, willows, and dense oakbrush on the east facing slopes to the river and on the north and south facing slopes of the east-flowing drainages coming off the Elk Mountains to the west.

The recorded segment trends northwest to southeast and measures approximately 6,682 feet long and about 90 feet wide. It is a paved and maintained four lane divided highway that accommodates a high density of traffic. Much of the segment is bordered by concrete barriers and the road utilizes bridges to pass over three east-flowing drainages. All three bridges are of modern concrete construction. Throughout the 1990s and 2000s, the road has been subject to multiple rerouting and widening projects conducted by the Colorado Department of Transportation. A small portion (approximately 1665 feet) of the recorded segment appears to follow the original route of the highway; however, most of the segment has been rerouted.

The portion of SH 82 between Glenwood Springs and Aspen provides the only year-round state highway access to Aspen while the portion of the route over Independence Pass between Aspen and Twin Lakes/US 24 is open seasonally from Memorial Day through early November depending on snow. The high point of the highway, Independence Pass at 12,096 feet, is about twenty miles east of Aspen.

State Highway 82 is an original state highway with its period of significance during the 1920s. In 1911, the newly formed Colorado Highway Commission approved the addition of SH 82 to the state highway system, and construction took place on the east side of the pass between 1916 and 1923. The first motorized vehicles traveled over the pass in 1924. This improved road served the development of industry when mining was revived between Leadville and Aspen in the early 1920s (ACRE 2002, Autobee and Dobson-Brown 2003, CDOT, Salek 2011).

The development of SH 82 has roots much earlier in the history of Western Colorado. Beginning with the early gold rush that began in 1859, Colorado's mining industry was a significant contributor to the state's economic, political, and social development. This trend continued as the mining industry expanded with the discovery of silver, copper, lead and zinc in the central mountain region and resulted in population explosions in mining camps and nearby supply centers. Wagon roads and railroads were essential to the transportation needs of the mining industries and the communities that surrounded them. At times, wagon roads were the only access to mining towns in narrow and steep mountain canyons. With improved access, towns such as Aspen became supply, processing, and transportation hubs for early mining industries in the Central Mountain region. Some of these wagon roads and railroad grades later became part of the state highway system and, in the case of Aspen, SH 82 contributed to a revival of silver mining in the 1920s and its later rebirth as one of the premier tourist destinations in the state.

SH 82 has been an important link in the state's transportation network since Aspen became the center of a silver mining boom. Silver discoveries around Aspen during the late 1870s led to increased road building activity in an effort to improve transport of ore from the remote mountain community to refineries in Leadville. Previously, mule trains were used to transport supplies and ore between Aspen and Leadville but the trip was difficult and costly (Mehls 1982:76). Better maintained toll roads over mountain passes solved some of these problems and, in the early 1880s, B. Clark Wheeler and others with a stake in Aspen mining formed the Aspen, Hunter Creek, and Leadville Toll Road Company to build and operate a toll road over Independence Pass from Aspen to Twin Lakes, south of Leadville. The route was shorter than those currently in use that travelled over Taylor Pass and through Buena Vista and the road immediately improved access to Aspen but the route was still arduous and was impassable for much of the year primarily because of winter snow (Mehls 1982:77). Before long, an easier route reached Aspen from the north via the Grand Valley and Glenwood Springs. These northern toll roads followed the narrow Roaring Fork River Valley and were constructed in the valley throughout the late 1880s with a toll road stretching from Carbondale to Aspen opening in 1885 (Mehls 1982:78). The road to the north opened access to larger markets for ore in Grand Junction and the Front Range.

Also seeking to profit from silver mining in Aspen, The Denver and Rio Grande Railroad reached Aspen in 1887 followed closely by the Colorado Midland Railroad in 1888. The Colorado Midland Railway Company was founded in 1883 by H.D. Fisher and other Colorado Springs businessmen. The railway was designed and built as a standard gauge line to more

easily interchange with the major railroads of Colorado Springs and was the first standard gauge line to penetrate Colorado's Rockies via a route over Ute Pass west of Colorado Springs and on to Leadville via Trout Creek Pass. After railroad service arrived in Aspen, use of the toll road over Independence Pass waned and, when the silver mines closed in the 1890s, the road was mostly abandoned (Mehls 1982). But, transport of both people and supplies via railroad was also costly and generated extreme competition between the different rail lines. As a result of this competition, the Midland went out of business by 1920 (Mehls 1982).

In 1911, the newly formed Colorado Highway Commission approved the addition of SH 82 to the state highway system (www.codot.gov/projects/SH82/corridor-history; Salek 2011). Concentrating first on automobile tourism using Independence Pass, and encouraged to make road improvements through the Good Roads Movement (ACRE 2002), Aspen citizens again worked to open and improve the route over Independence Pass. Construction took place on the east side of the pass between 1916 and 1923 (Salek 2011). The improved automobile road deviated from the original toll road, which was characterized as being very narrow with sharp and dangerous curves and grades as steep as 12 and 14 percent (Salek 2011). Curves and steep grades had to be rebuilt for automobiles and the state did this in sections causing some sections of the original toll road to be abandoned. The first motorized vehicles traveled over the pass in 1924. This improved road served the development of industry when mining revived between Leadville and Aspen in the early 1920s. The highway was also known as the Roaring Fork Route on early tourist maps and brochures and the first federal aid system in 1923 included the route as No. 82. The last section built on Independence Pass, known as the Weller Grade, had a maximum grade of 6.6 percent and a width up to 17 feet, including cement rubble masonry headwalls, rustic log guard rails, and cement rubble masonry retaining and guard rails in the Weller Grade section.

SH 82 also incorporated parts of the Colorado Midland Railway route to extend the highway to the north. The railroad tracks were pulled up around 1919 and the railroad bed in parts of the Roaring Fork Valley were converted for automobile use (Mehls 1982:94). In 1937, four miles between Glenwood Springs and Carbondale was paved; the remainder of the road to Aspen was paved in 1938. The last section of SH 82 to be paved over Independence Pass was done by 1969.

An expressway was completed from Glenwood Springs halfway to Carbondale by 1966 and to Carbondale by 1972. CDOT widened the highway between Glenwood Springs and Aspen due to population growth in the Roaring Fork Valley that began in the 1980s. Environmental sensitivity required a unique design, and the preferred alternative featured a divided expressway with a design similar to the stacked viaduct of I-70 in Glenwood Canyon. The highway also has managed High Occupancy Vehicle (HOV) lanes between Basalt and Aspen that CDOT has said are the first rural HOV lanes in the country (Salek 2011). Four lanes were completed from Aspen northwest to Basalt in various phases between 1996 and 2000 (CDOT).

Today, SH 82 serves as the main artery for traffic getting from I-70 south to towns in the

Roaring Fork Valley which serve as year round tourist destinations. In the winter, it is the only way to get to Aspen; in summer, Independence pass serves as a more scenic route.

Sixteen segments of road have been documented in Pitkin County on Independence Pass (5PT505.1 through 5PT505.16) but they appear to be a mix of portions of the current paved alignment of SH 82 (5PT505.1 to 5PT505.3) and unpaved and abandoned segments of the Independence-Twin Lakes-Roaring Fork Toll Road that are not associated with the current alignment of SH 82. The entire resource, 5PT505, is recommended as eligible for the National Register of Historic Places (NRHP) with SHPO concurrence. 5PT.606.1 and 5PT.606.2 are also associated with unpaved segments of the older road known as Independence Pass Toll Road. This resource is also recommended as eligible for the NRHP and both segments are recommended as contributing to the overall eligibility of the resource. Segments of the highway were also documented in Lake County on the east side of the Continental Divide as 5LK.128 in 1975 and 5LK.487 but these recordings were completed in the 1970s and do not provide eligibility recommendations or historical information. All of these resources cite their association with Independence Pass and/or previous Independence Pass toll roads rather than SH 82. Because of this mix of paved segments of SH 82 and abandoned toll road segments that are recorded under a single Smithsonian number (5PT505), the currently documented segment of SH 82 which is west of Aspen and not on Independence Pass, has been given a separate Smithsonian number, 5PT1363.1. In addition to the documented road segments, bridges associated with SH 82 and listed or eligible for the NRHP include Maroon Creek Viaduct (5PT136), which was originally a bridge on the Midland Railroad, and the Glenwood Springs Viaduct, also known as the Grand Avenue Viaduct (5GF2717), which will be demolished as part of the realignment of SH 82 in Glenwood Springs.

Eligibility and Management Recommendations. SH 82 is an original 1920s state highway. The northern and eastern portions of the highway have somewhat different histories but both generally followed the path of toll roads or railroads that first opened up the remote mountain silver mines surrounding Aspen to ore markets and later provided improved roads that opened the area to automobile tourism and a 1920s mining revival. Portions of the highway in the Roaring Fork River Valley made use of abandoned railroad beds built by the Colorado Midland Railroad and segments of the highway over Independence Pass made use of older toll roads. However, over the years, beginning around 1912 and extending into the 1960s, the highway required engineering innovations that allowed the Colorado Department of Highways to navigate the remote mountain terrain of Independence Pass as well as the narrow Roaring Fork River Valley. As a result, the entire resource, 5PT1363, is recommended as eligible for the NRHP under Criteria A and C.

SH 82 is an important example of an early and prominent project of the Colorado Highway Department under Criterion A because it has a direct and important association with the development of automobile tourism and recreational pursuits into the high country. The state highway also supported the mineral extraction industry by providing access to area mines that revived around Aspen in the 1920s. As such it possesses significance in the areas of

Transportation, Recreation, and Industry (Mining) under Criterion A. SH 82 also possesses significance under Criterion C in the area of Engineering. Beginning in 1924, automobiles began to access the highway that had been specifically redesigned and improved by the Colorado Department of Highways to address challenging mountain conditions. Structures such as the Maroon Creek Viaduct and Glenwood Springs/Grand Avenue Viaduct and the design of the highway over Independence Pass exemplify bold engineering solutions by the Colorado Highway Department to address the extreme challenges associated with constructing highways over mountain passes and in challenging terrain.

Metcalf recommends that segment 5PT1363.1 of SH 82 does not support the NRHP eligibility of the entire resource. Since at least the 1990s, the portion of the road adjacent to the Pitkin County Airport has been realigned, widened, and modernized so that the existing road segment is now a busy four lane, divided highway. A small portion of the segment appears to follow the original path of the road but most of the segment has been realigned. As such, segment 5PT1363.1 no longer retains integrity of location, design, workmanship, or materials. Likewise, the Pitkin County airport parallels the west side of the road segment. The southern end of the segment is at a busy intersection surrounded by other commercial and residential construction all of which compromise intregrity of setting, feeling and association. At this location, SH 82 serves as the busy entrance to the local airport and to the town of Aspen.

Evaluation of Research

Despite the presence of previously documented historic resources and one prehistoric isolate within a one mile radius of the current project area, expectations for cultural resources within the current APE were low given the small parcels for survey and the amount of modern disturbance within them. Those expectations were met as the only new site documentation for this project is a segment of SH 82, a known historic resource that parallels the western project boundary. Because field conditions were generally good and because the number and distribution of cultural resources met expectations, there is little potential for unidentified resources in the APE. Therefore, the originally stated goal of identifying and evaluating all cultural resources within the APE has been met.

Summary and Conclusions

Metcalf conducted a Class III cultural resource inventory for the Aspen Airport's master plan update in Pitkin County, Colorado. A total of 19.2 acres was intensively inventoried. Inventory resulted in the discovery and documentation of one segment of Colorado State Highway 82 (5PT1363.1). The entire resource (5PT1363) is recommended as eligible for the NRHP under Criteria A and C. Metcalf further recommends that the newly recorded segment, 5PT1363.1, does not retain the essential elements of historic integrity and, therefore, does not support the entire resource's overall assessment of NRHP eligible. As a result, Metcalf recommends a finding of *no historic properties affected* for the APE as defined at the time of inventory.

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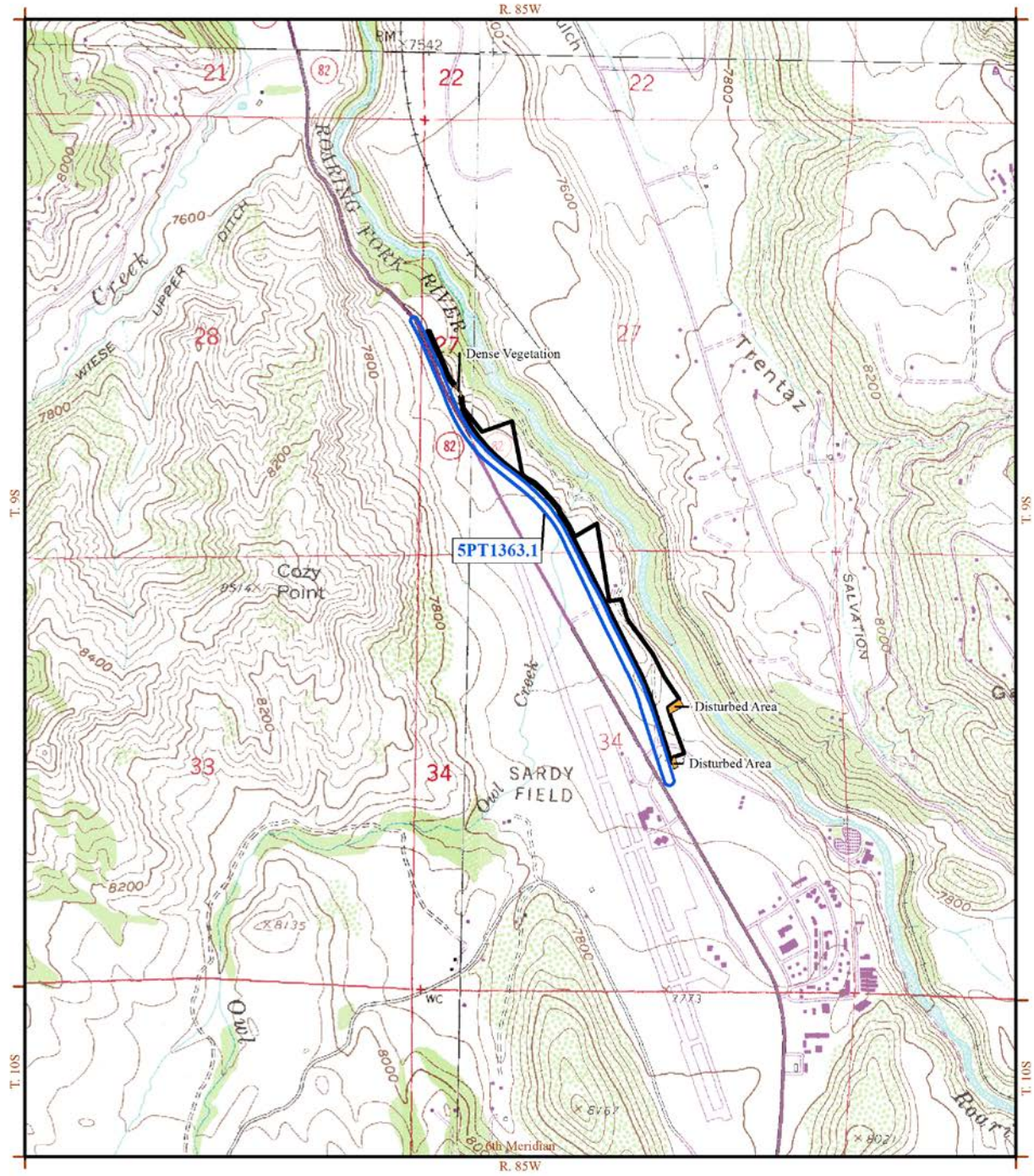
APPENDIX A: Cultural resource location map.
(**Agency copies only; not for public distribution**)



Mead & Hunt
Aspen/Pitkin County Airport
Pitkin County, CO

Metcalf Archaeological Consultants, Inc.

7.5' Quad. Overview

Woody Creek 1961 PR 1987	Ruedi 1961 PR 1987
Highland Peak 1960 PR 1987	Aspen 1960 PR 1987

1:24000

0 0.25 0.5 mi

0 0.25 0.5 km

TN

NAD 1983 UTM Zone 13N

Resource Boundary

Survey Area

Completed Survey

Reconnaissance Survey

APPENDIX B: Cultural resource forms
(**Agency copies only; not for public distribution**)

HISTORY Colorado

February 6, 2017

Kandice Krull
Environmental Protection Specialist
FAA – Denver Airport District Office
26805 E. 68th Avenue, Suite 224
Denver, CO 80249-6361

Re: Updated Determination of Effect for the Aspen-Pitkin County Airport (CHS #71361)

Dear Ms. Krull:

Thank you for your correspondence dated January 31, 2017 and received on February 3, 2017 by our office regarding the consultation of the above-mentioned project under Section 106 of the National Historic Preservation Act (Section 106).

After review of the provided information, we do not object to the proposed Area of Potential Effects (APE) for the proposed project. After review of the provided survey information we concur that segment 5PT.1363.1 does not support the overall eligibility of resource 5PT.1363 for the National Register of Historic Places. We also concur that resource 5PT.538 is eligible for the National Register of Historic Places.

After review of the scope of work and assessment of adverse effect, our previous concurrence with the recommended finding of *no adverse effect* [36 CFR 800.5(d)(1)] under Section 106 for resource 5PT.1363, including segment 5PT.1363.1 remains. After review of the provided updated information, we concur with the recommended finding of *no historic properties affected* [36 CFR 800.4(d)(1)] under Section 106 for resource 5PT.538..

Should unidentified archaeological resources be discovered in the course of the project, work must be interrupted until the resources have been evaluated in terms of the National Register eligibility criteria (36 CFR 60.4) in consultation with our office pursuant to 36 CFR 800.13. Also, should the consulted-upon scope of the work change please contact our office for continued consultation under 36 CFR 800.

We request being involved in the consultation process with the local government, which as stipulated in 36 CFR 800.3 is required to be notified of the undertaking, and with other consulting parties. Additional information provided by the local government or consulting parties might cause our office to re-evaluate our eligibility and potential effect findings. Please note that our compliance letter does not end the 30-day review period provided to other consulting parties.

If we may be of further assistance, please contact Jennifer Bryant, our Section 106 Compliance Manager, at (303) 866-2673 or jennifer.bryant@state.co.us.

Sincerely,

for:
Steve Turner, AIA
State Historic Preservation Officer

Received
FEB 13 2017
By:
FAA DEN ADO

U.S. Department
of Transportation
**Federal Aviation
Administration**

Northwest Mountain Region
Denver Airports District Office
26805 E 68th Avenue, Suite 224
Denver, CO 80249-6361

January 31, 2017

Mr. Steve Turner
State Historic Preservation Office
1200 Broadway
Denver, CO 80203

Re: Updated Determination of Effect for the Aspen-Pitkin County Airport

Dear Mr. Turner:

The Federal Aviation Administration (FAA) issued a Section 106 finding of a *No Historic Properties Affected* for the proposed improvement projects at the Aspen-Pitkin County Airport (Airport) on November 17, 2016. Your office requested additional information on the potential impacts to resource 5PT.538 in a letter dated December 2, 2016. The purpose of this letter is to provide the additional information requested.

Resource 5PT.538 (Airport Ranch) is eligible for listing on the National Register of Historic Places. The edge of the historic boundary for Airport Ranch closest to the proposed project corresponds to the Airport fence line. The Airport fence line is approximately 455 feet west of the existing runway. The proposed project includes shifting the runway to west by 80 feet. Construction activities should be at least 300 feet from the edge of the boundary of the resource and 640 feet from the closest structure associated with Airport Ranch. Based on this information, the FAA still finds the No Historic Properties Affected finding to be applicable. The FAA respectfully requests the Colorado State Historic Preservation Office to provide written concurrence with the Section 106 determination.

If you have any comments, questions, or concerns regarding the analyses and conclusions used to determine the potential effects of the proposed project on historic, cultural, and archaeological resources, or have any questions regarding the project, please do not hesitate to contact me.

Sincerely,

Kandice Krull
Environmental Protection Specialist
FAA - Denver Airport District Office
303-342-1261

Enclosures

Management Data Form

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

1. **Resource Number**: 5PT1363.1

2. **Temporary Resource Number**:

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

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

I. IDENTIFICATION

5. **Resource Name**: Colorado State Highway 82

6. **Project Name/Number**: Pitkin County Airport

7. **Government Involvement**: ☐ Local ☐ State ☒ Federal
Agency: Federal Aviation Administration

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

9. **Owner(s) Name and Address**: Colorado Department of Transportation

10. **Boundary Description and Justification**: Extent of road surface and 75 ft right of way (total width) of Colorado State Highway 82 (Hwy 82) within the project Area of Potential Effect (APE)

11. **Site/Property Dimensions** Length: 2036.7m Width: 27.4m Area: 62,108 m^2 Acres (m^2/4047): 15.3

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

II. LOCATION

12. **Legal Location**

PM	6th	Township	9S	Range	85W	Section	27	SW	¼	NW	¼
PM	6th	Township	9S	Range	85W	Section	27	S	½	SW	¼
PM	6th	Township	9S	Range	85W	Section	27	NW	¼	SW	¼
PM	6th	Township	9S	Range	85W	Section	34	E	½	NW	¼

If section is irregular, explain alignment method:

13. **USGS Quad**: Aspen 1960 (PR 1987); Highland Peak 1960 (PR 1987)

14. **County**: Pitkin

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

A. Zone	13	337907	mE	4245200 mN (north end)
B. Zone	13	338251	mE	4344625 mN (south end)
C. Zone	__;	_____	mE	_____ mN
D. Zone	__;	_____	mE	_____ mN

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

17. **Site elevation** (feet): 7560-7680 ft.

18. **Address**: Lot: Block: Addition:

19. **Location/Access**: The recorded segment of Highway 82 runs parallel to the Pitkin County airport which is located approximately four miles northwest of the town of Aspen.

III. NATURAL ENVIRONMENT/SITE CONDITION

20. **General Description** (should include both on site as well as geographical setting with aspect, landforms, vegetation, soils, depositional environment, water, ground visibility): Site 5PT1363.1 is a newly documented segment of Colorado State Highway 82 (SH 82). SH 82 is located on Colorado's Western Slope and extends 85.29 miles in total from Glenwood Springs to Twin Lakes. From Glenwood Springs the highway travels southeast up the Roaring Fork River Valley to Aspen then continues to the southeast and east over Independence Pass where it ends at its intersection with State Highway 24 near the town of Twin Lakes. The Roaring Fork River is a northwest flowing river that originates in the Sawatch Mountains on Independence Pass and terminates near Glenwood Springs at its confluence with the Colorado River. The documented segment of SH 82 is located about four miles northwest of Aspen where it traverses a terrace along the western bank of the Roaring Fork River at the base of the Elk Mountains. Deposits on the river terrace are silty and cobbly alluvium deposited by the fast flowing Roaring Fork River. Site 5PT1363.1 is adjacent to the Aspen Pitkin County Airport and this segment of highway serves as part of the busy entrance into the airport and to the town of Aspen. At this location, SH 82 is a modern four lane highway that appears to deviate significantly from the original state highway route. In addition to the airport, the highway is encompassed by modern commercial and residential construction. Immediately to the east of the highway, the current project area includes some small parcels of undeveloped or minimally disturbed airport land along the terrace edge. Vegetation in these areas consists of sage, prickly pear cactus, wildflowers, willows, and dense oakbrush on the east facing slopes to the river and on the north and south facing slopes of the east-flowing drainages coming off the Elk Mountains to the west. Ground visibility varied from 60 to 80 percent on the terrace edge to 0 to 20 percent on the steeper slopes of the drainages.

21. **Soil depth (cm) and description**: Sediments are silty loam alluvium with dense gravels and cobbles of unknown depth.

22. **Condition**

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

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

23. **Describe condition**: The original road has been completely replaced by a four lane modern highway with modern cement bridges that no longer follows the original route of State Highway 82.

24. **Vandalism**: ☐ Yes ☒ No

Describe:

IV. NATIONAL/STATE REGISTER ELIGIBILITY ASSESSMENT

25. **Context or Theme**: Highways to the Sky: A Context and History of Colorado's Highway System, Colorado Department of Transportation; Colorado History: A Context for Historical Archaeology (Church et al. 2007)

26. **Applicable National Register Criteria**:
- ☒ A. Associated with events that have made a significant contribution to the broad pattern of our history
- ☐ B. Associated with the lives of persons significant in our past
- ☒ C. Embodies the distinctive characteristics of a type, period, or method of construction, or that represent the work of a master, or that possess high artistic values, or that represent a significant and distinguishable entity whose components may lack individual distinction
- ☐ D. Has yielded, or may be likely to yield, information important in history or prehistory
- ☐ Does not meet any of the National Register criteria
- ☐ Qualifies under exceptions A through G. List exception(s):

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

28. **Area(s) of significance**: Transportation, Recreation, Industry (Mining)

29. **Period(s) of significance**: The period of significance for SH 82 is during the 1920s – SH 82 is an original 1920s state highway. In 1911, the newly formed Colorado Highway Commission approved the addition of SH 82 to the state highway system, and construction took place on the east side of the pass between 1916 and 1923. The first motorized vehicles traveled over the pass in 1924. This improved road served the development of industry when mining revived between Leadville and Aspen in the early 1920s (ACRE 2002, Autobee and Dobson-Brown 2003, CDOT, Salek 2011).

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

31. **Statement of significance**: SH 82 is an original 1920s state highway. The northern and eastern portions of the highway have somewhat different histories but both generally followed the path of toll roads or railroads that first opened up the remote mountains silver mines surrounding Aspen to ore markets and later provided improved roads that opened the area to automobile tourism and a 1920s mining revival. Portions of the highway in the Roaring Fork River Valley make use of abandoned railroad beds built by the Colorado Midland Railway Company and segments of the highway over Independence Pass made use of older toll roads. However, over the years, beginning around 1912 and extending in to the 1960s, the highway required engineering innovations that allowed the Colorado Highway Department (CHD) to navigate the remote mountain terrain of Independence Pass as well as the narrow Roaring Fork River Valley. As a result, the entire resource, 5PT1363 is recommended as eligible for the NRHP under Criteria A and C.

SH 82 is an important example of an early and prominent project of the Colorado Highway Department under Criterion A because it has a direct and important association with the development of automobile tourism and recreational pursuits into the high country. The state highway also supported the mineral extraction industry by providing access to area mines that revived around Aspen in the 1920s. As such it possesses significance in the areas of Transportation, Recreation, and Industry (Mining) under Criterion A. SH 82 also exhibits significance under *Criterion C* in the area of Engineering. Beginning in 1924 automobiles began to access the highway that had been specifically redesigned and improved by the Colorado Department of Highways to address challenging mountain conditions. Structures such as the Maroon Creek Viaduct and Glenwood Springs/Grand Avenue Viaduct and the design of the highway over Independence Pass exemplify bold engineering solutions by the CHD to address the extreme challenges associated with constructing highways over mountain passes and in challenging terrain.

32. **Statement of historic integrity related to significance**: Segment 5PT1363.1 of SH 82 does not support the eligibility of the entire resource. Since at least the 1990s, the portion of the road adjacent to the Pitkin County Airport has been realigned, widened and modernized so that the existing road segment is now a busy four lane, divided highway. A small portion of the segment appears to follow the original path of the road but most of the segment has been realigned. As such, segment 5PT1363.1 does not retain integrity of location, design, workmanship, or materials. In addition, the Pitkin County airport parallels the west side of the road segment. The southern end of the segment is at a busy intersection surrounded by other commercial and residential construction all of which compromise intregrity of setting, feeling and association. At this location, SH 82 serves as the busy entrance to the local airport and to the town of Aspen.

33. **National Register Eligibility Field Assessment**: ☒ Eligible ☐ Not eligible ☐ Need data
Linear Segment Evaluation (if applicable): ☐ Supporting ☒ Non Supporting

34. **Status in an Existing National Register Distric**t: ☐ Contributing ☐ Non-contributing

35. **State Register Eligibility Field Assessmen**t: ☐ Eligible ☐ Not eligible ☐ Need data

36. **Status in an Existing State Register District**: ☐ Contributing ☐Non-contributing

37. **National/State Register District Potential**: ☐ Yes ☒ No Describe:

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

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

V. MANAGEMENT AND ADMINISTRATIVE DATA

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

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

Comments:

42. **Local landmark designation**: 43. **Easement**:

44. **Recorder's Management Recommendations**: No further work is recommended for the current project

VI. DOCUMENTATION

Management Data Form

Resource Number: 5PT1363.1 **Temporary Resource Number**:

45. **Previous actions accomplished at the site**: ☐ Tested ☐ Partial excavation ☐ Complete excavation
    Date(s):
    a. Excavations:
    b. Stabilization: Date(s):
    c. HABS/HAER documentation [date(s) and numbers]:
    d. Other:
46. **Known collections/reports/interviews and other references (list)**:
47. **Primary location of additional data**:
48. **State or Federal Permit number**: CO State 2016-74, expires 02282017
49. **Collection**: Artifact collection authorized: ☒ Yes ☐ No Were artifacts collected: ☐ Yes ☒ No
    Artifact repository:
    Collection method: ☐ Diagnostics ☐ Grab Sample ☐ Random Sample
    Other (specify):
50. **Photograph Numbers**: Digital Photo Roll 16-057, Images 447-451
    Files or negatives stored at: Metcalf Archaeological Consultants, Inc., Golden, CO
51. **Report title**: Mead and Hunt, Inc., Pitkin County Airport Survey Project: Report of the Class III Cultural Resource Inventory, Pitkin County, Colorado
52. **Recorder(s)**: Amy Nelson **Date**: 07/08/2016
53. **Recorder affiliation**: Metcalf Archaeological Consultants, Inc.
    Phone number/Email: (303) 425-4507/mac@metcalfarchaeology.com

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

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

COLORADO CULTURAL RESOURCE SURVEY OAHP 1418
Linear Component Form Rev. 11/2010

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

I. Resource Identification

1. **Resource Number**: 5PT1363.1 2. T**emporary Resource Number**:

3. **Site Name**: Colorado State Highway 82

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

II. Resource Description

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

Other (specify):

6. **Component Description**: The recorded segment is a portion of State Highway 82 beginning immediately north of the Pitkin County Airport and about four miles north/northwest of the town of Aspen, Colorado. It runs along a terrace on the west bank of the Roaring Fork River through the narrow valley at the base of the Elk Mountains generally paralleling the river. This portion of the highway serves as the busy entrance into Aspen. The segment trends northwest to southeast and measures approximately 6,682 ft long and about 90 ft wide. It is a paved and maintained four lane divided highway that accommodates a high density of traffic. Much of the segment is bordered by concrete barriers and the road utilizes bridges to pass over three east-flowing drainages. All three bridges are of modern concrete construction. Throughout the 1990s and 2000s, the road has been subject to multiple rerouting and widening projects conducted by the Colorado Department of Transportation. A small portion (approximately 1665 ft) of the recorded segment appears to follow the original route of the highway; however, most of the segment has been rerouted.

SH 82 extends from Glenwood Springs to Twin Lakes, Colorado. The portion of the highway between Glenwood Springs and Aspen provides the only year-round state highway access to Aspen while the portion of the route over Independence Pass between Aspen and Twin Lakes/US 24 is open seasonally from Memorial Day through early November depending on snow. The high point of the highway, Independence Pass at 12,096 feet, is about twenty miles east of Aspen.

7. **Original use**: transportation

8. **Current use**: transportation

9. **Modifications (describe and include dates)**: No traces of the original road are present at this location. The highway is a modern and busy four lane highway with three modern concrete bridges.

10. **Extent of Entire Resource**: State Highway 82 (SH 82) follows an 85.29 mile route through Eagle, Garfield, Pitkin, and Lake Counties that connects the communities of Glenwood Springs, Carbondale, Basalt and Aspen west of the Continental Divide with the small village of Twin Lakes and US Highway 24 on the east side of the Continental Divide.

11. **Associated Artifacts**: none

12. **Associated Features or Resources**: none

III. Research Information

13. **Architect/Engineer**: unknown

Source(s) of Information:

14. **Builder**: Colorado Highway Department

Source(s) of Information: www.codot.gov/projects/SH82/corridor-history; ACRE 2002, Autobee and Dobson-Brown 2003, CDOT, Salek 2011

15. **Date of Construction / Date Range**: 1920s to 1969 but continues to be realigned, widened, and maintained to the present day.

Source(s) of Information: www.codot.gov/projects/SH82/corridor-history; ACRE 2002, Autobee and Dobson-Brown 2003, CDOT, Salek 2011

16. **Historical / Archival Data**: Beginning with the early gold rush that began in 1859, Colorado's mining industry was a significant contributor to the state's economic, political, and social development. This trend continued as the mining industry expanded with the discovery of silver, copper, lead and zinc in the central mountain region and resulted in population explosions in mining camps and nearby supply centers. Wagon roads and railroads were essential to the transportation needs of the mining industries and the communities that surrounded them. At times, wagon roads were the only access to mining towns in narrow and steep mountain canyons. With improved access, towns such as Aspen became supply, processing, and transportation hubs for early mining industries in the Central Mountain region. Some of these wagon roads and railroad grades later became part of the state highway system and, in the case of Aspen, contributed to its rebirth as one of the premier tourist destinations in the state.

SH 82 has been an important link in the state's transportation network since Aspen became the center of a silver mining boom. Silver discoveries around Aspen during the late 1870s led to increased road building activity in an effort to improve transport of ore from the remote mountain community to refineries in Leadville. Previously, mule trains were used to transport supplies and ore between Aspen and Leadville but the trip was difficult and costly (Mehls 1982:76). Better maintained toll roads over mountain passes solved some of these problems and, in the early 1880s, B. Clark Wheeler and others with a stake in Aspen mining formed the Aspen, Hunter Creek, and Leadville Toll Road Company to build and operate a toll road over Independence Pass from Aspen to Twin Lakes, south of Leadville. The route was shorter than those currently in use that travelled over Taylor Pass and through Buena Vista and the road immediately improved access to Aspen but the route was still arduous and was impassable for much of the year primarily because of winter snow (Mehls 1984:77). Before long, an easier route reached Aspen from the north via the Grand Valley and Glenwood Springs. These northern toll roads followed the narrow Roaring Fork River Valley and were constructed in the valley throughout the late 1880s with a toll road stretching from Carbondale to Aspen opening in 1885 (Mehls 1982:78). The road to the north opened access to larger markets for ore in Grand Junction and the Front Range.

Also seeking to profit from silver mining in Aspen, The Denver and Rio Grande Railroad reached Aspen in 1887 followed closely by the Colorado Midland Railroad in 1888. The Colorado Midland Railway Company was founded in 1883 by H.D. Fisher and other Colorado Springs businessmen. The railway was designed and built as a standard gauge line to more easily interchange with the major railroads of Colorado Springs and was the first standard gauge line to penetrate Colorado's Rockies via a route over Ute Pass west of Colorado Springs and on to Leadville via Trout Creek Pass. After railroad service arrived in Aspen, use of the toll road over Independence Pass waned and, when the silver mines closed in the 1890s, the road was mostly abandoned (Mehls 1982). But, transport of both people and supplies via railroad was also costly and generated extreme competition between the different rail lines. As a result of this competition, the Midland went out of business by 1920 (Mehls 1982).

In 1911, the newly formed Colorado Highway Commission approved the addition of SH 82 to the state highway system (CDOT; Salek 2011). Concentrating first on automobile tourism using Independence Pass, and encouraged to make road improvements through the Good Roads Movement (ACRE 2002), Aspen citizens again worked to open and improve the route over Independence Pass. Construction took place on the east side of the pass between 1916 and 1923 (Salek 2011). The improved automobile road deviated from the original toll road, which was characterized as being very narrow with sharp and dangerous curves and grades as steep as 12 and 14 percent (Salek 2011). Curves and steep grades had to be rebuilt for automobiles and the state did this in sections causing some sections of the original toll road to be abandoned. The first motorized vehicles traveled over the pass in 1924. This improved road served the development of industry when mining revived between Leadville and Aspen in the early 1920s. The highway was also known as the Roaring Fork Route on early tourist maps and brochures and the first federal aid system in 1923 included the route as No. 82. The last section built on Independence Pass, known as the Weller Grade, had a maximum grade of 6.6 percent and a width up to 17 feet, including cement rubble masonry headwalls, rustic log guard rails, and cement rubble masonry retaining and guard rails in the Weller Grade section.

SH 82 also incorporated parts of the Colorado Midland Railroad route to extend the highway to the north. The railroad tracks were pulled up around 1919 and the railroad bed in parts of the Roaring Fork Valley were converted for automobile use (Mehls 1982:94). In 1937, four miles between Glenwood Springs and Carbondale was paved; the remainder of the road to Aspen was paved in 1938. The last section of SH 82 to be paved over Independence Pass was done by 1969 (Salek 2011).

An expressway was completed from Glenwood Springs halfway to Carbondale by 1966 and to Carbondale by 1972. CDOT widened the highway between Glenwood Springs and Aspen due to population growth in the Roaring Fork Valley that began in the 1980s. Environmental sensitivity required a unique design, and the preferred alternative featured a divided expressway with a design similar to the stacked viaduct of I-70 in Glenwood Canyon. The highway also has managed High Occupancy Vehicle (HOV) lanes between Basalt and Aspen that CDOT has said are the first rural HOV lanes in the country (Salek 2011). Four lanes were completed from Aspen northwest to Basalt in various phases between 1996 and 2000 (www.codot.gov/projects/SH82/corridor-history).

Today, SH 82 serves as the main artery for traffic getting from I-70 south to towns in the Roaring Fork Valley which serve as year round tourist destinations. In the winter, it's the only way to get to Aspen; in summer, Independence pass serves as a more scenic route.

Sixteen segments of road have been documented in Pitkin County on Independence Pass (5PT505.1 through 5PT505.16) but they appear to be a mix of portions of the current paved alignment of SH 82 (5PT505.1 to 5PT505.3) and unpaved and abandoned segments of the Independence-Twin Lakes-Roaring Fork Toll Road that are not associated with the current alignment of SH 82. The entire resource, 5PT505 is recommended as eligible for the National Register of Historic Places (NRHP) with SHPO concurrence. 5PT.606.1 and 5PT.606.2 are also associated with unpaved segments of the older road known as Independence Pass Toll Road. This resource is also recommended as eligible for the NRHP and both segments are recommended as contributing to the overall eligibility of the resource. Segments of the highway were also documented in Lake County on the east side of the Continental Divide as 5LK.128 in 1975 and 5LK.487 but these recordings were completed in the 1970s and do not provide eligibility recommendations or historical information. All of these resources cite their association with Independence Pass and/or previous Independence Pass toll roads rather than SH 82. Because of this mix of paved segments of SH 82 and abandoned toll road segments that are recorded under a single Smithsonian number (5PT505), the currently documented segment of SH 82 which is west Aspen and not on Independence Pass, has been given a separate Smithsonian number, 5PT1363.1. In addition to the documented road segments, bridges associated with SH 82 and listed or eligible for the NRHP include Maroon Creek Viaduct (5PT136), which was originally a bridge on the Midland Railroad, and the Glenwood Springs Viaduct, also known as the Grand Avenue Viaduct (5GF2717), which will be demolished as part of the realignment of SH 82 in Glenwood Springs (Autobee and Dobson-Brown 2003).

17. **Cultural Affiliation and Justification**: American based on archival records and historic maps.

IV. Management Recommendations No further work is recommended for the current project

18. **Eligibility of Entire Resource**

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

Remarks / Justification: SH 82 is an original 1920s state highway. The northern and eastern portions of the highway have somewhat different histories but both generally followed the path of toll roads or railroads that first opened up the remote mountains silver mines surrounding Aspen to ore markets and later provided improved roads that opened the area to automobile tourism and a 1920s mining revival. Portions of the highway in the Roaring Fork River Valley make use of abandoned railroad beds built by the Colorado Midland Railway Company and segments of the highway over Independence Pass made use of older toll roads. However, over the years, beginning around 1912 and extending in to the 1960s, the highway required engineering innovations that allowed the Colorado Highway Department (CHD) to navigate the remote mountain terrain of Independence Pass as well as the narrow Roaring Fork River Valley. As a result, the entire resource, 5PT1363 is recommended as eligible for the NRHP under Criteria A and C.

SH 82 is an important example of an early and prominent project of the Colorado Highway Department under Criterion A because it has a direct and important association with the development of automobile tourism and recreational pursuits into the high country. The state highway also supported the mineral extraction industry by providing access to area mines that revived around Aspen in the 1920s. As such it possesses significance in the areas of Transportation, Recreation, and Industry (Mining) under Criterion A. SH 82 also exhibits significance under Criterion C in the area of

Engineering. Beginning in 1924 automobiles began to access the highway that had been specifically redesigned and improved by the Colorado Department of Highways to address challenging mountain conditions. Structures such as the Maroon Creek Viaduct and Glenwood Springs/Grand Avenue Viaduct and the design of the highway over Independence Pass exemplify bold engineering solutions by the CHD to address the extreme challenges associated with constructing highways over mountain passes and in challenging terrain (ACRE 2002, Autobee and Dobson-Brown 2003, CDOT, Salek 2011).

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

☐ Supporting ☒ Non-supporting ☐ Not applicable

Remarks / Justification: Segment 5PT1363.1 of SH 82 does not support the eligibility of the entire resource. Since at least the 1990s, the portion of the road adjacent to the Pitkin County Airport has been realigned, widened and modernized so that the existing road segment is now a busy four lane, divided highway. A small portion of the segment appears to follow the original path of the road but most of the segment has been realigned. As such, segment 5PT1363.1 no longer retains integrity of location, design, workmanship, or materials. Likewise, the Pitkin County airport parallels the west side of the road segment. The southern end of the segment is at a busy intersection surrounded by other commercial and residential construction all of which compromise integrity of setting, feeling and association. At this location, SH 82 serves as the busy entrance to the local airport and to the town of Aspen.

20. **Recorder(s)**: Amy Nelson 21. **Date**: 07/08/2016

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

References Cited:

Associated Cultural Resource Experts (ACRE)
2002 *Highways to the Sky: A Context and History of Colorado's Highway System.* Submitted to Colorado Department of Transportation. Ms. on file, Colorado Office of Archaeology and Historic Preservation, Denver.

Autobee, Robert and Deborah Dobson-Brown
2003 *Colorado State Roads and Highways, National Register of Historic Places Multiple Property Submission.* Associated Cultural Resource Experts (ACRE). Ms. on file, Colorado Office of Archaeology and Historic Preservation, Denver.

CDOT www.codot.gov/projects/SH82/corridor-history. Accessed August 2016.

Mehls, Steven F.
1982 *The Valley of Opportunity: A History of West-Central Colorado.* Bureau of Land Management Cultural Resource Series, Number 12, Denver.

Salek, M.E.
2011 *The Highways of Colorado.* Electronic document, http://www.msalek.com/colo. Accessed on 8/5/2016.

SITE PHOTOS

5PT1363.1: State Highway 82, view south/southeast from north end of recorded segment. Digital Photo Roll 16-057, Image 451. Photo taken 7/7/2016 by A. Nelson.

5PT1363.1: State Highway 82, view south/southeast from approximate midpoint of recorded segment. Digital Photo Roll 16-057, Image 447. Photo taken 7/7/2016 by A. Nelson.

Resource Number: 5PT1363.1 **Temporary Resource Number**:

SITE PHOTOS

5PT1363.1: State Highway 82, view north/northwest from approximate midpoint of recorded segment. Digital Photo Roll 16-057, Image 448. Photo taken 7/7/2016 by A. Nelson.

5PT1363.1: State Highway 82, view west from approximate midpoint of recorded segment. Digital Photo Roll 16-057, Image 449. Photo taken 7/7/2016 by A. Nelson.

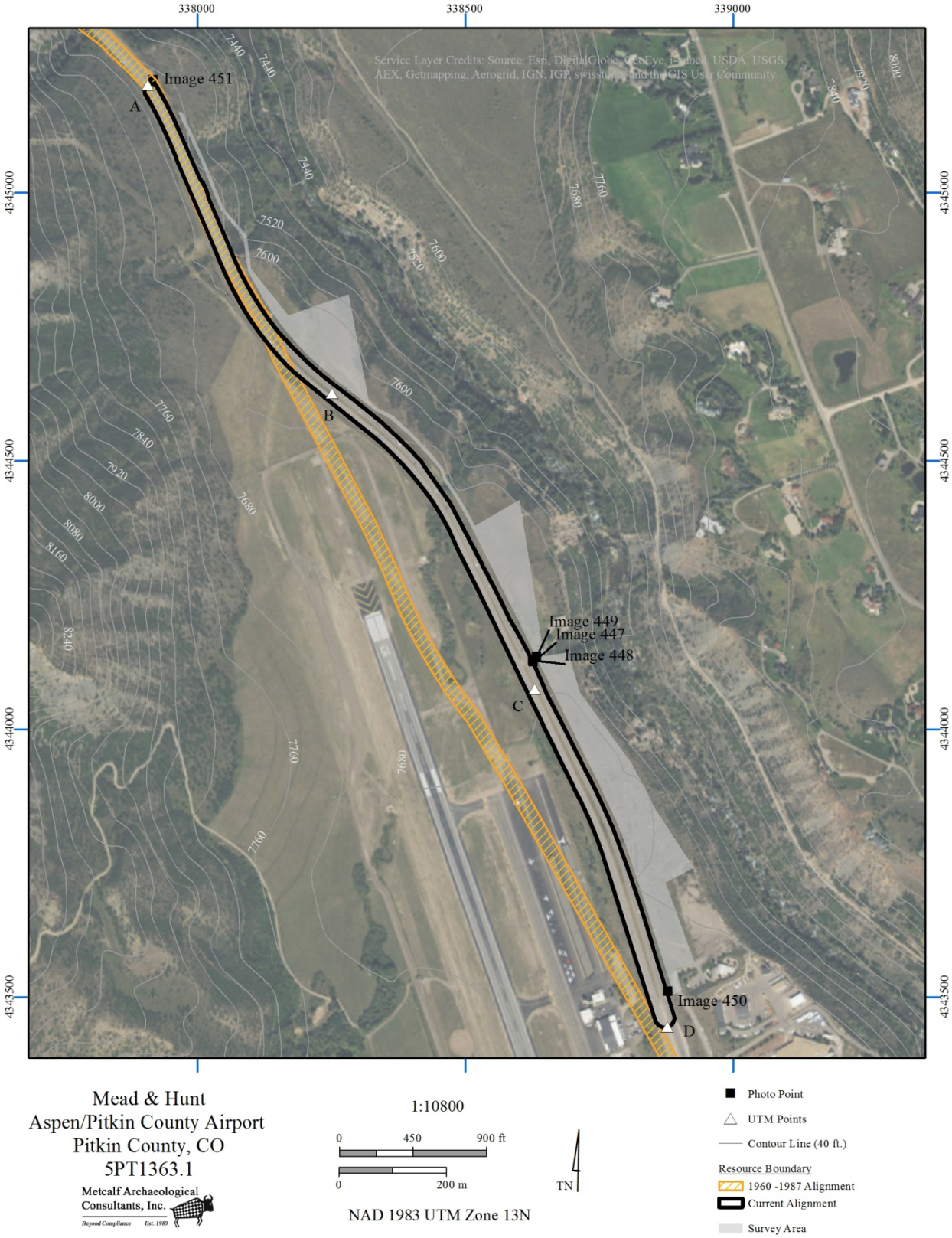
Resource Number: 5PT1363.1 **Temporary Resource Number**:

SITE PHOTOS

5PT1363.1: State Highway 82, view north/northwest from approximate southern end of recorded segment. Digital Photo Roll 16-057, Image 450. Photo taken 7/7/2016 by A. Nelson.

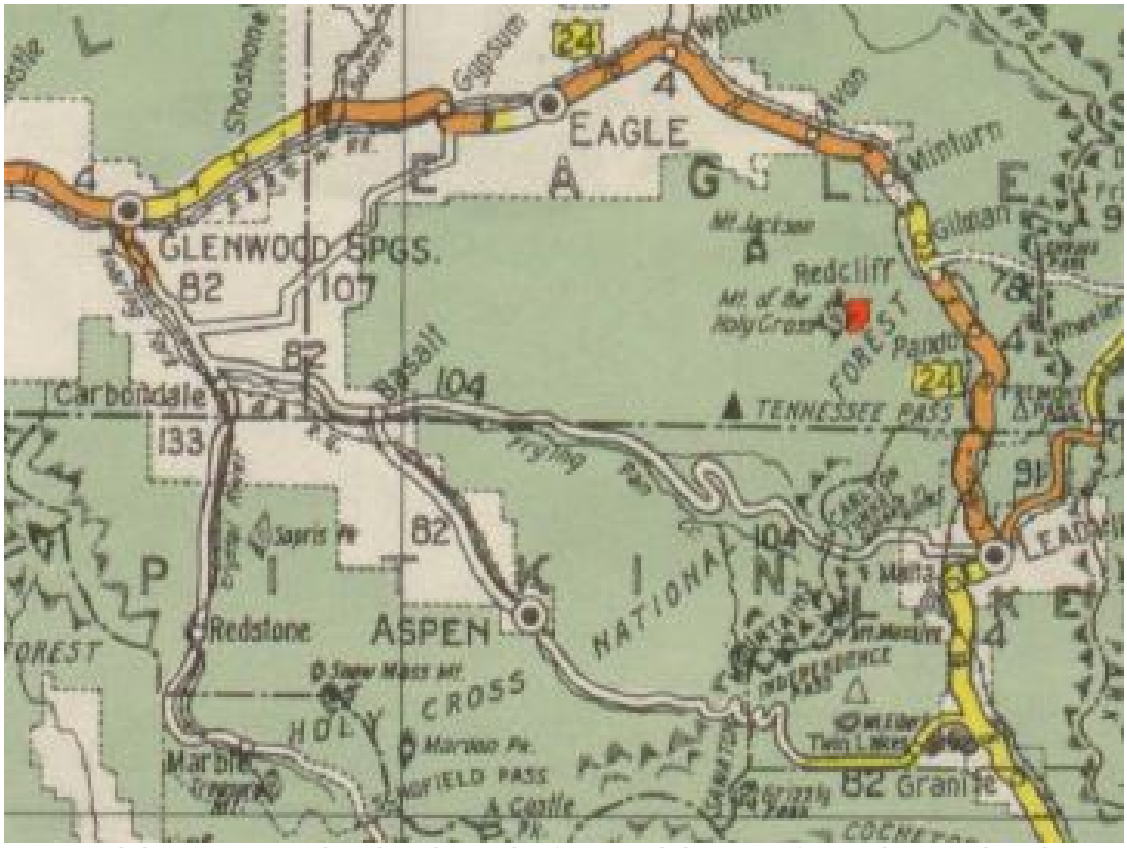
Resource Number: 5PT1363.1 **Temporary Resource Number**:

SITE SKETCH MAP



Resource Number: 5PT1363.1 **Temporary Resource Number**:

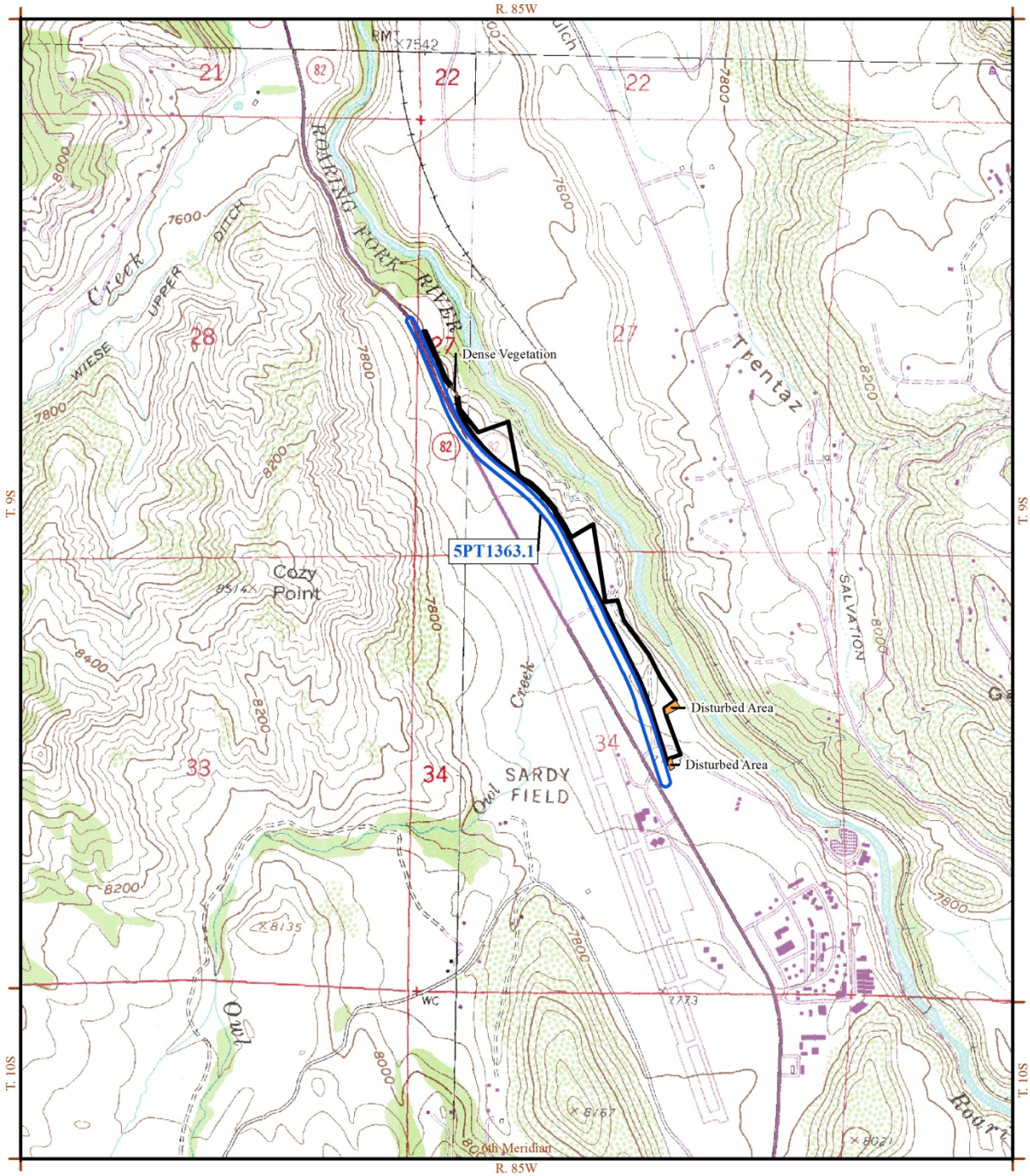
HISTORIC MAP



Colorado State Highways maps showing the path of State Highway 82 from Glenwood Springs travelling southeast through Aspen then east to Twin Lakes.

Resource Number: 5PT1363.1 **Temporary Resource Number**:

SITE LOCATION MAP



HISTORY Colorado

January 26, 2016

Kandice Krull
Environmental Protection Specialist
FAA-Denver Airport District Office
26805 E 68th Avenue, Suite 224
Denver, CO 80249-6361

Re: Scoping Meetings for Aspen/Pitkin County Airport Environmental Assessment (EA) for Airport Improvements (HC # 69520)

Dear Ms. Krull,

Our office received correspondence dated January 14, 2016 and received January 19, 2016 from Mead & Hunt for the above referenced public scoping meetings in Aspen and Snowmass, Colorado in February 2016. We appreciate the invitation, but will be unable to attend. In lieu of attendance, we offer the following comments:

Our office represents the State of Colorado consulting under Section 106 of the National Historic Preservation Act (Section 106) on potential effects to cultural resources eligible to the National Register of Historic Places (NRHP) from projects funded in whole or in part under the direct or indirect jurisdiction of a Federal agency (36 CFR 800.16 (7)). Federal involvement by the Federal Aviation Administration (FAA) indicates that this project will be subject to Section 106.

The proposed airport improvements may affect cultural resources. Once an area of potential effect is refined by the FAA, we recommend identification of cultural resources in order to comment on potential direct and indirect effects to cultural resources under Section 106. Early identification of cultural resources within the proposed project area can inform project planning, potentially avoiding or minimizing adverse impacts to resources eligible to the NRHP.

We appreciate the opportunity to provide comment at the public scoping meeting. If we may be of further assistance, please do not hesitate to contact Katie Arntzen, our Section 106 Compliance Manager, at (303) 866-4608 or katie.arntzen@state.co.us.

Sincerely,

for Steve Turner, AIA
State Historic Preservation Officer

cc:
Kate Andrus
Mead & Hunt
1743 Wazee Street, Suite 400
Denver, CO 80202