



**A CLASS III CULTURAL RESOURCE INVENTORY REPORT
FOR THE COLORADO DEPARTMENT OF TRANSPORTATION
I-70 TWIN TUNNELS ENVIRONMENTAL ASSESSMENT,
CLEAR CREEK COUNTY, COLORADO**

by

*Erik M. Gantt
Christian J. Zier
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Prepared for:

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Denver, Colorado**

Prepared by:

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**Colorado Department of Transportation
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*All Work Conducted under the Terms and Conditions of
State of Colorado Archaeological Permit No. 2011-44*

December 2011

ABSTRACT

At the request of the Colorado Department of Transportation (CDOT), Centennial Archaeology, Inc. conducted a Class III cultural resource inventory of the Interstate 70 Twin Tunnels (Idaho Springs to Floyd Hill) Project in Clear Creek County, Colorado. CDOT proposes to construct a new eastbound bore at the Twin Tunnels, and reconfigure eastbound curves and build an additional travel lane between the east Idaho Springs interchange (Milepost 241.1) and the base of Floyd Hill (Milepost 244.2, the 1-70/U.S. Highway 6 interchange). The Area of Potential Effect (APE) encompasses 337.52 acres of mixed public and private ownership, of which 170.29 acres was inventoried. Portions of the APE could not be surveyed due to uncooperative land owners or poor surface visibility resulting from inclement autumn weather. The previously surveyed I-70 right-of-way was also not resurveyed. Portions of seven properties within the APE, totaling 37.57 acres, are still in need of survey. Because of time constraints a phased approach to the cultural resources inventory for the Environmental Assessment is necessary.

Twenty-one sites were evaluated of which 20 represent the historic period, and one is multicomponent prehistoric/historic, although the historic component of this previously recorded site was found to be destroyed since the time of its previous recording. No isolated finds were recorded. The prehistoric component at the multicomponent site consists of Late Prehistoric period lithic and ceramic artifacts, which have been previously documented and test excavated. The remaining 20 historic period cultural resources consist of five mines or mine complexes, a series of terraces that are also probably mining-related, remnants of a mill, two segments of railroad grade (one including a bridge remnant), three highway segments, two highway bridges, a highway tunnel complex, a roadside restaurant which formerly included a gas station, a complex of structures that includes a Civilian Conservation Corps barracks, remnants of a power plant and flume, a residential complex, and a rock shelter with interior smoke blackening. The foundation and possible parking area that constituted the historic component at the multicomponent site no longer exist. The datable historic period sites represent the time span from the early to mid-1900s. However, the majority of mining-related sites are undated, and could range in age from the 1860s to as recently as the 1940s.

Sites 5CC389, 5CC427, 5CC1184, and 5CC1189.3 have been determined officially eligible for the NRHP. The NRHP-eligible determination for 5CC389 is based on the integrity of the prehistoric component; the historic component has been destroyed. It is recommended that this site be avoided, or excavated in the context of a site-specific treatment plan. Site 5CC427 is the Colorado Central Railroad, of which two segments were evaluated for this survey. These segments, 5CC427.1 and 5CC427.5, are assessed as lacking sufficient integrity to support the eligibility of the larger site. Site 5CC1184 is U.S. Highway 6, of which recorded segment 5CC1184.4 lacks sufficient historic integrity and is non-supporting of the entire resource. Site 5CC1189.3 is the Interstate 70 Twin Tunnel complex, which will be greatly altered by the proposed undertaking. U.S. Highway 6/40 (5CC2002) has not been evaluated in its entirety but is assumed to be NRHP-eligible. Recorded U.S. 6/40 segments 5CC2002.1 and 5CC2002.2 are non-supporting of the eligibility of the greater resource. Two bridges that served U.S. Highway

6/40 (5CC1078 and 5CC1081) were evaluated previously as stand-alone resources and were determined subsequently to be officially not eligible. That determination stands.

Site 5CC698, the Idaho Springs Work Center, has been determined officially not eligible for the NRHP, and previously recorded mine site 5CC1128 was originally assessed as not eligible, an evaluation that is supported by the current investigation.

Nine newly recorded sites, of which six are mines or mining-related, are evaluated as not eligible. These sites are 5CC1994 through 5CC2001 and 5CC2004. Non-mining sites in this group consist of the Seaton Mountain Electric Company power plant and flume (5CC1996); Kermitts Roadhouse (5CC1998); and the Bell property (5CC2000). These sites either do not meet NRHP criteria or lack sufficient integrity, and they are evaluated as not eligible. No further work is recommended at the non-eligible sites.

Site 5CC2003 is the rock shelter with smoke blackening. This site may possess buried cultural remains although test excavation would be required to facilitate an assessment of NRHP eligibility. The site is not threatened with impacts as a result of the proposed undertaking, and periodic monitoring is recommended to ensure that it is not damaged.

Site 5CC425, a historic structure foundation, is thought to occur within the APE, but right-of-entry to the property on which the site is located was not granted in time to allow for inclusion in the survey. An effort was also made to relocate 5CC426, a historic camp situated in a rock shelter, but the site was not found.

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Colorado Historical Society - Office of Archaeology and Historic Preservation
COLORADO CULTURAL RESOURCE SURVEY
 Cultural Resource Survey Management Information Form

I. PROJECT SIZE

Total federal acres in project	<u>4.60</u>	Total federal acres surveyed	<u>4.60</u>
Total state acres in project	<u>168.36</u>	Total state acres surveyed	<u>38.64</u>
Total private acres in project	<u>135.11</u>	Total private acres surveyed	<u>102.00</u>
Total other acres in project	<u>29.45</u>	Total other acres surveyed	<u>25.05</u>

II. PROJECT LOCATION

County:	<u>Clear Creek</u>							
USGS Quad Map:	<u>Squaw Pass, Colo. (1974)</u>							
Principal Meridian:	<u>6th</u>							
Township	<u>3S</u>	Range	<u>72W</u>	Section	<u>31</u>	<u>S</u>	<u>1/2</u>	
Township	<u>3S</u>	Range	<u>72W</u>	Section	<u>31</u>	<u>SE</u>	<u>1/4</u>	<u>NW</u> 1/4
Township	<u>3S</u>	Range	<u>72W</u>	Section	<u>31</u>	<u>SW</u>	<u>1/4</u>	<u>NE</u> 1/4
Township	<u>3S</u>	Range	<u>72W</u>	Section	<u>32</u>	<u>SW</u>	<u>1/4</u>	
Township	<u>3S</u>	Range	<u>72W</u>	Section	<u>32</u>	<u>N</u>	<u>1/2</u>	<u>SE</u> 1/4
Township	<u>3S</u>	Range	<u>72W</u>	Section	<u>32</u>	<u>S1/2</u>	<u>1/4</u>	<u>NE</u> 1/4
Township	<u>3S</u>	Range	<u>72W</u>	Section	<u>33</u>	<u>SW</u>	<u>1/4</u>	<u>NW</u> 1/4
Township	<u>3S</u>	Range	<u>72W</u>	Section	<u>33</u>	<u>S</u>	<u>1/2</u>	<u>1/4</u>
Township	<u>3S</u>	Range	<u>72W</u>	Section	<u>34</u>	<u>SW</u>	<u>1/4</u>	

III. SITES

Smithsonian Number	Resource Type				Eligibility					Management Recommendations						
	Prehistoric	Historical	Paleontological	Unknown	Eligible	Not Eligible	Need Data	Supporting	Non-Supporting	No Further Work	Preserve/Avoid	Monitor	Test	Excavate	Archival Research	Other
5CC389	X				X						X					
5CC427.1		X			X				X	X						
5CC427.5		X			X				X	X						
5CC698		X				X				X						
5CC1078		X				X				X						
5CC1081		X				X				X						
5CC1128		X				X				X						
5CC1184.4		X			X				X	X						
5CC1189.3		X			X											
5CC1994		X				X				X						
5CC1995		X				X				X						
5CC1996		X				X				X						
5CC1997		X				X				X						
5CC1998		X				X				X						
5CC1999		X				X				X						
5CC2000		X				X				X						
5CC2001		X				X				X						
5CC2002.1		X			X				X	X						
5CC2002.2		X			X				X	X						
5CC2003		X					X				X	X				
5CC2004		X				X				X						

INTRODUCTION

Project Description and Background

Interstate 70 is the only east-west interstate crossing Colorado and is the only continuous east-west highway in the study area. The corridor serves as the lifeblood of east-west travel in Colorado, providing for the movement of people, goods, and services across the state. It is a major corridor for access to many of Colorado's recreation and tourism destinations. In addition, it is a link in the national interstate highway system, the principal purposes of which are to connect major metropolitan areas and industrial centers by direct routes, and to provide a dependable highway network to serve in national emergencies. Existing transportation congestion along I-70 is degrading the accessibility of mountain travel for Colorado residents, tourists, and businesses. Congestion is impeding freight-related services and affecting the connectivity of intra- and interstate travel. Tight curves, steep grades, and outmoded interchanges and other safety issues present in various locations along the corridor contribute to a degradation of mobility. Travel demand in the corridor is projected to increase over the next 25 years and beyond. Congestion along I-70 is believed to be impeding economic growth in the corridor communities, which is highly reliant on weekend tourism.

The need to relieve this congestion is especially acute for extended weekend travelers seeking access between the Denver metropolitan area and U.S. Highway 40, as well as through the Eisenhower-Johnson Memorial Tunnels to the Western Slope. The need primarily results from the number of travelers bound for corridor destinations from the Denver metropolitan area and from out of state. Motor carriers, which provide freight services necessary to serve mountain residents, businesses, and visitors, as well as interstate commerce, also add to the I-70 traffic. Weekday commuting traffic into and within the western portions of the corridor is also becoming congested, particularly in previously more rural Eagle County. In contrast, the portion through Jefferson County is within the greater metropolitan Denver area, where congestion is an acknowledged circumstance (CDOT 2011).

As part of a long-term effort to alleviate congestion on I-70, the Colorado Department of Transportation (CDOT) intends to construct a new eastbound bore at the Twin Tunnels east of Idaho Springs, to reconfigure eastbound curves, and to add a travel lane between the east Idaho Springs interchange and the base of Floyd Hill. This work will occur along a 3.1-mile segment of I-70 between Mileposts 241.1 and 244.2 (Figures 1 and 2). At the request of CDOT, Centennial Archaeology, Inc. (Centennial) conducted a Class III cultural resource inventory of this segment. The inventory is mandated by the National Historic Preservation Act of 1966 (as amended) and is consistent with the terms of a project-specific Programmatic Agreement among CDOT, USDA Forest Service, USDOJ Bureau of Land Management, Advisory Council on Historic Preservation, and Colorado State Historic Preservation Office, dated 2008. The project location is shown in Figure 1.

The Area of Potential Effect (APE) for the Class III inventory was determined by CDOT in consultation with the Colorado Office of Archaeology and Historic Preservation, and was revised after a meeting among the consulting parties. The APE varies in width; the boundary in some places coincides with the current I-70 right-of-way edge on either side of the roadway,

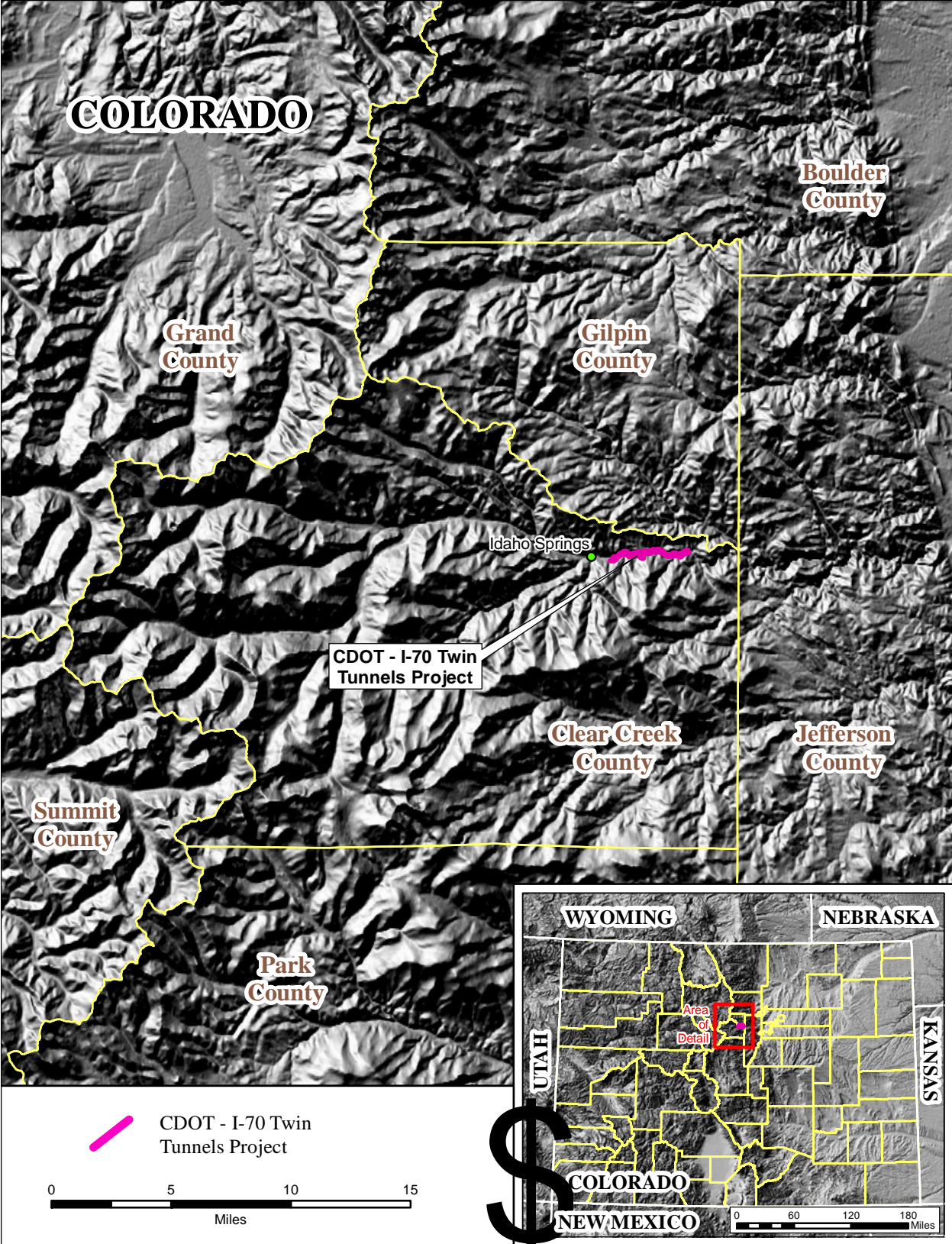


Figure 1. Overview map showing project location.

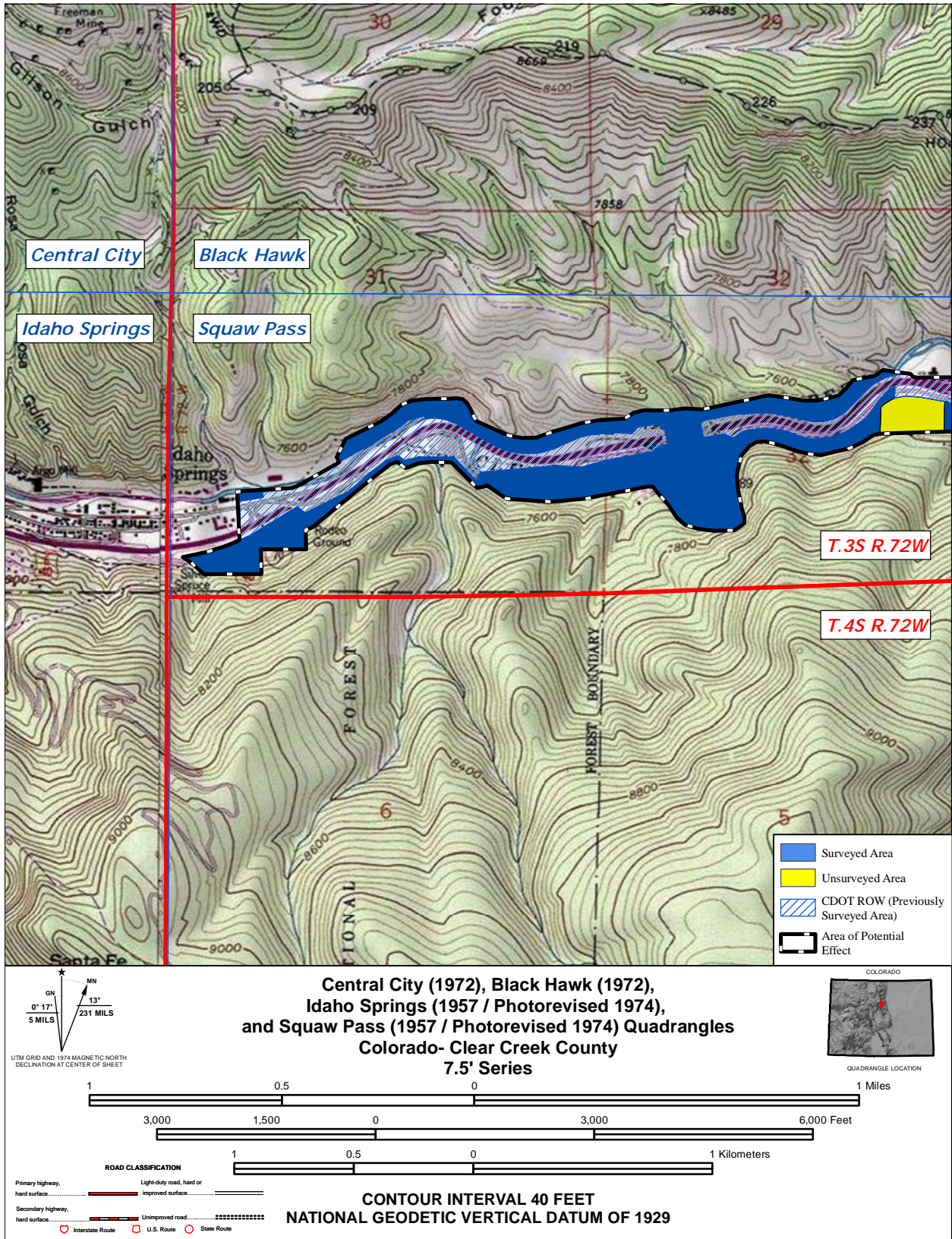


Figure 2 (Map 1 of 2). Map at 1:24,000 scale showing the Twin Tunnels project area along Interstate 70.

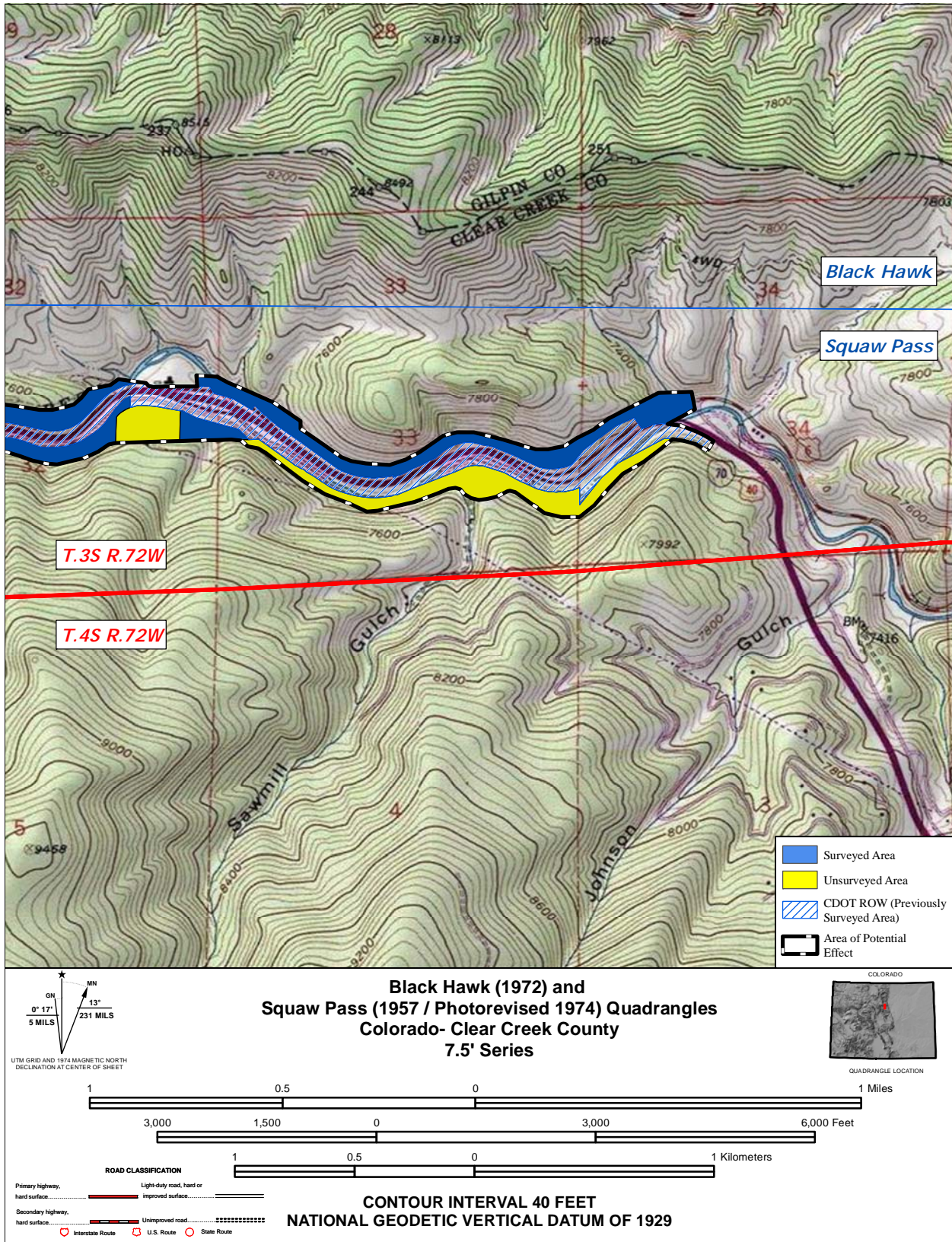


Figure 2 (Map 2 of 2). Map at 1:24,000 scale showing the Twin Tunnels project area along Interstate 70.

while in other places it expands to as much as 200 ft beyond the right-of-way edge. Encompassing 337.30 acres, the APE includes lands owned by the United States Forest Service (4.60 acres), CDOT (168.14 acres), Clear Creek County (15.07 acres), the City of Idaho Springs (12.65 acres), Central City (1.73 acres), and private entities including individuals (135.11 acres). The actual survey acreage was just 123.01. Access and weather constraints precluded survey of some areas, and the previously inventoried I-70 right-of-way was not resurveyed. The APE is shown in Figure 2.

The objectives of Centennial's work were as follows:

- Conduct Class I and Class III inventories of the I-70 Idaho Springs to Floyd Hill APE;
- Document all previously recorded and newly discovered prehistoric and historic cultural resources, with the exceptions of certain highway-related sites that have been exempted;
- Evaluate cultural resources according to the eligibility criteria of the National Register of Historic Places; and
- Produce a technical report describing the results of all investigations.

Administrative Information

Cultural resource investigations were conducted under the terms of Contract No. 10 HAA 00022 between Centennial Archaeology, Inc. and CDOT, and Task Order Letter No. 12 dated August 21, 2011. The project administrator and Centennial's primary contact at CDOT was Daniel A. Jepson, Senior Staff Archaeologist and Cultural Resource Section Manager in the CDOT Environmental Programs Branch. Christian J. Zier acted as Principal Investigator for Centennial while Erik M. Gantt served as Project Supervisor and sole field surveyor. Travis R. Bugg of Centennial was responsible for GIS tasks and computer graphics production. Denise Fallon Zier served as technical editor. The Class I file search was conducted on August 22, 2011, and the Class III field survey was undertaken intermittently between September 14 and November 11, 2011. All records generated in the course of the study are on permanent file at the Centennial office in Fort Collins, Colorado. No artifacts were collected during the survey.

ENVIRONMENTAL SETTING

The project is located in Clear Creek Canyon between the eastern side of Idaho Springs, Colorado and the western base of Floyd Hill. This area is east of the Continental Divide in the Front Range of the Rocky Mountains and lies within the Colorado Mineral Belt. The Colorado Mineral Belt extends from Ward and Nederland in the north to southwestern Colorado (Chronic 1980). Clear Creek Canyon is cut through mostly gneiss and schist, 1 to 1.75 billion years old. In the area of Idaho Springs, and throughout the Colorado Mineral Belt, the bedrock is crossed by numerous veins of quartz and other material containing gold, silver, lead, and zinc. Many mines are in deposits near volcanic intrusions that occurred during the Laramide Orogeny, 65 to 45 million years ago (Chronic 1980:87). Elevation within the project area ranges from 7224 ft at Clear Creek on the eastern end to 7776 ft on top of the Twin Tunnels east of Idaho Springs.

Clear Creek is the principal drainage of the canyon although numerous named and unnamed drainages feed the creek. The portion of the canyon that includes the project area is

within the Montane Ecosystem which is commonly populated with ponderosa pine, lodgepole pine, Douglas-fir, aspen, Rocky Mountain juniper, willow, mixed grasses, antelope bitterbrush, kinnikinnick, a variety of junipers, holly grape, currant, and sagebrush (Walsh Environmental 2008). Soils are generally thin but those on north-facing slopes retain more moisture and support denser stands of trees. More exposed slopes are generally grass-covered with sparse shrubs. Riparian plant species are found along the drainages.

The native fauna of the general project vicinity is rich and variable although development in the immediate area of the I-70 corridor along Clear Creek has almost certainly reduced species diversity and animal numbers. Large and medium-size mammals native to the area include elk, mule deer, bighorn sheep, coyote, gray wolf, red fox, mountain lion, bobcat, black bear, grizzly bear, wolverine, raccoon, marten, and badger. Of this group the gray wolf, grizzly bear, and wolverine have long been extirpated from the region. Bighorn sheep are frequently viewed along I-70, particularly in the stretch between Idaho Springs and Georgetown. Small mammals native to the area include striped and spotted skunk, longtail weasel, mink, mountain cottontail, jackrabbit, and an array of rodents such as porcupine, beaver, Abert's squirrel, golden-mantled ground squirrel, and various chipmunk, mouse, and vole species (Armstrong 1987; Burt and Grossenheider 1976).

Data collected over a 30-year span in Idaho Springs indicate that the climate is cool and wet, and is characterized by seasonal and diurnal extremes (Weatherbase 2011). The average annual temperature is 31° F. January, the coldest month, has an average high temperature of 24° F, while July, the warmest month, has an average high temperature of 64° F. In a typical year the temperature falls below freezing on 265 days; low temperatures below 0° F are common during the winter months. The average annual precipitation is 29.8 inches. Much of the precipitation is received in the form of snow – nearly 300 inches annually – between October and May. Summer thunderstorms, which peak in July and August, account for much of the remainder.

CULTURE-HISTORICAL CONTEXT

Prehistoric Narrative

The area encompassing the Colorado Front Range, Piedmont, and adjacent High Plains has been extensively researched for over 50 years. The information in this section is presented within the framework of the taxonomic scheme provided in the most recent prehistoric research context for the Platte River Basin (Gilmore et al. 1999). Four major stages of prehistoric occupation are discussed: Paleoindian, Archaic, Late Prehistoric, and Protohistoric; when appropriate, shorter duration taxa designated as periods are identified within the respective stages.

The Paleoindian stage as currently defined in the research context dates between 12,040 and 5740 B.C. and is divided into three major periods: Clovis (12,040 to 9750 B.C.), Folsom (11,340 to 8720 B.C.) and Plano or Late Paleoindian (10,850 to 5740 B.C.) (Chenault 1999a:3). A postulated pre-Clovis occupation of the New World continues to be discussed and debated (Kulisheck 1994; Straus 2000). The existence of such early occupation has not been

demonstrated on anything but a sporadic basis, and is not discussed further here. The temporally diagnostic projectile point styles of the Paleoindian stage are characterized as lanceolate in form, usually with evidence of exceptional flintknapping skill. The two earliest forms, from the Clovis and Folsom periods, generally exhibit longitudinal fluting flake scars.

Associated with a cooler and wetter late Pleistocene and early Holocene environment that was populated with numerous species of now-extinct megafauna such as mammoth, camel, horse, and sloth, the Paleoindian stage is distinct from subsequent stages of human occupation in the region. Excavations of Paleoindian sites suggest that humans adapted to the environment by emphasizing large game procurement when possible (Chenault 1999b:51). However, some studies indicate that Paleoindians also exploited small game, fish, and waterfowl, although on a much smaller scale than megafauna (Kuehn 1998). The final period of the Paleoindian stage, the Plano, witnessed the onset of essentially modern environmental conditions as the Pleistocene gave way to a warmer and drier climate. The process of megafaunal extinctions was complete by this time, and Paleoindians of the Plano period were exploiting animals similar to those of the present day in terms of size and morphology.

The Archaic stage dates between approximately 5500 B.C. and A.D. 150 (Chenault 1999a:3), and is further divided into Early (5500 to 3000 B.C.), Middle (3000 to 1000 B.C.), and Late (1000 B.C. to A.D. 150) periods. The Archaic stage witnessed a continuation of the band-level hunting and gathering tradition initiated in the Paleoindian stage. However, this taxon is marked by a more varied subsistence base, a large and diverse feature assemblage, and a range of morphologically disparate, primarily non-lanceolate, point styles. The beginning of the Archaic stage coincides roughly with the onset of the Altithermal climatic episode, a prolonged early Holocene period of general warming and drying in western North America (Frison 1991). Archaic stage people continued the shift from specialized big game hunting to exploitation of smaller animals and plant resources that had begun in the Plano period of the Paleoindian stage. Collected wild plant foods made up a significant portion of the human diet during the Archaic stage, and small mammals, reptiles, and even insects were utilized as well. Ground stone implements used to process floral material such as nuts, seeds, berries and fruits became common, and these implements were recovered in abundance from many Archaic sites. Stone boiling pits, storage cists, and architectural features such as basin houses are also associated with the Archaic period, and are likely the result of increasing population density and a general shift toward sedentism. Archaic projectile points are manifested in a range of large, side-notched, stemmed, tanged, and occasionally lanceolate forms which in general are not as well crafted as points of the preceding Paleoindian stage. Generally, although there are always exceptions, Early Archaic period points have a high, side-notched base, Middle Archaic period points have a stemmed and indented base, and Late Archaic dart points are corner-notched.

The Late Prehistoric stage in the South Platte River Basin spans the time from A.D. 150 to 1540 (Chenault 1999a:3) and is divided into the Early Ceramic period (A.D. 150 to 1150) and the Middle Ceramic period (A.D. 1150 to 1540). The beginning of the Late Prehistoric stage is synchronous with the introduction of the bow and arrow. Small corner- and side-notched projectile points are diagnostic of the Late Prehistoric stage, and are more prevalent in the archaeological record than ceramics in northeastern Colorado (Gilmore 1999:175). The Late Prehistoric stage corresponds temporally with what had traditionally been referred to as the Plains Woodland (or simply Woodland) and Central Plains (Plains Village tradition) periods or

traditions in eastern Colorado and throughout the Midwest and Great Plains (Gilmore 1999:175). Other elements that appear during this period are permanent and semi-permanent architecture, and at least minimal use of cultigens.

The Early Ceramic period is recognized as a transitional phase between the Archaic and the Late Prehistoric stages due to the continued use of large, corner-notched projectile points. Smaller points fashioned for the bow and arrow were used in conjunction with the larger points, as indicated by the fact that both types have been recovered from Early Ceramic components (Gilmore 1999:177). Material traits, and possibly certain economic patterns native to areas farther east, seem to have been adopted gradually by indigenous groups in eastern Colorado (Alexander et al. 1982:62-64). During the Middle Ceramic period, what is now eastern Colorado lay along the western margin of the vast geographical area encompassing cultures of the Plains Village tradition. However, there is no indication that Plains Village traits such as settled villages and maize-beans-squash horticulture extended into the foothills of northeastern Colorado, and it may be assumed that Middle Ceramic inhabitants of the project vicinity followed Archaic-like lifeways characterized by a hunter-gatherer economy.

The Protohistoric stage (A.D. 1540 to 1860) has also been referred to as the Late Ceramic period (Clark 1999:309). The Protohistoric stage begins at the time of Coronado's arrival in the American Southwest in 1540. Although there is no evidence that Coronado traveled through the Platte River Basin, trade goods associated with the expedition undoubtedly influenced early Protohistoric cultures. Over the next 300 years, traders and travelers were in contact with Native Americans of the area; in 1822, Mexico declared independence from Spain and opened the U.S. - Mexico border for trade. The final portion of the Protohistoric stage is marked by the discovery of gold at the confluence of the South Platte River and Cherry Creek in 1858 (the present site of Denver) (Clark 1999:309). The arrival of Europeans in the Americas, specifically Anglos from the east and Spaniards from the south, had created factional turmoil among many Indian groups, especially on the plains. These external pressures, in addition to the advent of the pan-tribal, horse-oriented culture created as a result of European contact, led to the accelerated decline of regional Indian cultures (Gunnerson 1987:97). Examination of archaeological, ethnohistoric, and linguistic data provides a fairly accurate picture of culture history during the Protohistoric stage in Colorado. Generally, the eastern foothills of the Rocky Mountains and the western half of Colorado were inhabited by the Utes. However, groups such as the Arapaho, Shoshones, and Comanches are known to have traveled through the mountains and valleys of the Platte Basin as well as the mountain valleys of North Park, Middle Park, and Estes Park.

Historic Narrative

Attraction to the area that is now Clear Creek County during the historic period began in January of 1859 when George Jackson discovered gold near the confluence of Chicago Creek and Clear Creek (Wright 1986). The earliest groups of miners began to arrive at Idahoe (now Idaho Springs) later in that same year. The town presently known as Idaho Springs has had numerous names including Jackson's Diggings, Sacramento City, Idahoe, Idaho, and Idaho City (Bright 1993:74). The Arapaho called the springs "edau hoe," which means "Gem of the Rockies," and is purportedly the reason the town was named Idahoe. However, the Kiowa-Apache referred to the Comanche tribe of eastern Colorado as *ídààhé*, which translates to "enemy" (Ellis 1951, cited in Bright 1993:74).

In April 1859 George Jackson left Golden with a party of 22 men and supplies and returned to the Idaho Springs area (Historical Society of Idaho Springs 1986). When they finally reached the confluence of Chicago Creek and Clear Creek they discovered \$1900 in gold during their first week of work. By June 1859 there were 400 people in the settlement and the first mining district in Colorado history had been established.

The Idaho Town Company was formed in June 1860 and in May 1861 the company defined the town boundaries (Wright 1986). At the beginning of November in 1861 the Colorado Territorial Legislature divided the territory into 17 counties and Idaho was named the seat of Clear Creek County. In September 1864 silver was discovered near Georgetown, which spawned a boom farther west in Clear Creek County (Historical Society of Idaho Springs 1986). The county seat was moved to Georgetown in May 1867 after it became the leading town in the county.

In general, the early years of mining focused on easily processed placer finds near the surface. Once those were expended hard-rock mining became the focus of the economy, but the ore was difficult to process and by the mid-1860s the Clear Creek area was in a depression (Historical Society of Idaho Springs 1986). The peak population of Idaho Springs in the 1860s was 12,000 people. The Argo-Newhouse Tunnel was built in the 1860s and brought ore from Central City to the Argo Mill in Idaho Springs (Aldrich 1984:26). The tunnel flooded in 1943, killing four or five people, and was subsequently closed (Gillette 1978:141). The Argo Mill is a popular tourist attraction today. Better refining methods were developed in the late 1860s and a silver boom occurred between the 1870s and 1890s. Mining continued with some technological improvements until the 1930s when people seeking alternative sources of income during the Great Depression caused another dramatic increase in activity. In fact, the number of active mines doubled in 1934 (Historical Society of Idaho Springs 1986). Placer mining also increased during the Depression years as the local population sought to generate income. Mining on a commercial scale was largely halted during World War II when a federal ban on non-essential mining was put into effect in order to focus extractive industries on production of raw materials needed for the war effort.

The Hot Springs at Soda Creek were historically important to the growth of Idaho Springs and the first business using the water was established in the 1860s. Both the Arapaho and Ute tribes utilized the hot springs prior to the erection of the mining settlements. A small bathhouse built at the springs in 1863 by Dr. E. S. Cummings was used until 1866, although the locality did not become a resort attraction until the 1870s (Aldrich 1984:26). The springs remain an important tourist attraction in the modern era.

Railroad service from Golden to Idaho Springs by the Colorado Central Railroad began in 1877 (Gillette 1978:61; Historical Society of Idaho Springs 1986). This bolstered the local mining economy through lowered transportation costs and increased tourism. However, the railroad experienced continual financial problems and was effectively taken over by the Union Pacific in 1879. The rail line was eventually bought by the Colorado & Southern Railroad which operated until 1941 (Gillette 1978). Today small sections of the line are used for scenic tourist trains.

To the southeast of Idaho Springs within the project area, an ore mill utilizing a reverberatory furnace was operated in Masonville from 1870 to 1871 and was reopened briefly in 1873 (Frost 1880:342). The manager was ill-experienced, accounting for the short lifespan of the mill. Based on General Land Office maps the town or camp of Masonville was established by at least 1867.

In the 1910s the beginnings of the Floyd Hill Road took shape, with the state taking over after one mile of construction and completing a passable automobile road (Gillette 1978:165). This route later became a portion of both U.S. Highways 6 and 40. The road that allowed travel from Idaho Springs to Floyd Hill was completed in 1927. By the late 1920s the popularity of the automobile and improved roads were beginning to affect the economic viability of the railroad up Clear Creek Canyon (Gillette 1978:59). A portion of the road was rebuilt as U.S. 40 between 1936 and 1938 and the road was again refurbished when U.S. 6 was built up Clear Creek Canyon in the 1940s (Historical Society of Idaho Springs 1986). Interstate 70, built between 1958 and 1967, subsumed both U.S. 6 and U.S. 40 in the project area. The segment of I-70 between Floyd Hill and Idaho Springs was the first to be built in the Colorado mountains. In 1956 the Colorado Department of Highways began upgrading the road to four lanes through Clear Creek Canyon, which included boring of the Twin Tunnels (site 5CC1189.3) east of Idaho Springs (ACRE 2002:7-10 - 7-11). This six-mile section was completed in 1961. The Eisenhower Tunnel was dedicated on March 15, 1973, although construction of the interstate in Colorado continued until 1992 when the section through Glenwood Canyon was completed (Gillette 1978:200).

With the advent of I-70, Clear Creek County towns like Idaho Springs and Georgetown became viable bedroom communities for Denver. Today the area depends largely on tourism, both directly in the local towns and from people traveling back and forth between the cities of the Front Range and the resort communities in the mountains.

CLASS I FILE SEARCH

The proposed project area encompasses parts of Sections 31, 32, 33, and 34, Township 3 South – Range 72 West, of the 6th Principal Meridian. Centennial Archaeology, Inc. conducted a file search through the Colorado Office of Archaeology and Historical Preservation (OAHP) Compass online database on August 22, 2011 for the proposed highway corridor project. This database provides records of archaeological investigations that have been conducted and cultural resources (prehistoric and historic archaeological sites) that have been recorded previously in the project area. Included are records of National Register of Historic Places (NRHP) properties. At the same time a GIS database search was conducted to identify investigations that have been carried out previously and cultural resources that have been recorded within one mile of the area of potential effect (APE). Centennial also reviewed historic General Land Office (GLO) records to determine if vestiges of trails, transportation routes, homesteads, or other resources may be present in the project area. Research was conducted at the Assessor's Office and Clerk and Recorder's Office in Clear Creek County to obtain information about dates of construction and ownership history for standing structures within the project area.

Class I research revealed that 12 prior investigations have been undertaken and that one National Register District (the Idaho Springs Commercial District – 5CC201), 47 sites, and 11

isolated finds (IFs) have been recorded previously within one mile of the APE. Seven previous cultural resource surveys have resulted in documentation of 11 sites and one isolated find within the APE. This information is summarized in Tables 1 and 2. All of the previous investigations are related to highway and bridge replacement or maintenance projects. Most of the Twin Tunnels project area had been surveyed prior to the current Class III investigation. Site density has been shown to be high in the previously surveyed areas largely due to mining activity and the historic nature of the highway and its bridges. Both prehistoric and historic sites were encountered in the records search, although far more historic sites have been identified in the area researched. The 1867 GLO plat map of T3S – R72W indicates the presence of a wagon road on the south side of Clear Creek which appears to be the current route of Clear Creek County Road 314 (East Idaho Springs Road). According to the 1867 map, in the southwest quarter of Section 32 in T3S – R72W there was a small town or village named Masonville near the western terminus of the wagon road.

Ten of the 11 previously documented sites within the APE exhibit only a historic component while one site has both historic and prehistoric components. The previously recorded sites include the I-70 Twin Tunnels (5CC1189.3), a segment of U.S. Highway 6 (5CC1184.1), two highway bridges over Clear Creek (5CC1078 and 5CC1081), two segments of the Colorado Central Railroad (5CC427.1 and 5CC427.5), a historic period camp in a rock shelter (5CC426), a historic period foundation with associated trash scatter (5CC425), the Idaho Springs Work Center (5CC698), a historic foundation within a prehistoric open camp (5CC389), and a historic mine complex (5CC1128). The sole IF previously identified within the APE (5CC424) is a single piece of prehistoric flaking debris. Site 5CC389 has been determined officially eligible for the NRHP, and both 5CC427.1 and 5CC1189.3 are listed in the file search as officially supporting segments of NRHP-eligible linear sites. Site 5CC1128, a mine complex previously assessed as not eligible for the NRHP, was also found to intrude into the APE although this detail was not indicated in the OAHSP spatial data obtained for the file search. Seven sites have been determined officially not eligible for inclusion on the NRHP, and one is field not eligible.

Although mining and industrial resources occur within the APE that may be functionally related, these properties are mainly remnants and do not convey a visual sense of an overall historic mining and industrial environment. For these reasons there is no district potential for the individual residential, mining, or industrial properties identified within the current APE. District potential may exist for a larger area that extends outside the immediate APE; assessing the feasibility of such a district would require additional documentation beyond the scope of the present evaluation effort. Based on the extensive and significant history of placer and hard rock mining in the area, the potential exists for a broader cultural landscape related to mining in the Idaho Springs area. A mining landscape would certainly extend outside the APE for this project and would require additional documentation that is beyond the scope of the current evaluation effort.

Table 1**Class I File Search Data: Previously Conducted Projects
within the APE of the Proposed I-70 Twin Tunnels Project**

OAH Survey ID and Year	Project Name	Survey Type	Survey Class
CC.CH.R9 2004	Historical Resources and Bridges Reconnaissance Survey for the Proposed Drainage Improvement Project, Colorado Boulevard (I-70K) in Idaho Springs (CDOT Project NH 0404-039)	Linear	Unknown
CC.CH.NR2 1986	Archaeological Clearance for Project IR 70-3(161), E. of Idaho Springs East, Clear Creek County Archaeological Clearance for PROJECT IR 70-3(159), Lawson - East, Clear Creek County Archaeological Clearance for Project IR 70-3(160), Floyd Hill - West, Clear Creek County	Block	Unknown
CC.CH.R13 2005	An Intensive Cultural Resources Inventory of Two Bicycle and Pedestrian Bridge Locations on Clear Creek EAST OF IDAHO SPRINGS, CLEAR CREEK COUNTY, COLORADO (STE M660-003)	Block	Class III
CC.CH.NR4 1987	Archaeological Survey of State Highway 70 along Clear Creek in the Twin Tunnels Area, Clear Creek County (IR 70-3 (154))	Linear	Unknown
CC.CH.R3 1990	Cultural Resource Survey of the Twin Tunnels - East Project and Archaeological Testing of Site 5CC.389, Clear Creek County, Colorado (IR-70-3 (154))	Linear	Unknown
MC.CH.R116 2002	Gaming Area Access EIS: Results of Intensive Cultural Resource Inventories in Jefferson, Clear Creek and Gilpin Counties, Colorado (NO. 22233015.00007) (Addendum) Addendum Report/Determination of Eligibility and Effects, Colorado Department of Transportation Project STA 119A-044, Gaming Area EIS; Floyd Hill Depot Site (5CC259), Clear Creek County	Linear	Class III
MC.CH.R103 2000	An Intensive Cultural Resource Inventory of the Proposed Black Hawk Tunnel, Clear Creek and Gilpin Counties, Colorado	Block	Class III

Table 2

**Class I File Search Data: Previously Recorded Cultural Resources
within the APE of the Proposed I-70 Twin Tunnels Project**

Site No. Name	Site Type	Site Age	NRHP Eligibility Assessment*	USGS 7.5' Quadrangle	General Location
5CC389	Historic Foundation and Prehistoric Open Camp	Historic and Prehistoric	OE	Squaw Pass	Section 32, T3S-R72W
5CC424	Prehistoric IF	Prehistoric	NAG	Squaw Pass	Section 32, T3S-R72W
5CC425	Historic Foundation and Trash	Historic	ONE	Squaw Pass	Section 33, T3S-R72W
5CC426	Historic Camp in Rock Shelter	Historic	ONE	Squaw Pass	Section 33, T3S-R72W
5CC427.1 Colorado Central Railroad	Railroad Segment	Historic	OE	Squaw Pass	Sections 33, 34, T3S-R72W
5CC427.5 Colorado Central Railroad	Railroad Segment	Historic	ONE	Squaw Pass	Section 31, T3S-R72W
5CC698 Idaho Springs Work Center	Civilian Conservation Corps Work Center	Historic	ONE	Squaw Pass	Section 31, T3S-R72W
5CC1078 Clear Creek Bridge F-15-D	Highway Bridge	Historic	ONE	Squaw Pass	Section 33, T3S-R72W
5CC1081 Clear Creek Bridge CLR314-W0.7	Highway Bridge	Historic	ONE	Squaw Pass	Section 32, T3S-R72W
5CC1184.1 U.S. Highway 6	Highway Segment	Historic	ONE	Squaw Pass	Section 34, T3S-R72W
5CC1189.3 Twin Tunnels - Interstate 70	Highway Tunnel	Historic	OE	Squaw Pass	Section 32, T3S-R72W
5CC1128	Mine Complex	Historic	FNE	Squaw Pass	Section 34, T3S-R72W

* OE - Officially Eligible; ONE - Officially Not Eligible; FNE – Field Not Eligible; NAG - No Assessment Given

CRITERIA FOR SIGNIFICANCE EVALUATION

Cultural resources are regarded as significant if they meet the criteria of the National Register of Historic Places (NRHP). NRHP eligibility criteria are enumerated in 36 CFR 60 and are described as follows:

The quality of significance in American history, architecture, archaeology, and culture is present in districts, sites, buildings, structures, and objects that possess integrity of location, design, setting, materials, workmanship, feeling, and association, and:

- a. that are associated with events that have made a significant contribution to the broad patterns of our history; or,
- b. that are associated with the lives of persons significant in our past; or,
- c. that embody the distinctive characteristics of a type, period, or method of construction, or that represent the work of a master, or that possess high artistic values, or that represent a significant and distinguishable entity whose components may lack individual distinction; or,
- d. that have yielded, or may be likely to yield, information important in prehistory or history.

To qualify for NRHP eligibility, a property must meet two separate types of requirements. It must exhibit integrity of location, design, setting, materials, workmanship, feeling, or association; and, it must meet one or more of the four additional criteria. The National Historic Preservation Act (NHPA) makes clear that a site need not be of national historic significance to be considered eligible; sites of local, state, and regional importance may also be listed, and thus are significant in the legal sense. The phrasing of NHPA is critical with respect to actual management of cultural resources. A site does not have to be included in the NRHP to receive protection under the law, but must simply meet the requirements of eligibility. Segments of linear resources are evaluated under the NRHP criteria as supporting or not supporting the eligibility of the resource as a whole.

In order to bring the NRHP evaluation process into better focus the Colorado Council of Professional Archaeologists, CDOT, and Colorado OAHF have produced a series of prehistoric and historic contexts. These documents identify pertinent research themes and attendant deficiencies in current prehistoric and historic cultural databases. Sites that have the potential to yield information important to one or more research themes, and that exhibit physical integrity are most likely to be judged eligible for the NRHP. The principal research contexts that apply to the current project are *Colorado Prehistory: A Context for the Platte River Basin* (Gilmore et al. 1999); *Colorado History: A Context for Historical Archaeology* (Church et al. 2007); *Highways to the Sky: A Context and History of Colorado's Highway System* (ACRE 2002); *Spanning Generations: The Historic Bridges of Colorado* (Litvak 2004); and *Railroads in Colorado, 1858-1948: Multiple Property Listing* (FRASERdesign 1997), Mining Industry in Colorado National Register of Historic Places Multiple Property Documentation Form (Fell and Twitty 2008), Highway Bridges in Colorado National Register of Historic Places Multiple Property

Documentation Form (Fraser 2000a), and Colorado State Highways and Roads National Register of Historic Places Multiple Property Documentation Form (Autobee and Dobson-Brown 2003). Also of relevance is National Register Bulletin 42, *Guidelines for Identifying, Evaluating, and Registering Historic Mining Sites* (Noble and Spude 1997).

FIELD AND LABORATORY METHODS

Site and Isolated Find Definitions

For this inventory a site is defined as any occurrence of five or more items resulting from human activity, for example, prehistoric or historic artifacts. Individual features are also regarded as sites regardless of whether artifacts or other remnants of cultural activity occur in association; examples are rock features, bridges or bridge remnants, ditches, railroads, and residential and non-residential structures. Up to four artifacts are generally recorded as isolated finds (IFs), although an individual artifact or occurrence of fire-altered rock may be recorded as a site if the context of the material suggests a high likelihood for additional buried remains. Concentrations of historic artifacts may be recorded as IFs if the pieces are fragments of a single artifact or if a collection of varied materials appears to represent a discrete dumping event. All cultural remains older than 50 years were documented when encountered in the field.

Survey Methods

The APE was subjected to initial visual inspection by a single archaeologist in order to determine areas that required pedestrian survey. Once those areas were defined the archaeologist conducted the inventory by walking parallel, back-and-forth transects spaced no more than 15 m apart. The APE boundaries and the boundaries of all previously unsurveyed areas were uploaded to a hand-held GPS unit using shapefiles provided by CDOT. These shapefiles were then used to guide the surveyor. GPS track logs were recorded for all survey transects.

Sites were recorded on standard Colorado OAHP Cultural Resources Survey Forms. GPS coordinates were obtained for site locations, including all intrasite features, and track logs were recorded for site boundaries. Digital photographs were taken that include general overviews as well as individual features. No artifacts were collected during the course of the project. Following the survey, site-specific archival research was undertaken which focused on County Clerk and Recorder and County Assessor's records, as well as General Land Office (GLO) patent information provided by the BLM Colorado State Office.

As noted above, 11 previously recorded sites are located within the project corridor. These sites are summarized in Table 2. Five of the previously recorded sites were physically revisited and reevaluated for NRHP eligibility. The exceptions include two bridges (5CC1078 and 5CC1081), which were determined officially not eligible as part of CDOT's 2000 Statewide Historic Bridge Inventory and do not require reevaluation per the terms of the May 2010 Section 106 Programmatic Agreement among FHWA, ACHP, SHPO, and CDOT. Brief descriptions of the bridges are provided in this report since the sites are within the current APE. A segment of U.S Highway 6 (5CC1184.1), which lies partially within the APE, is officially not eligible for

the NRHP. The entire segment was not reevaluated but a smaller section of this resource was evaluated under the site number 5CC1184.4. Site 5CC1189.3, the I-70 Twin Tunnels complex, is eligible for the NRHP and also appears on FHWA's *Final List of Nationally and Exceptionally Significant Features of the Federal Interstate Highway System*. The tunnel complex was evaluated on a Cultural Resource Re-Visitation Form in order to document the property boundary. The Advisory Council on Historic Preservation's *Exemption Regarding Historic Preservation Review Process for Effects to the Interstate Highway System* exempts the Interstate Highway System from Section 106 review, except with regard to certain individual elements or structures. Because of this exemption most of Interstate 70 and its individual features were not evaluated during this inventory. Site 5CC1189.3 is the only portion of Interstate 70 that was documented during this inventory because it was identified as one of the important individual elements on Interstate 70 and, therefore, is subject to Section 106 review. Attempts were made to relocate isolated find 5CC424 and site 5CC426, but these efforts were unsuccessful.

Right-of-entry was not granted to all areas within the APE before the completion of this report. Portions of seven properties totaling 37.57 acres remain unsurveyed for cultural resources. Site 5CC425, a historic foundation that will need to be reevaluated, is located on one of these properties.

CLASS III INVENTORY RESULTS

During the course of the inventory 21 cultural resources were recorded, consisting of 20 sites from the historic period and one formerly multicomponent prehistoric/historic site of which only the prehistoric component remains. Eight of these sites were previously recorded, one is a new segment within a previously recorded highway segment, and 12 of the sites are newly recorded. Intensive reconnaissance of the hillside in the reported location of 5CC426 (Hand and Pearce 1990) resulted in the recording of site 5CC2004, found in the immediate vicinity. No isolated finds were recorded. All cultural resource information is summarized in Table 3; detailed site descriptions are provided below. I-70 mileposts associated with these sites are listed in Table 4.

Site 5CC389

Setting: The prehistoric component of this site is located on the remnant of a terrace between Clear Creek and an unnamed intermittent tributary (Figure 3). The unnamed drainage now forms the northern boundary of the site and Clear Creek lies 30 m to the east. More than 1 m of colluvial and alluvial deposition characterized by gravelly, dark gray sandy loam was encountered during a 1989 test excavation. The terrace is situated at the base of a large ridge system. Riparian vegetation borders the site to the north where the historic foundation was located. Vegetation within the intact portion of the site includes dense mixed grasses, a variety of forbs, mountain mahogany, rabbitbrush, juniper and willow trees, prickly pear,

**Table 3
Cultural Resources Identified in the Area of Potential Effect**

Permanent Number	Temporary Number	Prehistoric/ Historic	Brief Description	Legal Location, 6th Principal Meridian (Township, Range, Section)	NRHP Eligibility*
5CC427.1	N/A	Historic	Colorado Central Railroad Segment	3S, 72W, 33 and 34	OE, NS
5CC427.5	N/A	Historic	Colorado Central Railroad Segment and Bridge	3S, 72W, 31	OE, NS
5CC698	N/A	Historic	Idaho Springs Work Center	3S, 72W, 31	ONE
5CC1078	N/A	Historic	Clear Creek Bridge F-15-D	3S, 72W, 33	ONE
5CC1081	N/A	Historic	Clear Creek Bridge CLR314-W0.7	3S, 72W, 32	ONE
5CC1128	N/A	Historic	Mine Complex	3S, 72W, 34	FNE
5CC1184.4	CA-4791	Historic	U.S. Highway 6 Segment	3S, 72W, 34	OE, NS
5CC1189.3	N/A	Historic	Interstate 70 Twin Tunnels	3S, 72W, 32	OE
5CC1994	CA-4785	Historic	Mine Complex	3S, 72W, 31	FNE
5CC1995	CA-4786	Historic	Mine Complex	3S, 72W, 31	FNE
5CC1996	CA-4787	Historic	Seaton Mountain Electric Company Power Plant and Flume	3S, 72W, 32	FNE
5CC1997	CA-4788	Historic	Mine	3S, 72W, 31	FNE
5CC1998	CA-4790	Historic	Kermitts Roadhouse/ The Tunnel Inn Service Station and Lunch Room	3S, 72W, 34	FNE
5CC1999	CA-4793	Historic	Terraces	3S, 72W, 32	FNE
5CC2000	CA-4794	Historic	Bell Property	3S, 72W, 31	FNE
5CC2001	CA-4795	Historic	Silver Spruce Mill	3S, 72W, 32	FNE
5CC2002.1	CA-4789	Historic	U.S. Highway 6/40 Segment	3S, 72W, 32	FE, NS
5CC2002.2	CA-4792	Historic	U.S. Highway 6/40 Segment	3S, 72W, 32 and 33	FE, NS
5CC2004	CA-4797	Historic	Mine Complex	3S, 72W, 33	FNE

* National Register of Historic Places eligibility status:

- FND = Field Needs Data
- FNE = Field Not Eligible
- FE = Field Eligible
- NS = Non-supporting
- OE = Officially Eligible
- ONE = Officially Not Eligible

Table 4
Cultural Resource CDOT Milepost Information

Permanent Number	Site Name	Interstate 70 Mile Marker(s)
5CC427.1	Colorado Central Railroad Segment	West end – 243.44; East end – 244.04
5CC427.5	Colorado Central Railroad Segment and Bridge	West end – 241.33; East end – 241.37
5CC698	Idaho Springs Work Center	241.20
5CC1128	None	244.31
5CC1078	Clear Creek Bridge F-15-D	243.01
5CC1081	Clear Creek Bridge CLR314-W0.7	242.34
5CC1184.4	U.S. Highway 6 Segment	West end – 244.26; East end – 244.35
5CC1189.3	Interstate 70 Twin Tunnels	West end - 242.23; East end - 242.35
5CC1994	None	241.42
5CC1995	None	241.37
5CC1996	Seaton Mountain Electric Company Power Plant and Flume	West end – 242.15; East end – 242.27
5CC1997	None	241.58
5CC1998	Kermitts Roadhouse/ The Tunnel Inn Service Station and Lunch Room	244.32
5CC1999	None	242.28
5CC2000	Bell Property	242.95
5CC2001	Silver Spruce Mill	240.92
5CC2002.1	U.S. Highway 6/40 Segment	West end – 242.20; East end – 242.81
5CC2002.2	U.S. Highway 6/40 Segment	West end – 242.98; East end – 243.08
5CC2004	None	243.94

and barrel cactus. Ground visibility is poor because of the thick vegetation. The elevation is 7365 ft.

Description: Site 5CC389 was originally recorded in 1988 by CDOT, and test excavation was conducted in order to investigate the prehistoric component in 1989 (Gilmore and Hand 1989). The site was subsequently reevaluated in 1999 by Centennial Archaeology, Inc. In 1988 both prehistoric artifacts and a historic foundation and possible parking area were recorded. The site measured 57.5 m (N/S) x 17 m (E/W) with an area of 977.5 m². At the time of the original inventory three flakes and a fragment of a projectile point or drill were found on the surface. Test excavation produced 62 lithic artifacts, one cord-marked ceramic sherd, and nearly 200 bone fragments (Gilmore and Hand 1989). Projectile point styles and the sherd suggested a Late Prehistoric occupation of the site, which was supported by a radiocarbon date of 1600 B.P. The intact Late Prehistoric component appeared to be about 50 cm below the surface. Artifacts found below the Late Prehistoric horizon were thought to be Middle or Late Archaic in age. No changes to the site description were made in 1999.

During the current inventory one Kremmling chert biface thinning flake was recorded; the location of the datum and areas where test excavations were conducted more than two decades ago could not be identified. Sometime since then, possibly in conjunction with the

Redacted to protect archaeological site location(s).

construction of the Central City Parkway in 2003 or 2004, the north bank of Clear Creek was reinforced with large rock rip-rap. The rip-rap has either buried or destroyed the northern portion of the site, which is where the historic foundation and possible parking area were located. The site is now limited to the prehistoric component, which measures 29 m (NE/SW) x 19 m (NW/SE) with an area of 344 m² (Figure 3). The terrace remnant south of the unnamed drainage has not been impacted by construction since the original recording in 1988 and it is probable that more remains of the prehistoric occupation of the site are buried in the sediments.

Evaluation and Management Recommendation: The site was determined to be officially eligible for inclusion on the NRHP on October 12, 1990, based on the integrity of the prehistoric component and its potential to contribute to our knowledge of the prehistory of the area (Criterion D). The historic component has since been destroyed or buried under large rocks used to prevent erosion by Clear Creek. The foundation and possible parking area that constituted the historic component did not support the eligibility of the site and their loss does not affect the integrity of the prehistoric component. Nothing observed during the current inventory contradicts the official determination of eligibility, and the site is assessed as eligible for the NRHP. Although the landscape of the area around the site has been heavily modified by the construction of I-70 and the Central City Parkway, the prehistoric potential of the site remains intact. It is recommended that impacts to the site be avoided. If avoidance is not possible, mitigative excavation should be conducted in the context of a formal treatment plan.

Site 5CC427 – Colorado Central Railroad

Archival Information: The origin of the Colorado Central Railroad (CC) lies in an earlier wagon road. In 1861 William A. H. Loveland and other Golden and Denver businessmen formed the Apex & Gregory Wagon Road Company. The company hired Swiss engineer Edward L. Berthoud to explore the Front Range for a suitable overland mail stage route through the Rocky Mountains (Morgan 1974). Berthoud, with assistance from famed mountain man Jim Bridger, eventually decided that Clear Creek Canyon and the pass that now bears Berthoud's name would provide the most desirable route. The route was ultimately rejected by the Apex & Gregory Company but Loveland remained intrigued with the idea. Loveland and his associates formed the Clear Creek and Guy Gulch Wagon Road Company in 1862 with hopes of using Berthoud's route to haul ore out of Gilpin County (Morgan 1974). In 1865 Loveland incorporated the Colorado & Clear Creek Railroad Company (C&CC) which was designed to utilize the route of the wagon road. Much of the work to build a railroad had been accomplished by construction of the wagon road, and the time was approaching for the transcontinental railroad to select its route. The C&CC was originally marketed as a transcontinental railroad route through the Rockies, but ultimately the gentler "gang plank" route into the Laramie Mountains in southern Wyoming was selected by the Union Pacific Railroad (UP) (Morgan 1974). However, although the UP did not choose the C&CC route as part of the transcontinental line in 1866, it did offer materials and supplies to support construction of the railroad up Clear Creek Canyon (Morgan 1974). The C&CC changed its name to the Colorado Central Railroad (CC) in 1869 with Henry M. Teller as the first president.

The first track of the railroad that became the CC was laid in Golden in 1868, making it the first railroad initiated from within the state of Colorado (Jessen 1982; Morgan 1974). The initial trackage was standard gauge (4 ft 8.5 in between rails) and connected Golden to the Denver Pacific track just north of Denver in August 1870. The first CC train operated on September 23 of that year (LeMassena 1984; Robertson 1991:87). It took some time to build the railroad west, with the eventual goal being Central City. Standard gauge track was planned for the western expansion of the line even though Berthoud had suggested the use of narrow gauge track (3 ft between rails). After assessing the tight curves and steep grades necessary for the railroad to reach its goal, narrow gauge was selected for the line. By January 1871 only six miles of bed had been graded up Clear Creek Canyon. The railroad experienced financial problems along with declining interest and support from the UP. After securing funding from Gilpin and Clear Creek counties the CC was completed to Black Hawk in December of 1872.

The CC reached Idaho Springs in 1877, which provided a boost to the local economy by lowering transportation costs (Gillette 1978:61; Historical Society of Idaho Springs 1986). Still, the railroad struggled financially and was leased to the UP in 1879 (Morgan 1974). The UP bought the narrow gauge line in 1880 but did not have much success with it. The standard gauge track from Denver to Golden was removed in 1888 and in 1889 the line was merged with seven UP subsidiaries to form the Denver, South Park & Pacific, which folded in 1899 (LeMassena 1984). Service on the railroad, which was by then part of the Colorado & Southern, was discontinued altogether in 1941 (Gillette 1978). Today portions of the railroad have been rehabilitated and are used for short tourist train excursions such as the Georgetown Loop.

Site 5CC427.1

Setting: Located on the south side of Clear Creek, this segment of the former Colorado Central Railroad lies adjacent to the creek in places but is up to 90 ft away in other areas. The drainage that has formed Sawmill Gulch crosses under the grade near the midpoint of this segment. Elevation at the east end of the segment is 7231 ft and at the west end is 7277 ft. Situated on generally north-facing slopes at the base of Santa Fe Mountain, the area supports spruce-fir forest with riparian zones along the drainages. A mixture of Douglas-fir, Colorado blue spruce, lodgepole pine, and riparian species including willow, cottonwood, and elm borders the site. Colluvial deposition derived from mountainside erosion, as well as alluvial processes associated with Clear Creek, has contributed to the landform on which the railroad was built. The railroad grade itself is a constructed feature. Along the grade the soil consists mostly of a thin sandy loam. Surface visibility is obscured by duff and fallen leaves, and the surface of the grade has been paved.

Description: Site 5CC427.1 was originally recorded by CDOT in 1989, and vandalism in the form of removal of rocks from a retaining wall was documented in 1990 (Hand 1989, 1990). Since the 1990 evaluation, this portion of the grade has been converted to an asphalt-paved bicycle path that follows the south side of Clear Creek. The grade is 12 ft wide on average and 3856 ft long, and occupies an area of 1.06 acres. A 330-ft-long, dry-laid stone retaining wall was built on the south side of the grade at the western end of the segment. The wall has collapsed in

places (Figure 4), but no changes to the condition of the wall are evident since the 1990 report of vandalism.

Evaluation and Management Recommendation: This segment of the Colorado Central Railroad was officially determined to contribute to the eligibility of the entire resource on October 12, 1990. The resource as a whole was determined eligible under NRHP Criteria A and B. Segment 5CC427.1 was previously found to support the significance of the entire railroad but due to the addition of bike path materials since its previous recordation in 1990, this segment of the railroad is now a paved trail. It still follows the railroad alignment and retains some structural elements, such as portions of stone retaining walls, but does not convey the feeling and association of a rail grade since its historical design and material have been destroyed by the installation of a bike path over the grade. For these reasons, this segment no longer supports the overall significance of the railroad, and no further work is recommended.

Site 5CC427.5

Setting: The elements of this site are located in Clear Creek and on the north bank of the stream just east of Idaho Springs. The bridge remnants and railroad grade are at an elevation of 7459 ft on a slope that terminates at the creek bed. Vegetation consists of a mixture of riparian and coniferous forest species and includes willow, cottonwood, ponderosa pine, mixed grasses, and a variety of forbs. Sediments have been deposited through a mixture of colluvial and alluvial processes. The soil is a gravelly, light brown sandy loam. Ground visibility is good along the mostly barren railroad grade.

Description: This site consists of the remnants of a railroad bridge over Clear Creek and a segment of heavily deteriorated railroad bed on the north bank of the creek (Figure 5). The site was originally recorded by CDOT in 2004 (Hand 2004) and it appears that the bridge has deteriorated further during the intervening seven years. In 2004 the bridge remnants were reported to consist of two parallel lines of hand-hewn logs that stretch two-thirds of the distance across the creek, a simple cribbed-log abutment with two logs above the water, and six vertical wood planks on the edge of the creek. As of the recording conducted for the current project, all that remains of the bridge are two stacked logs above the level of the creek that were part of the abutment. Adjacent to the abutment and leading approximately 140 ft to the southwest is a segment of heavily deteriorated railroad grade. The cut for the grade is approximately 20 to 25 ft wide. The overall area of the site is 0.07 acre.

Evaluation and Management Recommendation: The resource as a whole was determined eligible under NRHP Criteria A and B. On October 19, 2004 this segment of railroad grade and the associated bridge remnants were officially determined to not support the overall NRHP eligibility of the site because the bridge had been largely destroyed and the site retained virtually no integrity. Since that time the site has deteriorated further. Centennial concurs with the original eligibility determination. No further work is recommended at this segment.



Figure 4. View of west end of site 5CC427.1 showing paved bicycle path overlying railroad grade, facing east-southeast.



Figure 5. View of heavily deteriorated railroad grade at site 5CC427.5, facing northeast.

Site 5CC698 – Idaho Springs Work Center

Setting: This complex of buildings is located on a northern toe of Santa Fe Mountain. The lot has been bulldozed and graded to create level areas for the buildings, which are accessed via the East Idaho Springs Road. The property occurs at an elevation of 7474 ft and lies 350 ft southeast of Clear Creek. Lodgepole pine and Douglas-fir forest make up the native community on north-facing slopes in the area but the site also includes grasses, aspen, and red cedar which have been planted. Because fill materials were imported to prepare the site for the buildings the nature of the soil is unknown.

Description: The Idaho Springs Work Center was recorded by the United States Forest Service (USFS) in 1993 and in 2009, and the reader is referred to Hartley and Schneck (1993) and Struthers (2009) for detailed descriptions of the site. The fenced lot occupied by the work center measures 890 ft (NE/SW) x 190 ft (NW/SE) and covers 2.5 acres. In its current configuration the complex consists of seven buildings and one structure; these include two bunkhouses, a fire cache, a conference building, a recreation shop and storage facility, a small cinder-block structure called the "cinder shack," and the C&M shop (Figure 6). The C&M shop was built in 1938 and the rest of the buildings were built between 1963 and 1965 or later (Hartley and Schneck 1993; Struthers 2009). The structure is a pole barn that was built in the 1990s. Nothing built after 1961 is considered further in this recording as only the C&M shop meets the age criterion of a historic-era building.

The C&M shop was originally a Civilian Conservation Corps (CCC) barracks that was moved to the site in 1938 in conjunction with the establishment of CCC Camp F-63-C (Struthers 2009). The camp was taken over by the USFS when it was abandoned by the CCC. The shop was apparently constructed from scrap materials as evidenced by incongruities in the siding and the variable window styles (Figure 7). Four sets of swinging garage doors occur on the northwest elevation, three of which have small fixed windows. The rear wall (southeast elevation) exhibits seven windows of both casement and fixed types. A door is present on the southwest elevation as are two fixed windows, and the northeast elevation has three fixed windows. The roof is saltbox style and is covered in both rolled asphalt and asphalt shingles. The C&M shop has a rectangular footprint and measures 28 ft 4 in x 44 ft 1 in, with 1248 ft² of interior space. It appears that the north bay was added to the original building (Hartley and Schneck 1993; Struthers 2009).

Evaluation and Management Recommendation: Site 5CC698 was determined officially not eligible for inclusion on the NRHP on April 7, 1997 and again on June 12, 2009. The 1997 determination, based on a 1993 recording, was predicated on the assessment that although associated with the development of the Arapaho National Forest, this site exhibited only one building old enough to be considered eligible and that building was not representative of typical Forest Service design, nor did the site play a significant role in the history of the forest. A 2009 rerecording noted that the buildings had all been extensively modified and did not exhibit distinctive styles, nor was the site associated with significant events or people. The site remains unaltered since 2009 and Centennial concurs with the official determinations. No further management actions are recommended for the Idaho Springs Work Center.

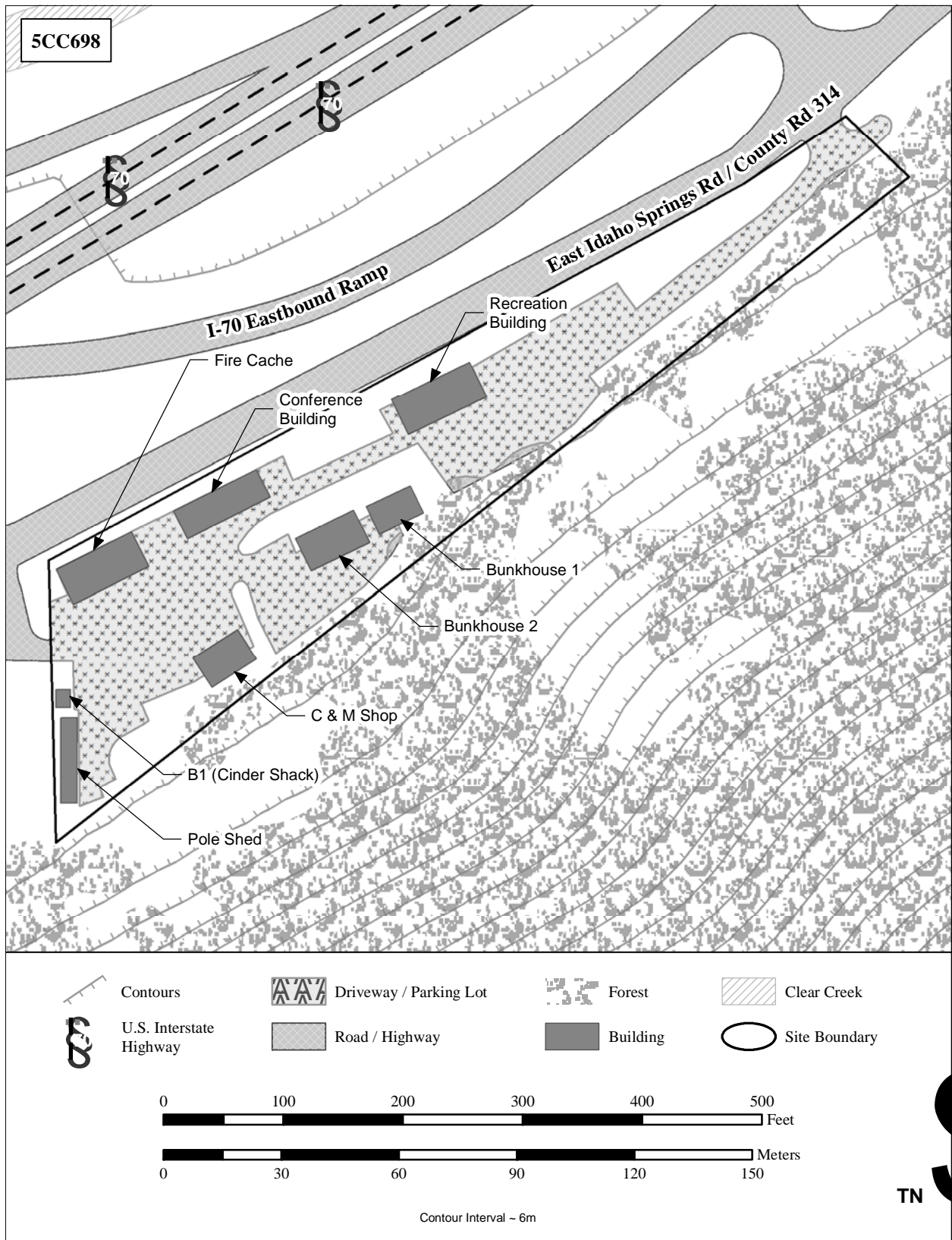


Figure 6. Plan map of site 5CC698.



Figure 7. View of northwest and southwest elevations of the C&M Shop at the Idaho Springs Work Center (5CC698), facing east.

Sites 5CC1078, 5CC1081, and 5CC2002 – U.S. Highway 6/40, Clear Creek Bridge F-15-D, and Clear Creek Bridge CLR315-W0.7

Archival Information: At the base of Floyd Hill, U.S. Highway 6 (U.S. 6) and U.S. Highway 40 (U.S. 40) merge and then follow the same route until U.S. 40 turns north toward Empire and Berthoud Pass 11.85 miles to the west. U.S. 6 was designated at least two years after U.S. 40. U.S. 40 is one of the original 1920s U.S. highways, and the route of U.S. 40 in the mountains of Colorado was part of the Victory Highway, a cross-country route that lay to the south of the previously constituted Lincoln Highway. The Victory Highway Association was formed in the summer of 1921 and by 1922 the route of the highway had been determined (Koucherik 2011). The road was paved all the way through the state of Colorado, with the exception of Rabbit Ears Pass, by 1938. In the current project area the road was originally built by volunteers from Idaho Springs and was rebuilt by the Colorado Department of Highways between 1936 and 1938 (Historical Society of Idaho Springs 1986:97). In its entirety, U.S. 40 connects Atlantic City, New Jersey to a junction with Interstate 80 near Park City, Utah (Salek 2011a). Construction of I-70 during the 1960s, which followed U.S. 6 and U.S. 40 west from Denver, led to the replacement of much of U.S. 40 (ACRE 2002). However, several segments of U.S. 40 are separate from I-70 between Denver and the exit to Empire.

Two bridges (5CC1078 and 5CC1081) between Floyd Hill and Idaho Springs along combined U.S. 6/40 were built for the Colorado Department of Highways in 1936 by a

contractor named M. E. Carlson, using materials fabricated by Midwest Steel and Minneapolis-Moline Power (Fraser 2000b). As noted in the “Survey Methods” section (above), these sites are exempted from the reevaluation requirement by a Programmatic Agreement and were not physically inspected as part of the current undertaking.

Site 5CC1078 – U.S. Highway 6/40 Clear Creek Bridge F-15-D

Setting: This U.S. highway bridge spans Clear Creek. A mixture of riparian grasses and trees straddles the stream, which cuts through bedrock as well as alluvially and colluvially deposited sediments. The elevation of the site is 7306 ft.

Description: U.S. Highway 6/40 bridge F-15-D (5CC1078) is typical of the “dog house” rail style built in Colorado in the mid-1930s (Figure 8). This style, commonly used by the Colorado Department of Highways in the 1930s, is characterized by series of archways throughout the concrete rail that resemble the entrance to a dog house. This particular bridge was built in 1936 (Fraser 2000b:348). It is a steel stringer and concrete bridge. The deck, abutments, wing walls, and spill-through piers are all concrete and the deck has been paved with asphalt. Three spans are present between the abutments. The bridge is 117 ft long and 33.5 ft wide. The western end of the bridge intersects the newer Central City Parkway. The bridge was originally documented in 2000 by FRASERdesign and reevaluated as a stand-alone site in 2002 by URS Corporation (Mutaw et al. 2002).



Figure 8. View northwest of 5CC1078, the U.S. 6/40 Clear Creek F-15-D bridge.

Evaluation and Management Recommendation: Bridge 5CC1078 was determined to be officially not eligible on April 22, 2002 because it does not meet NRHP criteria. The assessment was predicated on the fact that the site demonstrated no significant attributes of construction or design, was not associated with persons or events of historical significance, and would not provide additional information on the history of the area. Centennial concurs with this official eligibility determination, and no further work is deemed to be necessary at the site.

Site 5CC1081 – U.S. Highway 6/40 Clear Creek Bridge CLR315-W0.7

Setting: The CLR 315-W0.7 bridge spans Clear Creek. The stream channel is lined by riparian vegetation, with a mixed conifer forest on the surrounding hillsides. The immediate area exhibits both exposed bedrock and a mixture of colluvial and alluvial deposition. Elevation at the site is 7362 ft.

Description: This bridge in a section of U.S. 6/40 (CDOT No. CLR315-W0.7) was evaluated as a stand-alone resource in 2000 (Fraser 2000b:351). It was built in the common "dog house" rail style (Figure 9). CDOT records indicate that the structure was erected in 1936 (Fraser 2000b:351). The bridge is supported by steel stringers on concrete piers; the deck, abutments, and wing walls are concrete as well. The bridge crosses the creek in two spans. The concrete deck has been topped with asphalt.

Evaluation and Management Recommendation: Site 5CC1081 was determined to be officially not eligible on May 28, 2002. In the original documentation, the failure of the site to meet Criteria A and C of the NRHP was specifically noted. Centennial concurs with this official eligibility determination and no further work is recommended.

Site 5CC2002.1 – U.S. Highway 6/40

Setting: This section of the old U.S. 40 route generally follows the south side of Clear Creek, except for the westernmost 0.25 mile which crosses the creek and follows the north bank. Most of this section is cut into the base of the mountains through which it winds, but some portions occur on the narrow Clear Creek Valley floor. Typical riparian vegetation is present along the creek, while a dense pine and fir forest occurs on the south side of the road and sparse ponderosa pines grow on the north. A thin mantle of gravelly, brown sandy loam overlies decomposing bedrock in the site vicinity. Both colluvial input from the mountains and alluvial deposition from Clear Creek have created the landforms crossed by the highway. The elevation along this road segment ranges from 7320 ft to 7398 ft.

Description: The U.S. 6 and U.S. 40 highway segment designated 5CC2002.1 terminates at either end at I-70, which replaced the smaller, earlier road. This segment is 4331 ft long with a maximum width of 118 ft. Most of the road consists of a two-lane blacktop strip that is 28 ft wide. However, west of the CLR315-W0.7 bridge (5CC1081) the road is now used as a parking lot for fishing access and as a bike trail, and is manifested as a large paved surface (Figure 10). This parking area is not within the original confines of the old highway route. The site area,



Figure 9. View southwest of U.S. 6/40 bridge, site 5CC1081, over Clear Creek.



Figure 10. View southeast of the western end of 5CC2002.1 showing the widened area of the road now used for storage and parking.

including turn-outs and the parking area, is 4.6 acres. East of the bridge over Clear Creek the road is now called the East Idaho Springs Road or Clear Creek County Road 314. The county road appears to follow the original highway alignment but now includes a large turnout area on the east end of the segment that was likely built during the construction of I-70.

Evaluation and Management Recommendation: The overall U.S. 6/U.S. 40 Highway may be significant under Criterion A for its association with the early transcontinental routes that included parts of U.S. Highway 6 and U.S. Highway 40, known as the Victory Highway. However, the segment of the road recorded for the current project has been heavily modified in places and incorporates a parking lot and bike trail that fall outside the original route of the highway. The integrity of design and materials in this segment has been compromised; while the location of the historic segment has not changed, the road has been expanded beyond the limits of the original route. This segment would not support the potential eligibility of the greater resource and no further work is recommended.

Site 5CC2002.2 – U.S. Highway 6/40

Setting: This segment of U.S. 6/40 parallels the north side of Interstate 70 and is separated from that road by distances ranging from 40 ft to 135 ft. The westbound I-70 exit ramp for the Central City Parkway is situated between the interstate and 5CC2002.2. Elevation at this location is 7303 ft. A sparse pine and juniper forest borders the highway on the north side while a narrow riparian zone straddles Clear Creek. In this section the highway follows the northern side of the extremely narrow Clear Creek Valley. The road segment crosses the creek at the west end and is cut into a mountainside on the east half. The fill underlying the road has been imported or cut from the adjacent mountainside in order to build the road grade, but natural deposition at the location is alluvial and colluvial.

Description: The west end of this segment of U.S. 6/40 is delineated by bridge F-15-D over Clear Creek (site 5CC1078). The recorded highway segment is 630 ft long with a 28-ft-wide road surface (Figure 11). Including the shoulder the road is a maximum of 62 ft wide, with an area of 0.63 acre. The road is manifested as two lanes of asphalt through the entire segment. East of the bridge are improved soft shoulders on both sides of the road that vary in width from 11 to 20 ft. This segment of the old highway is truncated on the east end by a CDOT maintenance facility and on the west end by the Central City Parkway. It appears that the segment of highway that was west of the CDOT facility has been overtaken by I-70.

Evaluation and Management Recommendation: The overall U.S. 6/U.S. 40 Highway may be significant under Criterion A for its association with the early transcontinental routes that included parts of U.S. Highway 6 and U.S. Highway 40, known as the Victory Highway. Segment 5CC2002.2 has been truncated by the construction of I-70, the Central City Parkway, and a CDOT maintenance facility, which has diminished the integrity of the site. While the location of the historic segment has not changed, the highway has been compromised here in its integrity of design and setting. For these reasons, it is evaluated as not supporting the potential eligibility of the greater resource, and no further work is recommended.



Figure 11. View southeast of U.S. Highway 6/40 segment, site 5CC2002.2. The bridge is site 5CC1078.

Site 5CC1128

Setting: This complex of mining-related features is located along steep mountain slopes on the west side of an unnamed intermittent tributary of Clear Creek. The drainage runs southeast into Clear Creek while the steep slopes generally face northeast. This site and site 5CC1127, a previously recorded site that is outside the APE and was not reevaluated as part of this project, are separated by the unnamed drainage. Site 5CC1128 lies amid a dense, mixed conifer forest that includes Douglas-fir, Colorado blue spruce, and lodgepole pine. Along the drainage and in open areas are cottonwood and willow trees, alpine currant, mountain mahogany, grasses, and other small plants. The duff beneath the forest canopy almost completely obscures the ground surface. Colluvial and alluvial deposition has resulted in the formation of a thin layer of sandy loam overlying bedrock, cobbles, and boulders on the mountain slope.

Description: This mine complex was documented in 2000 by Balloffet and Associates, Inc. (Marmor 2000) and the description of the site and corresponding map are accurate and still current. There have been no significant changes to the site since it was last recorded. The only change noted as a result of the current inventory is the extension of the site boundary to include all of the access road into the site. Adding the remainder of the road results in site boundaries of 336 ft (NW/SE) x 127 ft (NE/SW), which enclose an area of 0.2 acre. For a detailed description of the site the reader is referred to Marmor (2000).

Archival research produced no information specific to this mining complex. The road to the main area of the site originates inside the former property boundary of the White Star Placer claim, which was filed in 1911 under survey No. 19040 and patented in 1913. Jabez F. Clark, the patentee, bought the property from William C. Hilker in 1912. Olliver Gullickson took over the mining claim after Clark died in 1926, and relatives of Gullickson appear to have inherited the property after he died in 1934. No records post-dating 1934 that pertain to the mine were found in the county files. Clear Creek County property records indicate that the bulk of the site is within former BLM land that is now owned by the county. Most of the mining in the area was focused on gold and silver, but according to local residents extraction of high-grade mica during World War II occurred in the vicinity of this site (Bruce and Marjorie Bell, personal communication to Erik Gantt, November 10, 2011). The small volume of waste rock from the mine at 5CC1128 may be an indication that it was oriented toward mica extraction.

Elements of the site include a hard rock adit and associated waste rock fan, the remains of a miner's dwelling with a stone fireplace, an access road and terrace reinforced with a dry-laid-stone retaining wall, and a small rock pit on the west side of the unnamed drainage that forms the eastern boundary of the site (Figures 12 and 13). The 5-ft-diameter circular portal is accessed via a 15-ft-deep cut in the mountain side which is partially filled with rock fall. To the exterior of the adit is a small platform on the waste rock pile that supports a number of weathered, milled lumber scraps. Made up mostly of finely pulverized rock mixed with some larger pieces of gneiss and quartz, the waste rock fan extends downslope 80 – 100 ft and has partially buried a structure that has burned since the time of burial.

The structure is represented by an 8-ft-tall, cement-mortared fieldstone fireplace and chimney built on a poured concrete pad. A man-made terrace with a tall dry-laid stone retaining wall along the creek provides the setting for the former structure. Abundant structural and domestic debris occur on the terrace. Remnants of a framed wall are evident on the east side of the structural debris area, indicating the construction methods used for the building. An alignment of partially buried stones may have been part of the foundation. Other structural remains include bricks, wire nails, and heavily weathered and/or burned lumber scraps.

Domestic items of note consist of a cast iron stove, a cast iron bed frame, an enameled wash basin, a galvanized metal boiler tank, and a blue enameled stove cabinet made by the Lakeside Foundry Company of Chicago, Illinois. Numerous fragments of dishware, glassware, bottle glass, and cans are also present. The artifacts suggest that the site was occupied sometime between the early 1900s and the 1950s.

Evaluation and Management Recommendation: When initially recorded in 2000 the site was assessed as not eligible for the NRHP. Further archival research for the current inventory did not produce any evidence to indicate associations with persons or events significant to the history of the area. As expressed by Marmor (2000), the mine represents a site type common in

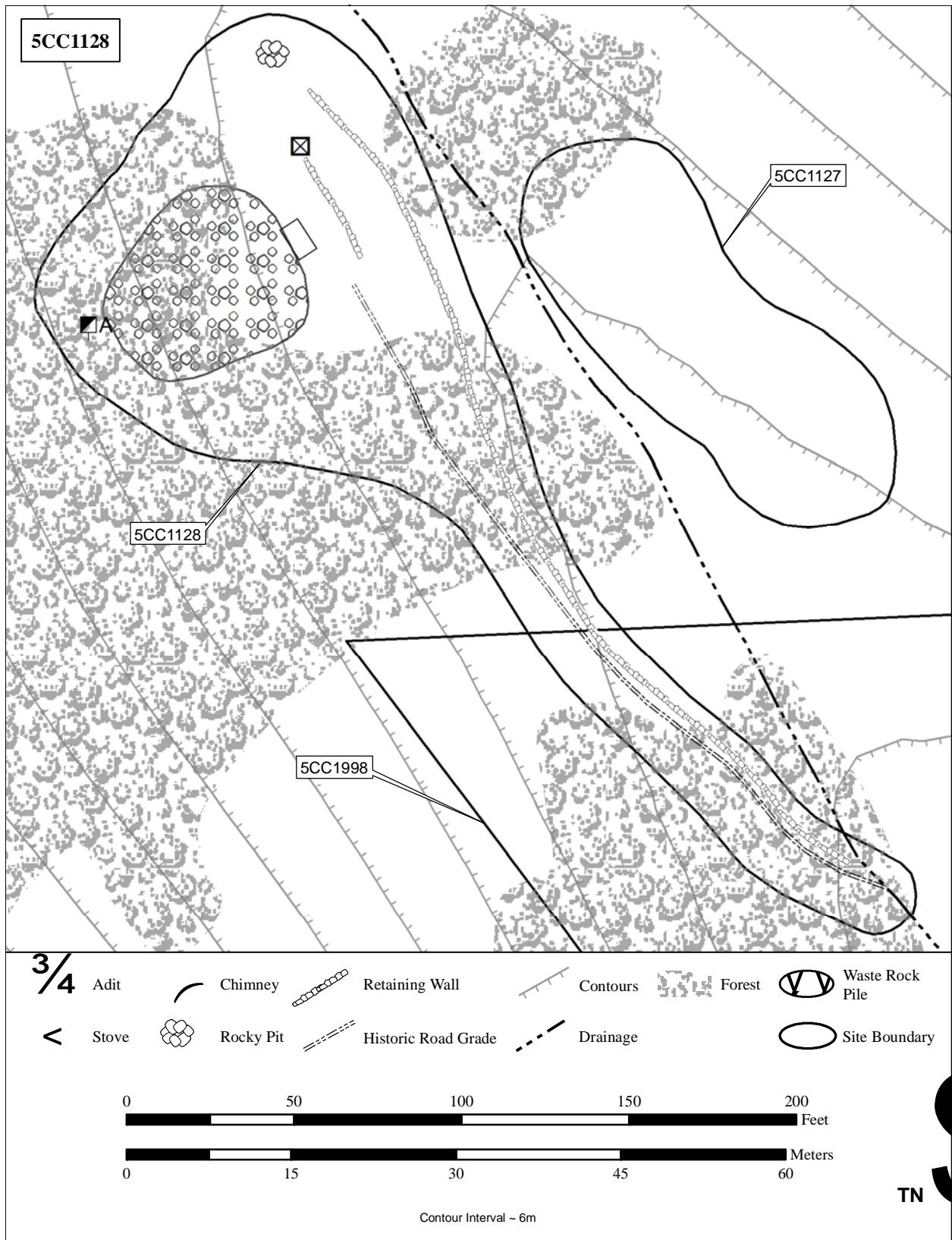


Figure 12. Plan map of site 5CC1128.



Figure 13. View east-northeast of cabin area at site 5CC1128, taken from the platform in front of the adit. Fireplace remnant is in center of photo.

the area and does not contain any notable elements of construction or character. There is no information resulting from the current investigation that counters the original assessment of the site as not eligible for the NRHP and no further work is recommended. It should be noted that the potential exists for an NRHP district or cultural landscape based on the intensive mining history of the Idaho Springs area. However, mining-related sites within the current project APE are mainly poorly-documented remnants that do not meet NRHP eligibility criteria and lack relevant aspects of integrity. This site would not contribute to any such landscape or district.

Site 5CC1184.4 – U.S. Highway 6

Setting: Located on the north side of Clear Creek, this site occurs at an elevation of 7269 ft. Approximately the western two-thirds of the segment has been cut into a mountainside in order to allow the roadbed to remain on the north side of the creek. The eastern one-third may have been built on a terrace but it has been heavily modified to accommodate the three highways that merge in this area. There is very little vegetation along this part of the highway, but a pine forest and sagebrush steppe occur on the mountainsides to the north and riparian communities straddle the drainages.

Description: U.S. Highway 6 (U.S. 6) is also known as the Grand Army of the Republic Highway. U.S. 6 was one of the roads proposed in 1925 by the Joint Board on Interstate

Highways. The initial route was confined to the East Coast, but in 1931 U.S. 6 was extended to Greeley, Colorado by absorbing other highways, including U.S. 38 which terminated in Greeley. The highway became a transcontinental route on June 21, 1937, but was not fully paved until 1952. A formal ceremony dedicating the road as the Grand Army of the Republic Highway occurred in 1953 in Long Beach, California (Weingroff 2011). Construction of U.S. 6 in Clear Creek Canyon began in 1937, and the segment recorded for the current project would have been built by 1938 (Salek 2011b). The proposed route followed the track of the Colorado Central Railroad which was still active in 1937, but in 1941 the tracks were dismantled, and finalization of the road was undertaken (Historical Society of Idaho Springs 1986:106).

The segment of U.S. 6 recorded here consists of a small portion of the west end of a larger segment documented as 5CC1184.1 by URS Corporation in 2001 and 2004 (Tucker and Fariello 2004). Site 5CC1184.4 is a section of two-lane highway with a partial center lane in the east end of the segment and a concrete barrier in the western portion (Figure 14). This segment serves as the eastbound exit from Interstate 70 (I-70) to U.S. 6 and the westbound exit from U.S. 6 to I-70. The westbound lanes of I-70 cross over U.S. 6 185 ft from the west end of this segment. The blacktop of 5CC1184.4 is 35 to 60 ft wide in this area and the segment of highway is 812 ft long, resulting in a site area of 1.05 acres. This segment of the highway appears to have been heavily modified during the construction of I-70. Modification to the grade and widening of the road to accommodate heavier traffic flows are most apparent.

A concrete box culvert that conveys the flow of an unnamed intermittent tributary of Clear Creek beneath U.S. 6 occurs near the center of this segment. The culvert is 6 ft tall by 6 ft wide and has a winged-wall exit. The year 1959 is stamped into the concrete above the tunnel, indicating it post-dates the original construction of U.S. 6.

Evaluation and Management Recommendation: U.S. Highway 6 in the state of Colorado is considered significant under NRHP Criterion A for its role as part of a larger transcontinental route that stretched from Massachusetts to California. Site 5CC1184.1, which encompasses the segment 5CC1184.4 recorded for this project, was officially determined to not support the NRHP eligibility of the entire resource on April 22, 2002 and December 12, 2004. However, two other segments of U.S. Highway 6, sites 5CC1184.2 and 5CC1184.3, have been determined to support the eligibility. The segment of the highway recorded for the current undertaking was heavily modified during the construction of I-70 through widening of the road and a change in the grade. Although the location of the site remains the same, its integrity has been comprised in both design and materials through this substantial modification. Therefore, segment 5CC1184.4 is assessed as not supporting the eligibility of the greater resource and no further work is recommended.

Site 5CC1189.3 – Interstate 70 Twin Tunnels

Setting: The Interstate 70 (I-70) Twin Tunnels are located approximately 2 miles east of Idaho Springs and run through the base of a mountain on the north side of Clear Creek, essentially short-cutting a sharp meander in the stream. Clear Creek is located approximately 200 ft from



Figure 14. View of U.S. Highway 6 (5CC1184.4) from the east end of the segment, facing southwest. Overpasses in the middle distance are part of Interstate 70.

either end of the eastbound bore. Vegetation on the lower mountain slope consists of a sparse mixed conifer forest with an understory of grasses. The tunnels are bored into bedrock, and no soil is present in the immediate site area. The elevation is 7431 ft.

Description: The Twin Tunnels site (5CC1189.3) is significant under NRHP Criterion C for engineering and is listed on FHWA's *Final List of Nationally and Exceptionally Significant Features of the Federal Interstate Highway System* (Klima 2005; Federal Highway Administration 2006), where it is stated that "The Twin Tunnels represents the first successful tunneling operation associated with the construction of I-70 and stands as an important early milestone as the highway advanced through Colorado's Rocky Mountains." The tunnels, which are located at Milepost 242.2, were designated as officially eligible for inclusion on the NRHP on November 25, 2005.

The tunnels were bored through the base of a ridge to straighten the path of Interstate 70 (Figure 15). Construction began in March 1960 and was completed in July 1961 by Colorado Constructors, Inc. of Denver. The tunnel bores are each 32 ft wide. The eastbound bore is 665 ft long and the westbound bore is 725 ft long. Rock and concrete 25-ft thick separate the two bores. Identical concrete facades were constructed at each of the four tunnel portals. In 1965 a drainage system was installed in the westbound tunnel. The interior of each tunnel is lined with



Figure 15. View of the west portals of the Interstate 70 Twin Tunnels, site 5CC1189.3, facing northeast.

concrete anchored by structural steel. The ceiling and walls of each tunnel form an arch. Matching concrete facades occur at all four ends of the two bores. A full description of the twin tunnels and their history can be found in Autabee (2005).

Evaluation and Management Recommendation: The Twin Tunnels represent the first successful tunneling operation for I-70, and have been noted as significant for their engineering properties and their effect on transportation (Federal Highway Administration 2006). This site was determined to be officially eligible for the NRHP on November 25, 2005 and was listed on the FLNESFFIHS in 2006. No significant changes to the site have occurred since 2005 and it is still considered eligible. The Twin Tunnels site meets Criterion C of the NRHP for engineering. This resource was initially determined to also meet Criterion Consideration G (properties that have achieved significance in the last 50 years), but is now 50 years old and therefore that criterion is no longer applicable. A Cultural Resource Re-Visitation Form was completed to identify more clearly the property boundary. During the course of the proposed project the eastbound tunnel will be replaced with a larger bore.

Site 5CC1994

Setting: Site 5CC1994 is positioned near the base of a mountain overlooking Clear Creek, which lies 15 m to the southeast. Deposition on the slope is primarily colluvial in nature, manifested as a thin mantle of light brown sandy loam over angular gravels, cobbles, and

boulders. The slope at the site is approximately 30° with a southeast aspect. The mine is cut into the hard rock that forms the mountainside. Vegetation is dense, resulting in poor ground visibility due to the thick grasses, alpine currant, mountain mahogany, ponderosa pine, yucca, prickly pear, sagebrush, and a variety of forbs. The elevation at the mine entrance is 7503 ft.

Description: This site is a small mine complex consisting of a hard rock adit, a waste rock fan extending downslope from the adit, and a mounded rock wall used to contain the flow of a small drainage east of the mine (Figure 16). With an area of 0.05 acre the site measures 52 ft (NW/SE) x 50 ft (NE/SW). The adit has been excavated at least 10 ft into the hill slope at an angle of approximately 45° (Figure 17). The opening of the mine is partially collapsed but appears originally to have been at least 5 ft wide and 3 ft tall. The waste rock extending downslope from the mine forms a fan 32 ft long with a maximum width of 25 ft. A small platform in front of the mine has been formed by the top of the waste rock pile. Approximately 15 ft east of the adit is a mounded rock wall that measures 45 ft x 9 ft. It appears that this wall was constructed in order to divert the flow of snowmelt away from the mine and confine it to an existing drainage.

No claim records for this mine were found in BLM patent records and no artifacts were observed. The age of the mine is unknown and it cannot be associated with specific persons or events. In general, mines of this type in the area date from the early 1860s to the early 1940s.

Evaluation and Management Recommendation: Given the lack of information in mining or patent records, the site does not appear to have any association with trends or events in Clear Creek or Idaho Springs mining, and therefore is not significant under Criterion A. The age of the mine claim is indeterminate and the site is not known to be associated with significant persons and does not meet Criterion B. The nature of the features that are part of this site – simple adits and associated rock features – are not good examples of mining-related industrial architecture, and thus the site is not significant under Criterion C. The site lacks the potential to yield further historic information and does not meet Criterion D. This site is assessed as not eligible for the NRHP and no further work is recommended. It should be noted that the potential exists for an NRHP district or cultural landscape based on the intensive mining history of the Idaho Springs area. However, mining-related sites within the current project APE are mainly poorly-documented remnants that do not meet NRHP eligibility criteria and lack relevant aspects of integrity. This site would not contribute to any such landscape or district.

Site 5CC1995

Setting: This mine complex is located on a slope near the base of a mountain at an elevation of 7533 ft. Slopes are steep, generally 30° or more, and the aspect ranges from southwest to southeast. Clear Creek flows past the site at a distance of 60 to 100 ft to the southeast and is visible from throughout the site locality. Idaho Springs is visible from the western one-third of the site. Steep slopes and colluvial processes have resulted in a few centimeters of light brown sandy loam over angular cobbles that mantle the mountainside. Dense grasses and duff from ponderosa pines obscure the surface of the site. Other vegetation consists of Rocky Mountain juniper, mountain mahogany, alpine currant, yucca, prickly pear, sagebrush, and a mixture of forbs.

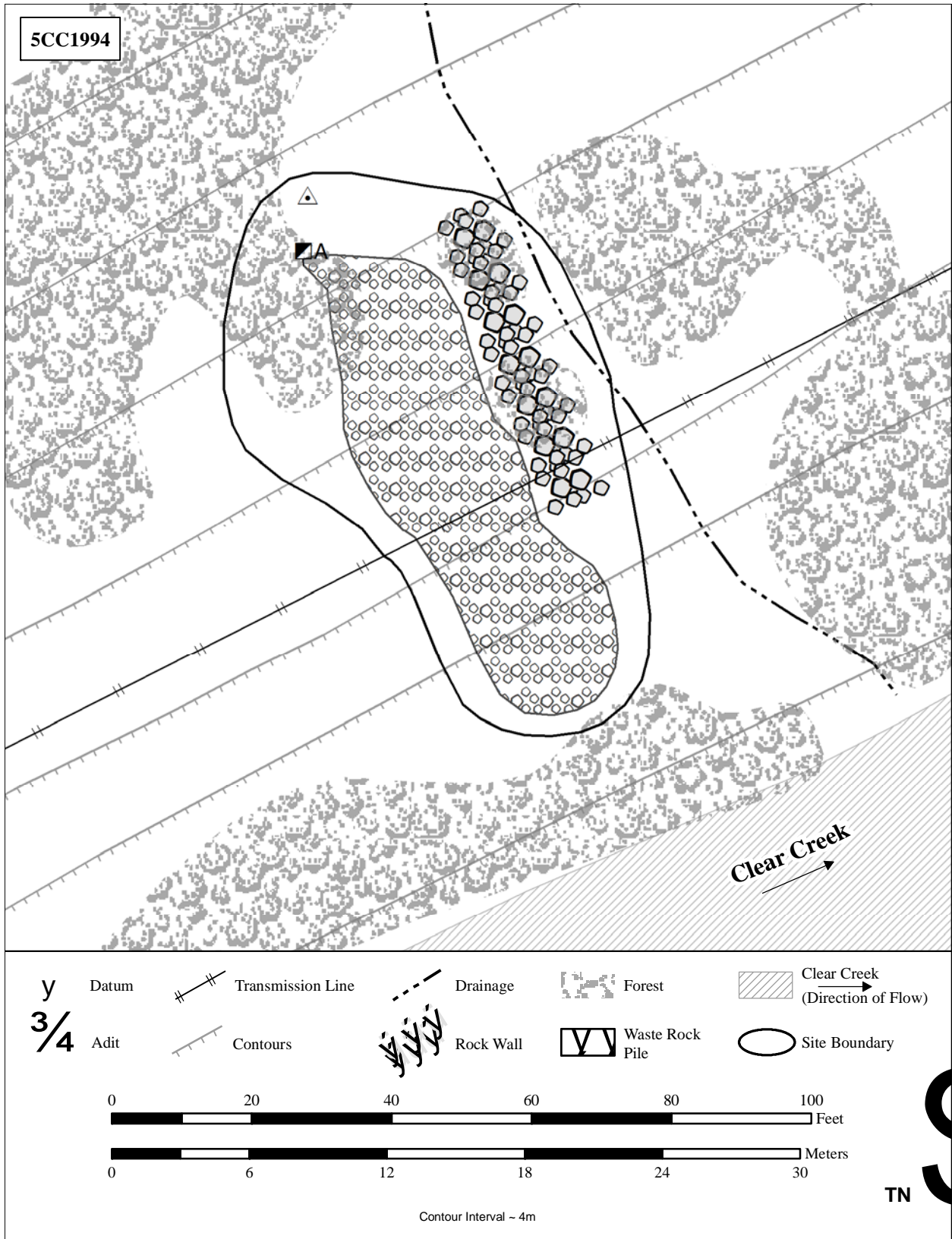


Figure 16. Plan map of site 5CC1994.



Figure 17. View to northwest of the adit at site 5CC1994.

Description: Site 5CC1995 is a mine complex that includes two adits and a large waste rock fan, at least nine prospecting pits and associated waste rock, and a possible tent pad or campsite near the adits. Including the waste rock, the site measures 290 ft (E/W) x 165 ft (N/S), and encompasses 0.4 acre (Figure 18).

The two adits are located in the highest portion of the site. While they are largely collapsed it appears the adits were once at least 4 ft in diameter. The tunnels extend at least 10 ft into the hill side, and possibly lead to one large chamber or a single tunnel. The two mine entrances are 5 ft apart. A waste rock fan extends downslope for a distance of 130 ft and is a maximum of 60 ft wide. Twenty-five feet downslope from the adits is a flattened rectangular area surrounded by juniper trees that appears to have served as a small camp or pad for a wall tent. The flattened area measures 10 ft in length by 4 ft in width.

All of the prospecting pits are located to the west of the twin adits. The pits are generally circular in plan, but some approximate squares or rectangles. The nine pits range in maximum horizontal dimension from 12 ft to 20 ft and are generally about 2.5 ft deep. The pits appear to have been focused on the same geologic formation as the hard rock mine (Figure 19).

No claim for the mine or prospect pits was found in either BLM or county records. The period of extensive mining in the area dates from 1860 to the early 1940s. Because no records were uncovered and no artifacts were observed at the site, the dates of use cannot be refined to a narrower interval. In addition, given the lack of records, it is not possible to associate the site with specific historic persons or events.

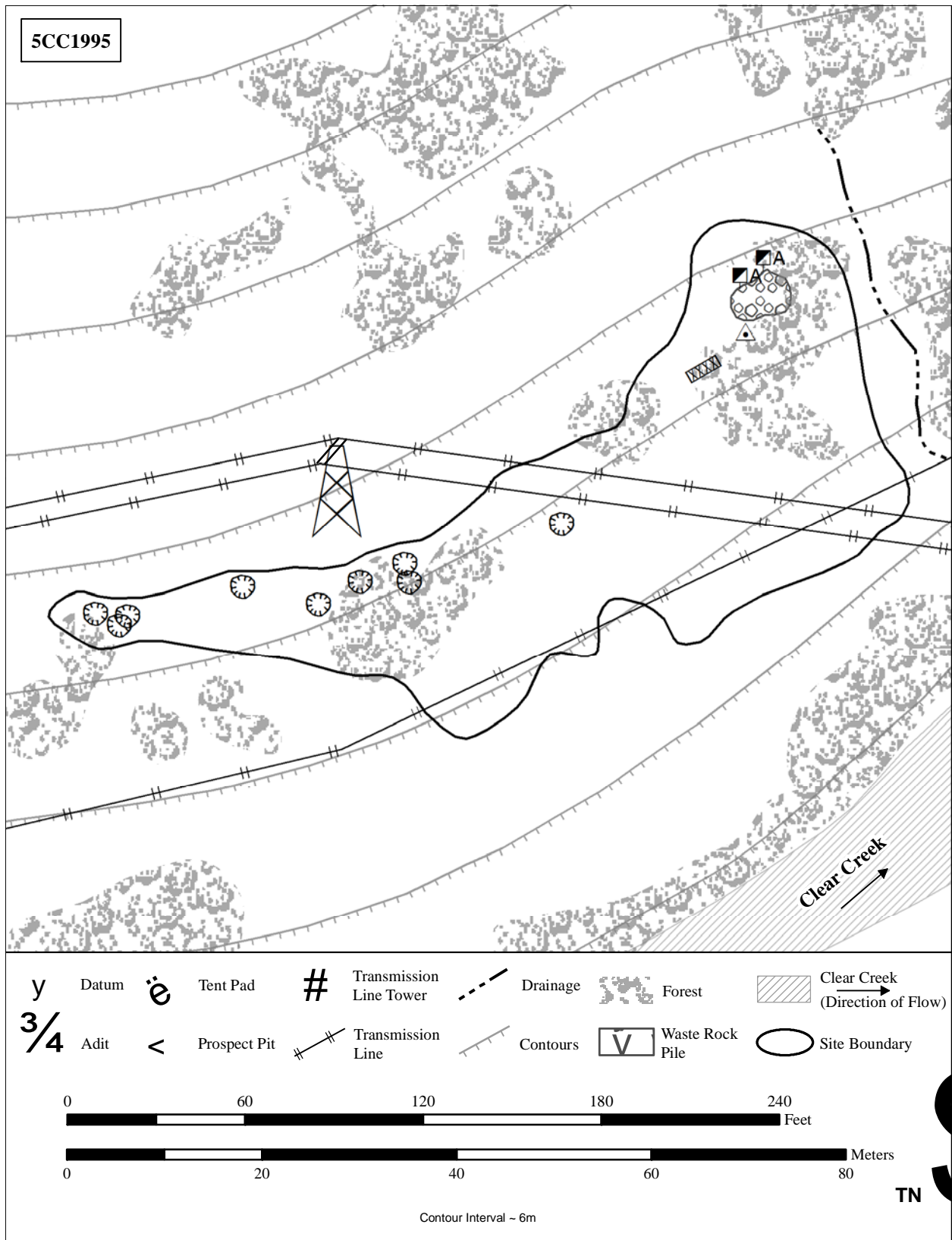


Figure 18. Plan map of site 5CC1995.



Figure 19. View north-northeast across portion of site 5CC1995 that includes adits and waste rock fan, taken from central site area.

Evaluation and Management Recommendation: Mines with adits, as well as prospecting pits, are extremely common in the Idaho Springs area. Given the lack of information in mining or patent records, the site does not appear to have any association with trends or events in Clear Creek or Idaho Springs mining, and therefore it is not significant under Criterion A. The dates of use of the site are unknown and there is no evidence to suggest that it is associated with historically significant persons or events and therefore it does not meet Criterion B. There are no significant construction or engineering features, indicating that site 5CC1995 does not meet Criterion C. The site does not appear to have archaeological potential and therefore does not meet Criterion D. The site is evaluated as not eligible and no further work is recommended. It should be noted that the potential exists for an NRHP district or cultural landscape based on the intensive mining history of the Idaho Springs area. However, mining-related sites within the current project APE are mainly poorly-documented remnants that do not meet NRHP eligibility criteria and lack relevant aspects of integrity. This site would not contribute to any such landscape or district.

Site 5CC1996 – Seaton Mountain Electric Company Power Plant and Flume

Setting: This site is located on the south side of Clear Creek at the base of Santa Fe Mountain. The site includes both a linear component and the remains of the Seaton Mountain Electric Company hydroelectric generation facility. The full extent of the flume that supplied abundant water to the plant has not been defined. However, it is evident that the flume channel follows the contour of the mountainside on north-facing slopes, and that a natural drainage supplied water to the flume. This drainage flows north to the point where it intersects the channel where the flume once existed. Most of the flume path as well as the location of the hydroelectric plant lie within a dense spruce-fir forest on north-facing slopes. The forest understory includes Rocky Mountain juniper, wild rose, alpine currant, mountain mahogany, and a wide variety of shrubs and forbs. Historic photos indicate that the area was once almost completely clear cut. There is very little soil development on the mountainside, which is covered in just 5 to 10 cm of brown sandy loam. Because of litter created by the dense forest, the ground surface is almost completely obscured. The elevation of the site ranges from 7428 – 7520 ft.

Description: The Seaton Mountain Electric Company, officially the Seaton Mountain Electric Light, Heat, and Power Company, operated at least three steam-generating hydroelectric plants in and around Idaho Springs. The company, which was founded by William J. Chamberlain, William E. Renshaw, and Joseph O. A. Carpen, was officially incorporated on March 22, 1901. The term of corporate existence was defined as 20 years, and the Seaton Company was authorized to produce and distribute electricity in Clear Creek and Gilpin counties. The necessary \$100,000 principal was put up by the original board of directors who consisted of the three founders in addition to James Berryhill of Iowa and F. B. Miborg of Ohio (Clear Creek County Archives [CCCA], Articles of Incorporation 21954, 1901, Georgetown, Colorado). The Seaton Company and the Cascade Electric Company, which had a contract with the United Light and Power Company of Georgetown, were both granted franchises in Idaho Springs, thereby eliminating the possibility of a monopoly (*Silver Standard*, 3/23/1901a:3).

The company expanded rapidly: In May of 1901 plans released by the Seaton Company stated its intent to build a 5,000 horsepower plant at Floyd Hill in addition to constructing a 600 horsepower plant below Idaho Springs, and increasing the capacity of an older plant through new equipment (*Silver Standard*, 5/25/1901b:3). The plant location east of Idaho Springs appears to be the site recorded here. By February of 1902, the Seaton Company and the Cascade Company became involved in a conflict over the electricity supply for the town of Idaho Springs, even though, at that point, it was noted that the town was too small to support two electric companies (*Georgetown Courier*, 2/8/1902a:4). The Seaton Company remained active, and in March purchased the Judd and Crosby water rights and the Farwell mill site in Georgetown to supply water by means of a pipe to the proposed plant below Idaho Springs (*Silver Standard*, 3/22/1902:3). In April of 1902 the company demolished an old dam at the Devil's Gate in Georgetown in order to install a stone structure (*Georgetown Courier*, 4/5/1902b:4). In November of 1910, the Seaton Company subleased the American Sisters power plant, installed a power line from Lawson, began replacing the American Sisters dam, and ordered machinery to double the capacity of the American Sisters plant near Georgetown (*Georgetown Courier*, 11/19/1910:5). A year later Renshaw, then acting as manager, raised the dam two feet, and

began construction of a 20-foot dam intended to store water for use by the plant below Idaho Springs (*Georgetown Courier*, 11/23/1911:5). By 1911 the Seaton Company was listed as a Class A Member Company of the National Electric Light Association, which was the dominant industry trade group of that time (National Electric Light Association 1911).

The intense rivalry between the Seaton Company and competitors resulted in at least two lawsuits. In 1902 the Seaton Company sued the Cascade Company, which was undercutting the Seaton's price for electric lights by as much as 25%. As a result of the conflict, the people of Idaho Springs received six months of free electricity (*Electrical World and Engineer* 1902). By July of 1903 the two companies compromised by increasing and maintaining rates (*Georgetown Courier*, 7/4/1903:4). In 1907 a lawsuit was brought against the Seaton Company by a group of Idaho Springs businesses called the Investment Company, and in November of 1910 the case reached the Colorado Supreme Court. The Seaton Company, having been granted a franchising contract to operate in Idaho Springs, laid steam pipes throughout the city. The businesses represented by the Investment Company attached their establishments to the Seaton pipes with the knowledge of the Seaton Company, and received steam heat supplied by the Seaton Company by means of a subsidiary company called the Gem Leasing Company. The businesses were drawing their electricity from a competitor, and the Gem Company, realizing that this was an unsustainable use of their resources, served notice that steam heat would be cut off after October 1 of that year if the businesses did not also purchase electricity from the Seaton Company. They based this assessment on the fact that their steam was produced as a byproduct of generating electricity. Customers who paid for the electricity paid for the service. Customers who did not pay for the electricity were more-or-less receiving free heat. To continue supplying steam heat, the Seaton Company would have to start producing live steam, which would increase operational costs but not profits, and so they chose to follow through on the Gem Company's threat. The businesses filed for an injunction which was made permanent given that neither side would offer evidence, instead preferring to rely on pleadings. The district court made the injunction permanent. All of the legal bills for the Investment Company were being paid by the United Hydro Electric Company, which was a competitor of the Seaton Company. The Seaton Company argued that the litigation was instigated by their competition, and that the injunction was erroneous, and appealed to a higher court. In 1910 the Colorado Supreme Court ruled that the injunction, which had been in place for three years, was unlawful, but that the Seaton Company could not lawfully compel customers to purchase both services by withholding one (Supreme Court of Colorado 1910).

No archival sources revealing the date of dissolution for the Seaton Company could be found, but the Gem Company filed for dissolution in 1918 (Christine Bradley, Clear Creek County Archivist, personal communication to Kristin A. Gensmer, 11/8/2011). The Colorado Power Company, which was then owned by the United Company, purchased the boilers of the Gem power plant at Idaho Springs (*Georgetown Courier*, 1/12/1918:1). The last newspaper reference to the Seaton Company and William Renshaw occurs in 1919. Renshaw employed Japanese workers at the electric plant below the city, and so angered town residents that they began filling up transmission or distribution post holes at night (*Georgetown Courier*, 12/3/1919:5). By 1931 the United Metals Mines Company, which operated the Gem Group of mines, had leased the Seaton Company Power Plants A and B in Idaho Springs (*The Mining Journal* 1931), suggesting that the company was out of business at that point. No other

references to A and B could be found; it is unclear if either of these is site 5CC1996. It is likely that the Colorado Power Company, which was larger and owned superior facilities, either bought the Seaton Company or drove them out of business. The multitude of local electric companies that emerged during the late 19th and early 20th centuries often succumbed to larger utility companies during the 1920s through the 1940s (Christine Bradley, Clear Creek County Archivist, personal communication to Kristin A. Gensmer, 11/8/2011).

Most of site 5CC1996 was destroyed either during the construction of U.S. Highway 6/40 (now Clear Creek County Road 113) in the 1920s, or during the Great Depression when many industrial and mill sites were harvested for scrap metal and wood. What remains is the path of the flume, which is at least 1,095 ft long, and the area of the intake structure for the two conduits that supplied water to the power house (Figure 20). The flume probably derived its water from Clear Creek somewhere upstream of Idaho Springs but may have been supplemented by seasonal flows from unnamed gulches. One such gulch has been mapped as part of the site, based on information provided by a local resident (Bruce Bell, personal communication to Erik Gantt, 11/10/2011). Including the path of the flume and the location of the intake for the hydroelectric plant, the site encompasses 0.7 acre. The identifiable channel and leveled areas that supported the flume are between 3 ft and 30 ft wide.

The flume flowed west to east and carried a substantial volume of water to the hydroelectric plant (Figures 21 - 24). No wooden structural elements were found at the western end of the flume, where an earthen ditch may have conveyed the water. Upslope and south of the flume channel are a retaining pond and modified drainage that may have supplied some of the water for the flume, according to a local resident (Bruce Bell, personal communication to Erik M. Gantt, 11/10/2011). Starting approximately 230 ft west of the area where the power plant was once located are remnants of the wooden structural support system for the flume. Based on historic photographs the flume was at least 3 ft deep, and the earthen channel at the west end is 30 ft wide. The unnamed drainage that flows into the channel from the south is 4 ft wide at the junction with the flume or ditch. The flume itself was supported by a cross-braced log and milled-timber frame and featured walls of milled lumber, most likely consisting of lapped 2" x 10" boards. The cross-beams are placed on 5-ft centers but nothing remains of the flume walls.

Extant structural remains of the power plant consist of a ballast-filled terrace with a cribbed-log retaining wall that supported a building of unknown function (Figure 25), and part of the water intake structure constructed of 2" x 6" stacked and nailed lumber. A section of one of two 3-ft-diameter conduit pipes, as can be seen in Figure 26, is still present in the ruined intake structure. The water intake tank measured 40 ft x 20 ft and had cross-braced support beams of 12" x 12" timbers. The 2" x 6" stacked-lumber walls were secured by large wire nails driven through each course of lumber. Upslope from the intake tank are the remains of a flume section that is more heavily braced than other areas. Two-inch-diameter vertical metal rods and 1-inch-diameter horizontal rods were used to tie the flume support system to the intake structure. Many of these rods are now broken or bent.

Evaluation and Management Recommendation: The Seaton Mountain Electric Company hydroelectric plant may be significant under Criterion A for its role in the economic

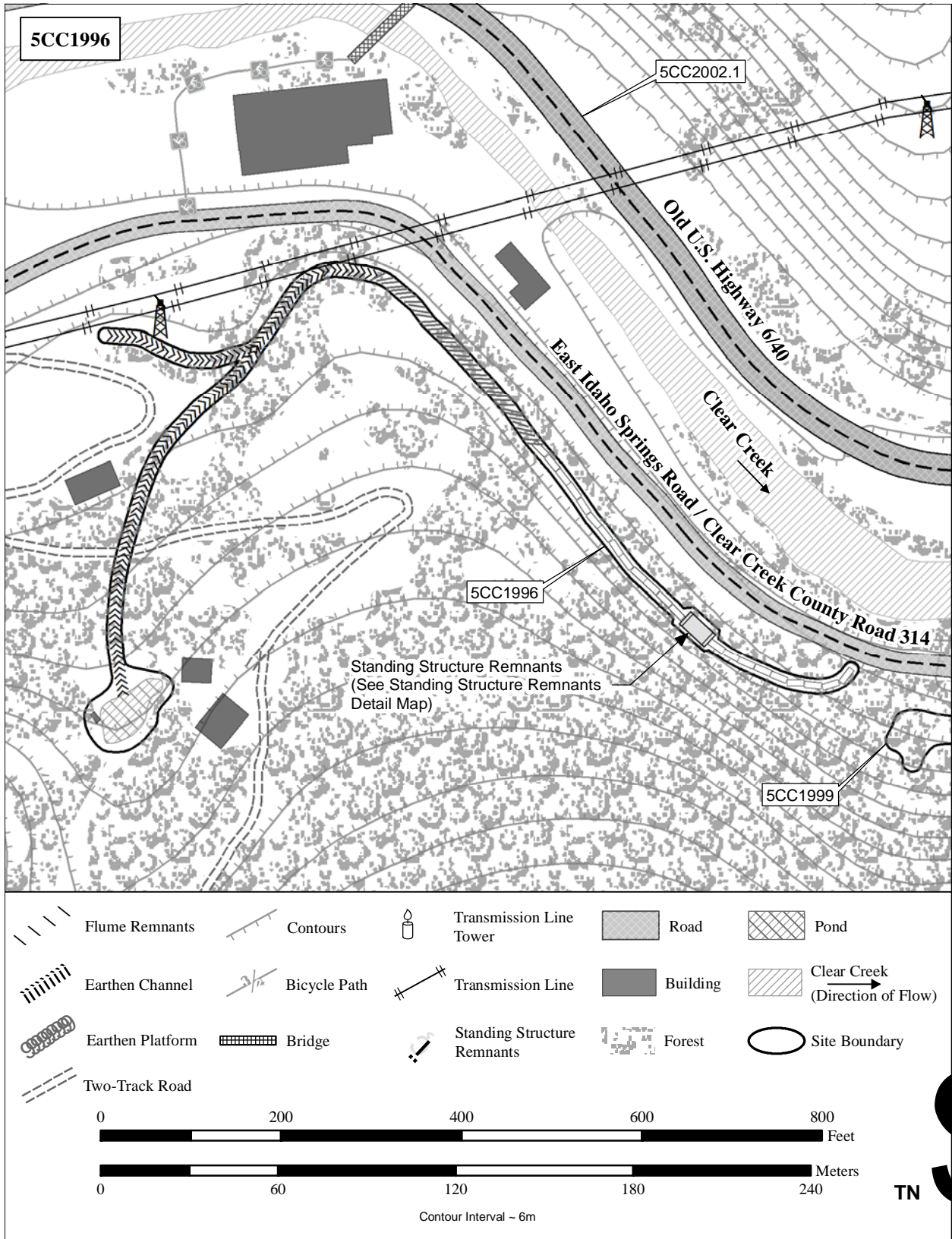


Figure 20. Plan map of site 5CC1996.



Figure 21. View west of the Seaton Mountain Electric Company plant and flume (5CC1996), circa early 1900s. (Photograph used by permission, Idaho Springs Heritage Museum and Visitors Center.)



Figure 22. View west of the area once occupied by the Seaton Mountain Electric Company plant and flume (5CC1996). This photograph is an approximate replication of the view shown above in Figure 21.



Figure 23. View southeast of the Seaton Mountain Electric Company plant and flume (5CC1996), circa early 1900s. (Photograph used by permission, Idaho Springs Heritage Museum and Visitors Center.)



Figure 24. View southeast of the area once occupied by the Seaton Mountain Electric Company plant and flume (5CC1996). This photograph is an approximate replication of the view shown above in Figure 23.

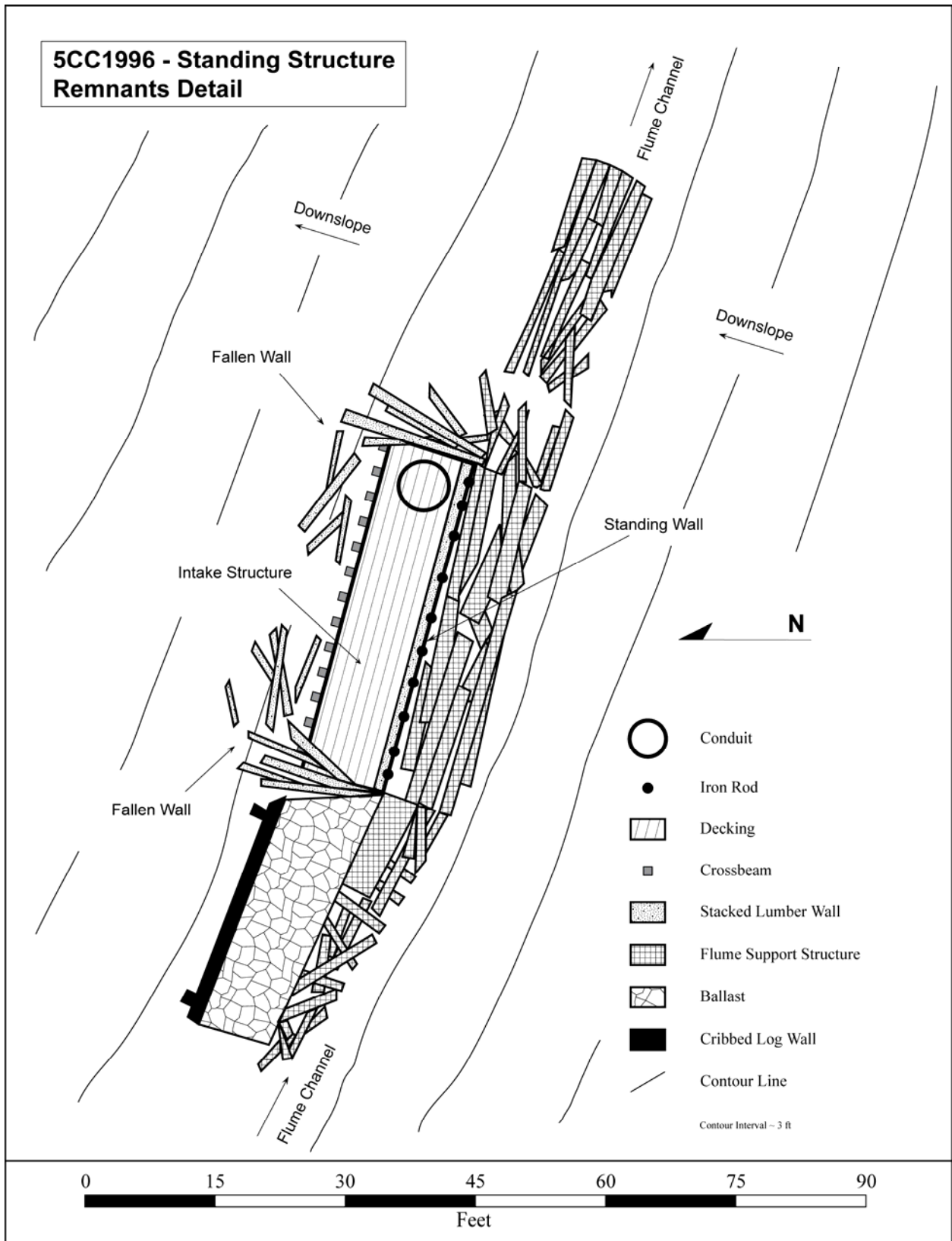


Figure 25. Plan view of ballast-filled platform, intake structure, and flume support system remnants at site 5CC1996.



Figure 26. View east of the flume support structure and the remains of the water intake structure at site 5CC1996, with a short section of the conduit pipe at the bottom right of the photograph.

development of the area. With regard to Criterion B, none of the officers of the electric company are known to have been important to the history of the area. Remnants of the wooden flume and intake structure are still visible, but overall the features on the site are neither well preserved nor intact examples of industrial architecture associated with a hydroelectric plant, thus the site is not significant under Criterion C. Because of the nature and condition of the site there is no archaeological potential (Criterion D). Although the site may be significant under Criterion A, the physical integrity of the site has been severely compromised and it can no longer convey this significance. For these reasons site 5CC1996 is evaluated as not eligible for inclusion on the NRHP, and no further work is recommended.

Site 5CC1997

Setting: This small mine site is located at an elevation of 7438 ft on the south bank of Clear Creek below a 10-ft-tall terrace (Figure 27). It appears that the creek floods the site regularly as there is only a thin mantle of brown sandy loam on top of areas of river cobbles that form the stream bank. Excavations into the terrace have created spaces for the structures. Ground visibility is mixed, with some areas bare and others covered in leaves. Elm and cottonwood trees

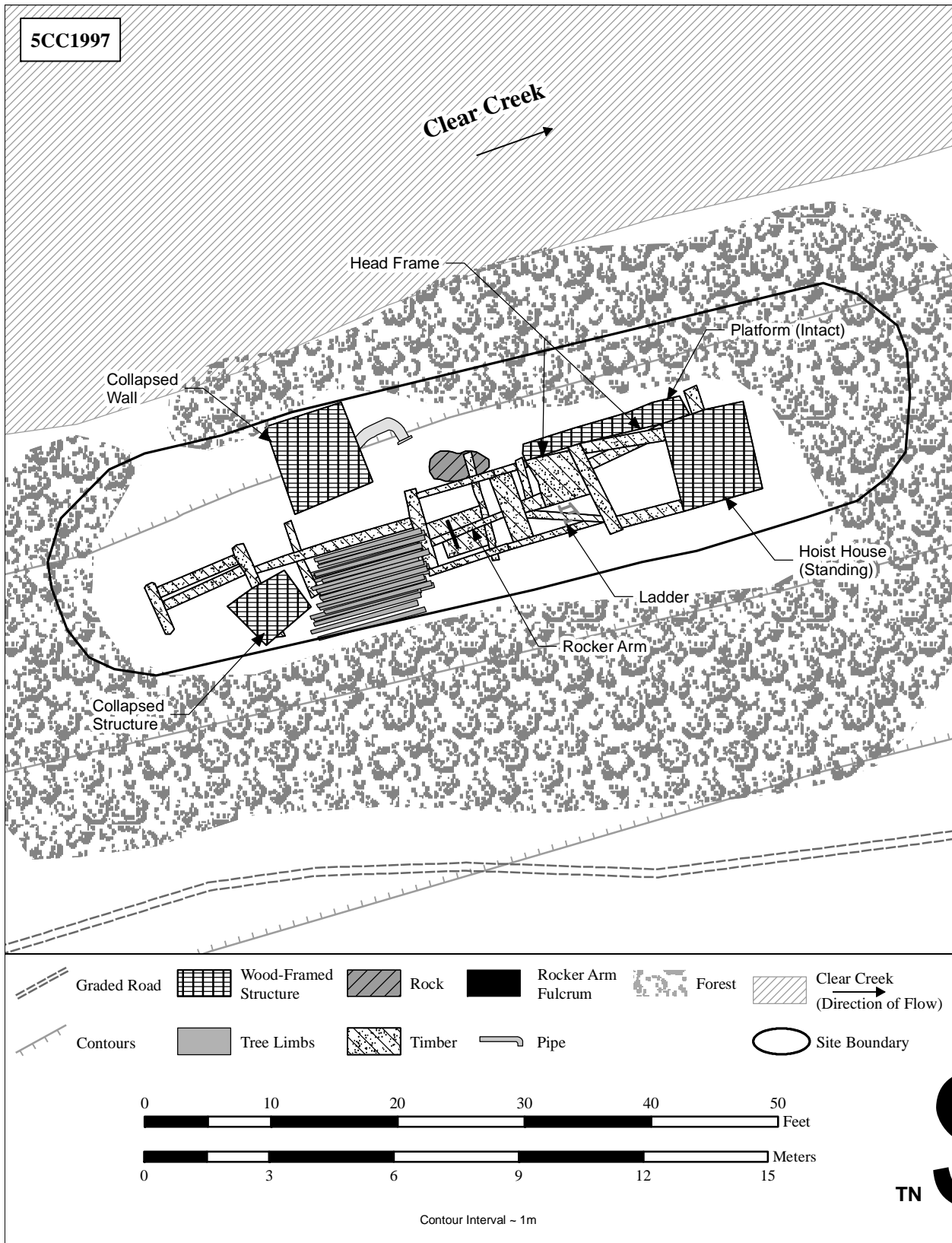


Figure 27. Plan map of site 5CC1997.

are the prevalent species along this part of the south bank of Clear Creek but red willow, sparse grasses, thistle, and Douglas-fir saplings are present as well.

Description: This site is a vertical shaft mine with a partially standing structure that includes a head frame over the shaft, a hoist house, the remains of a dewatering pump assembly, and a collapsed structure of indeterminate function. All of the structural elements are supported on a connected timber frame. A light scatter of trash covers the site area. Site dimensions are 70 ft (E/W) x 18 ft (N/S), with an area of 0.03 acre. The trash scatter comprises a length of 6-inch-diameter pipe, lag bolts, large pins, scrap metal, braided wire cable, timbers and lumber, a length of chain, and a fuel tank.

The structural remains of the mine are in poor condition. The four-post head frame is still standing but there is no pulley or sheave wheel at the top of the structure, which has begun to collapse (Figure 28). The four 8 in x 8 in vertical timbers of the frame form a 4 ft x 5.5 ft rectangle with the mine shaft in the center. The posts are reinforced with four poles that serve as back braces and cross-bracing, consisting mostly of 2 in x 8 in planks. A platform at the top of the head frame, which probably supported a pulley, is collapsing. Unless a part of the head frame has fallen off, the structure was 16 ft high when new. In the center of the north elevation of the head frame is a sheet-metal-clad ore-loading platform that could be raised and lowered.

Six feet east of the head frame is a small structure that contains a hand-cranked winch supported on a milled lumber frame. This structure appears to have functioned as the hoist house for the mine. The winch features an iron handle and employed a saw-cut log for the drum. A



Figure 28. View south-southeast of the head frame at site 5CC1997, taken from the bank of Clear Creek.

combination of corrugated metal and plywood was used for the roof and walls of the hoist house. Long timbers that extend from the head frame support the structure, which is 7 ft tall and 6.5 ft square in plan. The floor of the hoist house is constructed of closely spaced timbers.

A probable dewatering pump system is located on the west side of the head frame. Machinery for the pump is no longer present. What remains is an 8 in x 8 in, green-painted, milled timber that served as the main rocker arm. The fulcrum for the rocker arm is situated 6.5 ft west of the vertical supports in the head frame, and the 6-in-diameter pipes and 2 in x 4 in lumber piston arm are adjacent to the west side of the head frame. The rocker arm may have been sawed off on the side of the fulcrum opposite the pipes. It is impossible to determine exactly how the pump functioned since there is no machinery and the rocker arm may be incomplete. It is possible that it represents a very small version of a balance bob-type mechanism which used a weight at the opposite end of the rocker from the piston in order to facilitate more efficient pumping.

Approximately 12 ft west of the rocker arm fulcrum is a collapsed structure that may have functioned as the housing for the pump, or could have served as a shop of some sort. The collapsed structure appears to have been about 4.5 ft x 2 ft and 5.5 ft tall. Vertical 1 in x 6 in planks were nailed to a frame to form the walls, and plywood was used for the roof. The structure may have also been clad with corrugated metal.

BLM and Clear Creek County records were searched for mining claims or other information on the site. No records were found, leaving the age of the mine unknown. Because of the lack of historical records there also is no way to ascertain ownership of the mine.

Evaluation and Management Recommendation: Archival research of mining and patent records failed to produce any information about the site, which appears not to have been associated with historic trends in Clear Creek Canyon and therefore does not meet Criterion A of the NRHP. Based on the materials used in the structure, as well as artifacts on the ground, it appears that this mine is not particularly old and there is no known association with historically significant persons or events. The site therefore does not meet Criterion B. It does not exhibit significant construction or engineering features and therefore does not meet Criterion C. The site lacks the potential to yield further historic information and does not meet Criterion D. The site is evaluated as not eligible for the NRHP and no further work is recommended. It should be noted that the potential exists for an NRHP district or cultural landscape based on the intensive mining history of the Idaho Springs area. However, mining-related sites within the current project APE are mainly poorly-documented remnants that do not meet NRHP eligibility criteria and lack relevant aspects of integrity. This site would not contribute to any such landscape or district.

Site 5CC1998 – Kermitts Roadhouse / The Tunnel Inn Service Station and Lunch Room

Setting: This site is located at the base of Floyd Hill at the former intersection of U.S. Highways 6 and 40, on the north side of Clear Creek. This area is now the location of the entrance and exit ramps from Interstate 70 to U.S. 6. An unnamed intermittent tributary of Clear

Creek runs along the western side of the site and drains into Clear Creek 140 ft southeast of the property boundary. The site is situated on a level area that may be part of a natural terrace, but the locality has probably been mechanically altered to facilitate the road and a gas station. Steep slopes characterize the northern and western portions of the property. Approximately 50 cm of gravelly, light brown sandy loam – a combination of alluvium and colluvium – is present on the terrace. Vegetation consists primarily of grasses, but aspen, spruce, willow, and thistle also occur on the property. A mixture of alluvial and colluvial deposition has created the landform over time. Because the lot is developed, ground visibility is excellent over most of the site.

Description: This site was originally part of a placer mine claim which was subsequently subdivided. The White Star Placer Mine was filed under survey No. 19040 in 1911 and patented in 1913 by Jabez F. Clark, who acquired the property from William C. Hilker in 1912. Clark died in 1926 and the mine claim was purchased by Olliver Gullickson. Gullickson passed away in 1934 at which time his relatives inherited the property. Fred W. McCarthy purchased a portion of the real estate in 1946 and, based on limited records, it seems that he started the Tunnel Inn Service Station and Lunch Room around that time. This also appears to be when the current property boundary was designated. Based on assessor's records McCarthy owned the property until his death in 1964. The Tunnel Inn was established to service automobile traffic along U.S. 6. The establishment presently known as Kermitts Roadhouse has changed hands only three times since 1964. Research of county documents, newspaper archives, and the internet has shown that none of the property owners was significant to the history of the area.

The current property is roughly triangular in plan and encompasses 1.07 acres (Figure 29). The lot measures 459 ft (E/W) x 190 ft (N/S). County records indicate that the present legal property boundary is consistent with the historic boundary.

According to Clear Creek County Assessor's records the original structure that became the Tunnel Inn Service Station and Lunch Room was built in 1931. It has obviously been modified, added to, and remodeled extensively, but there are no records indicating the dates and types of modification. The current floor plan is irregular in shape, with 1687 ft² in the restaurant and an 84 ft² enclosed porch that serves as the entryway. The maximum dimensions of the building are 61 ft x 39 ft according to assessor's records. A large patio with an elevated deck and a stage is located at the west end of the complex.

The architectural features of the building can best be described as vernacular (Figure 30). It is possible that there were originally two buildings with end-gabled roofs that have been connected by one large addition, although a few smaller additions have probably been made as well. Portions of the building have faux-log siding, some with vertical wood siding, while much of the exterior is painted cinderblock. The roof style varies with each section of the building, with multiple pitches and areas of flat roof. Brown asphalt shingles cover the roof and two metal vents protrude from the kitchen. All of the doors are wooden, but represent a variety of styles. There are two single-hung windows on the northeastern side of the building while the remainder of the windows are fixed pane. The front doors feature windows but the other doors are of solid wood. The main entrance is at the western end of the south side of the building, and a secondary public entrance is situated on the eastern end of the south elevation. The patio, deck, and stage appear to have been constructed very recently (Figure 31).

Evaluation and Management Recommendation: With regard to NRHP Criterion A, the original Tunnel Inn Service Station and Lunch Room appears to have had an association with servicing automobile traffic and transportation along U.S. Highway 6 that was likely interrupted by the development of Interstate 70 in this area in the 1960s. The site thus may have significance under Criterion A. Research indicates that none of the owners or developers of this commercial property were found to be significant in the history of the area, thus the property is not significant under Criterion B. The existing roadhouse incorporates many different architectural materials and features and is not a good representative example of any particular architectural style or form, and therefore the property is not significant under Criterion C. Although there appears to be significance to the history of the property, the architectural integrity of the site has been completely compromised through additions and modifications. Parts of the original Tunnel Inn Service Station and Lunch Room may be present within the existing building that is now Kermitts Roadhouse. However, the original structure or structures are not readily apparent in the current configuration. For these reasons site 5CC1998 is assessed as not eligible for inclusion on the NRHP, and no further work is recommended.

Site 5CC1999

Setting: Site 5CC1999 is found on the steep slopes of the northern flank of Santa Fe Mountain. Clear Creek is located 50 ft below the site and 100 ft to the north. The elevation is between 7425 and 7456 ft. Dense Douglas-fir forest is manifested on the hill slopes with an understory of juniper, elm, wild rose, and a mixture of forbs. A mat of duff and leaves completely obscures the ground surface. Colluvial movement of rock and sediment has resulted in a generally thin mantle of gravelly, brown sandy loam.

Description: A series of four terraces is all that remains at the location of site 5CC1999 (Figure 32). Taken together the terraces occupy an area of 0.05 acre with maximum dimensions of 71 ft (E/W) x 52 ft (N/S). The uppermost flattened area is designated Terrace A, with Terraces B, C, and D arranged consecutively downslope.

Terrace A is the most developed of the four, with a substantial retaining wall consisting of eight courses of dry-laid local stone on the downslope side. Approximately 6 ft in height, the platform of Terrace A is 13 ft wide and 14.75 ft deep (Figure 33). A 2-inch-diameter iron pipe protrudes vertically from the front of the terrace and stands 5 ft tall. A small, stone-lined nook that is 5 ft long, 3 ft wide, and 2.5 feet deep has been constructed in the center of the back side of Terrace A. The nook is partially cut into bedrock, but its back wall features four to five courses of dry-laid stone. It is possible that the nook is a walled-up adit, but the lack of waste rock downslope makes that interpretation dubious. The nook may have secured a piece of machinery, possibly a pump that was related in some way to the vertical pipe.

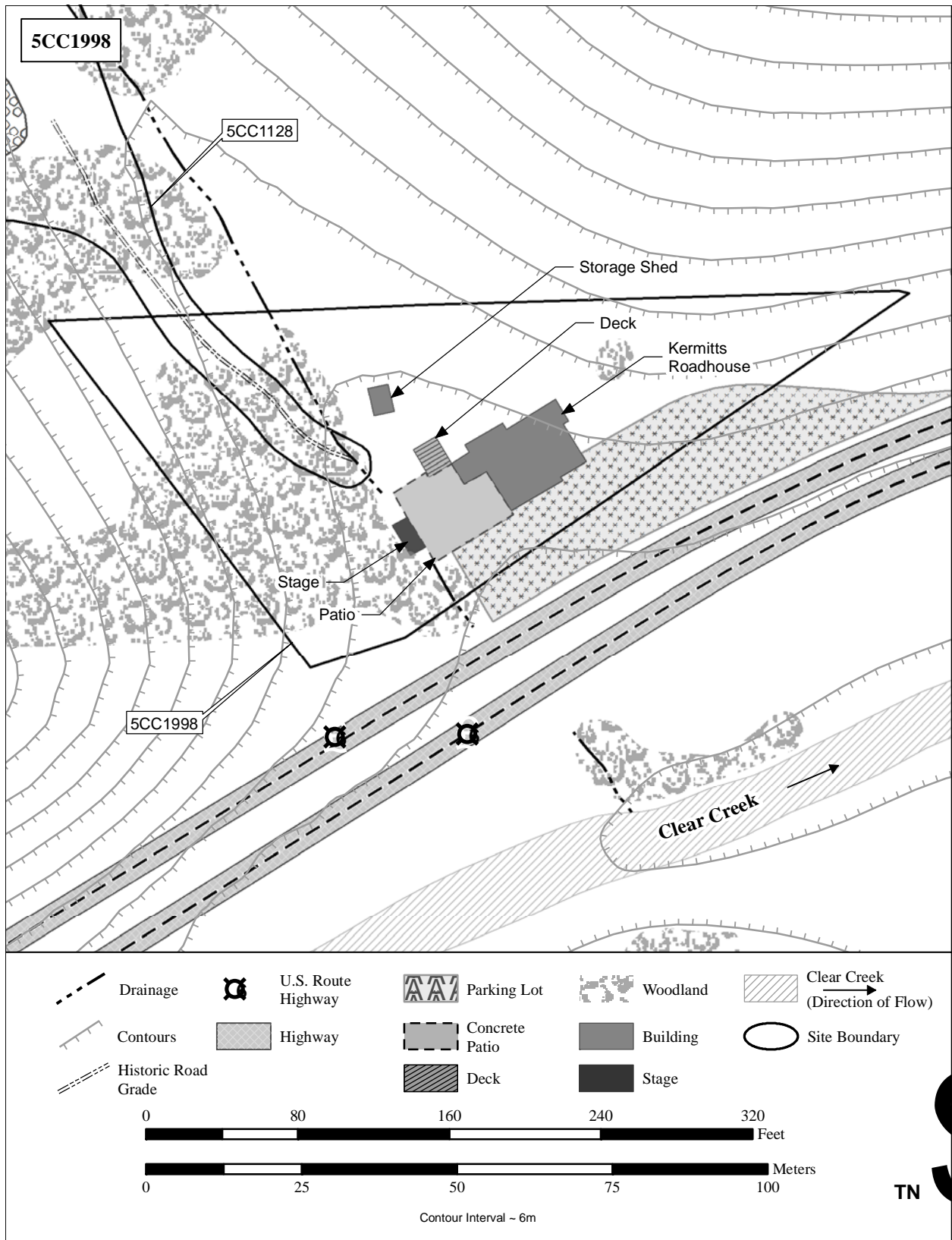


Figure 29. Plan map of site 5CC1998.



Figure 30. View of the front (southeast elevation) of the restaurant at site 5CC1998.

Terraces B, C, and D are much less substantial than Terrace A and exhibit just one to two courses of stone to fortify the downslope sides. The flattened surface of Terrace B is approximately 25 ft long and 4 ft wide. At one time it may have reached the base of Terrace A but rock fall has made that difficult to confirm. Downslope from Terrace B at a distance of 5 to 10 ft is Terrace C, which is also 25 ft long but is 10 ft wide. Terrace D is located 25 ft to the east of Terrace C. The flattened area of Terrace D is 40 ft long and 12 ft wide. Based on the overall configuration of these features, it is possible that Terraces B, C, and D are the vestiges of a switchback road ascending to Terrace A.

With the minimal evidence available, the function of site 5CC1999 remains unknown. It may be related to the Seaton Mountain Electric Company power plant (Site 5CC1996) that was situated 180 ft to the northwest of the site. The remnants of the flume for the power plant are located just 70 ft from the terraces at 5CC1999. However, based on the downstream location of 5CC1999, and the small diameter of the pipe at Terrace A, it is unlikely that the site provided water for the power plant.

Evaluation and Management Recommendation: Although the function of 5CC1999 is unknown, the construction style of the terraces is typical of mining-related sites in the area. Archival research failed to produce evidence of the age or function of the site, and there are no indications that the site is associated with historically significant persons or events. Therefore, the site does not qualify for NRHP eligibility under Criteria A and B. The site does not exhibit

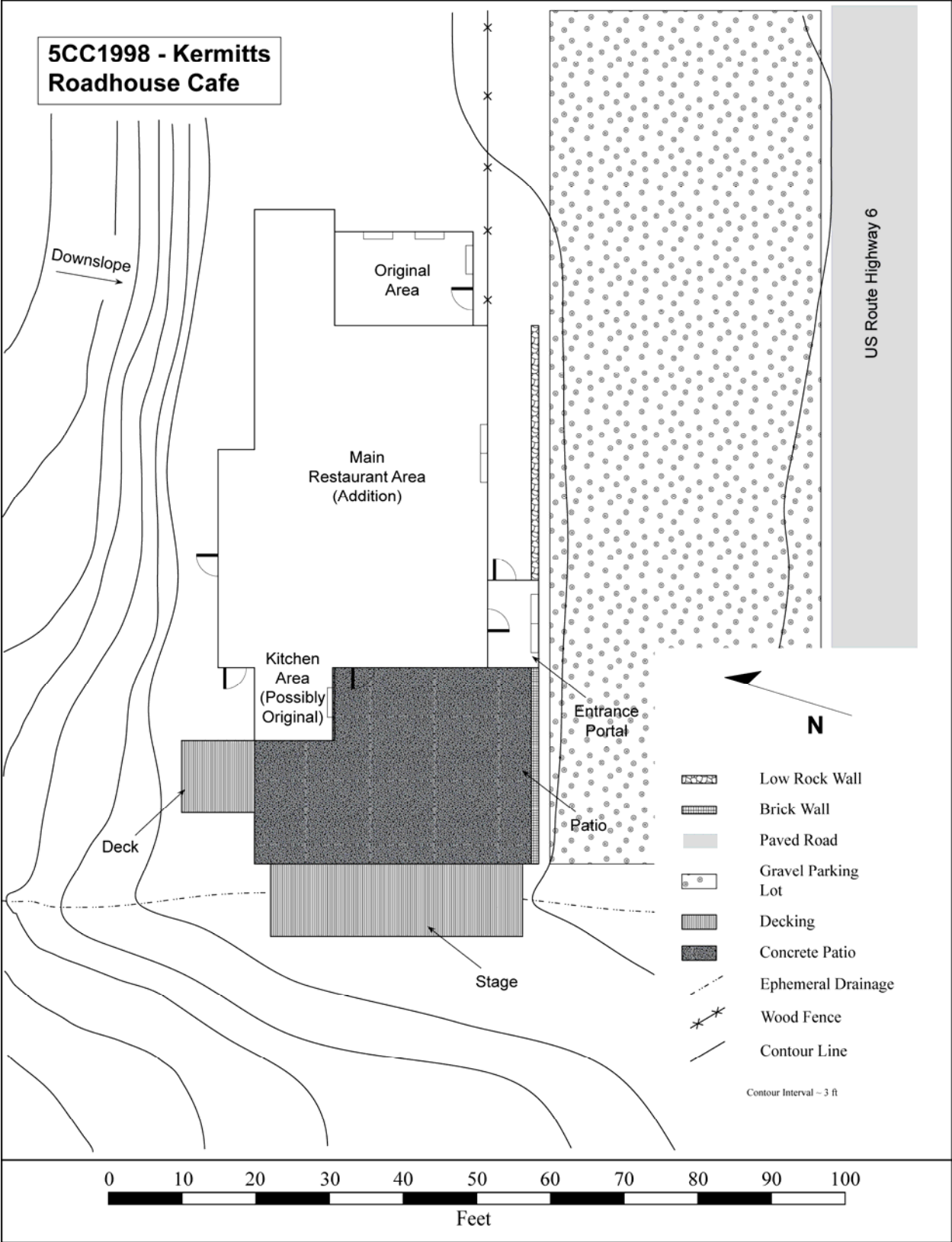


Figure 31. Plan map of roadhouse café at site 5CC1998.

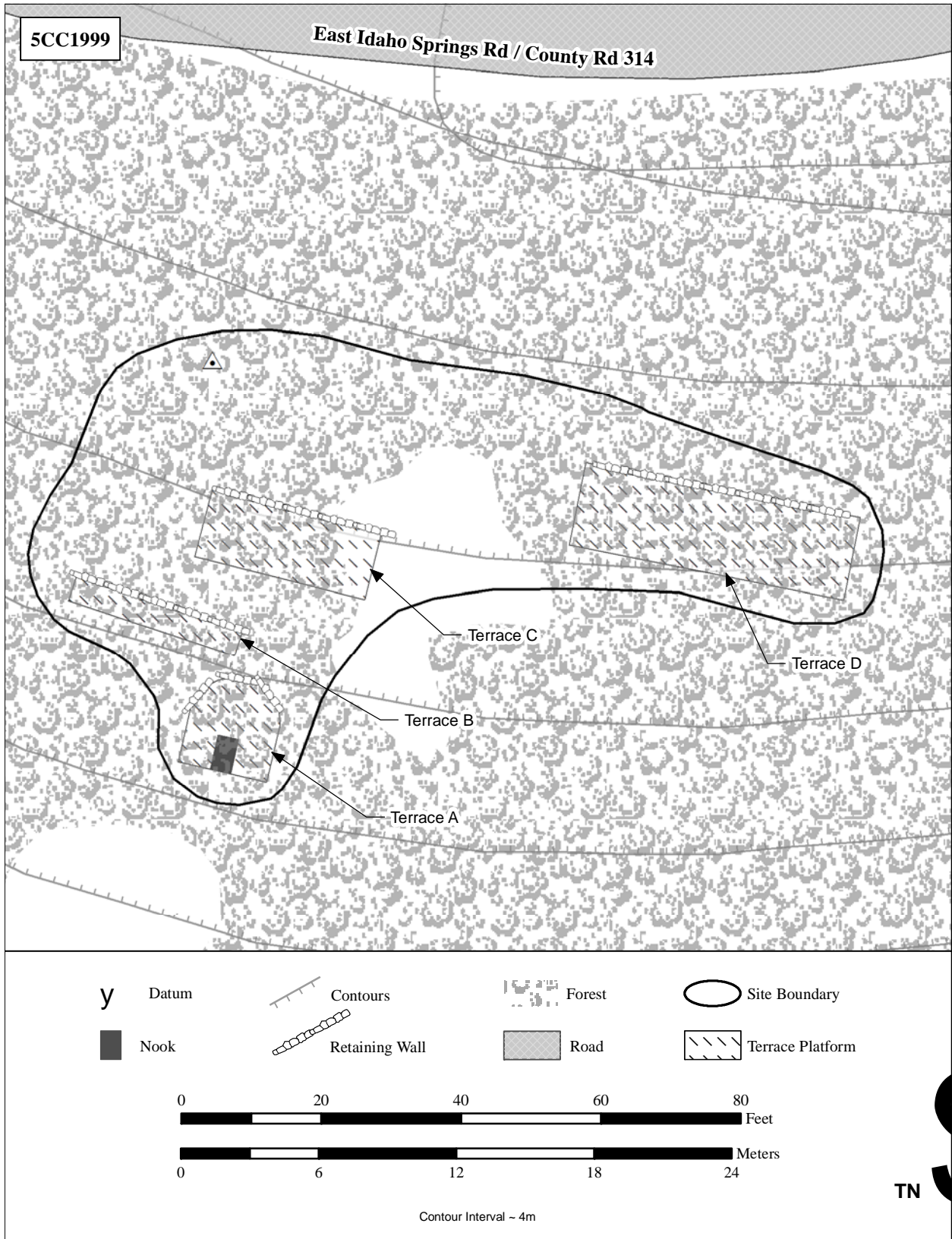


Figure 32. Plan map of site 5CC1999.



Figure 33. View northwest of Terrace A at site 5CC1999 with retaining wall on the right and the vertical pipe near the center.

significant construction or engineering features and does not meet NRHP Criterion C. A thin mantle of soil on a steep slope precludes the possibility of buried cultural materials at the site. Thus the archaeological potential is negligible and the site does not meet Criterion D. Site 5CC1999 does not meet NRHP eligibility criteria, and no further work is recommended. It should be noted that the potential exists for an NRHP district or cultural landscape based on the intensive mining history of the Idaho Springs area. However, mining-related sites within the current project APE are mainly poorly-documented remnants that do not meet NRHP eligibility criteria and lack relevant aspects of integrity. This site would not contribute to any such landscape or district.

Site 5CC2000 – Bell Property

Setting: The Bell property in its current configuration includes generally north-facing slopes at the base of Santa Fe Mountain, approximately 2 miles east of Idaho Springs. The north side of the property has been truncated by the construction of U.S. Highway 6/40, Interstate 70, and the Central City Parkway. The site lies mostly within dense, mixed conifer forest. Tree species include Douglas-fir, lodgepole pine, and Colorado blue spruce, as well as aspens which were most likely planted around the cabins. Grasses, wild rose, and a variety of forbs are present in the understory of the forest and in open areas of the property. Clear Creek flows past the site approximately 350 – 530 ft to the northwest. The sandy loam soils that characterize the area are

thin on the mountain slopes but over 1 m thick in the lowest areas of the site. The portion of the property in which the cabins are located has an average elevation of 7375 ft. Snow cover at the time of recording obscured the ground surface, but did not affect the process of site evaluation.

Description: The Bell family complex of cabins and other buildings is situated on land owned and occupied by Bruce and Marjorie Bell. Although there are now six separate parcels, these properties once constituted a larger, single 160-acre piece of land (Debbie Chapman, Certified General Appraiser at the Clear Creek County Court House, personal communication to Kristin A. Gensmer, 11/8/2011). The property originally included the south half of the northeast quarter and the north half of the southeast quarter of Section 32 in T3S, R72W of the 6th Principal Meridian. Bruce Bell, who currently lives on the property with his wife, Marjorie, first acquired the land from his grandparents D. W. and Alley E. Carr in April of 1949 (Clear Creek County Court House [CCCCH] Records Book 391, p. 336).

Prior to the Bells the property was assessed to the estate of William E. Renshaw from 1938 to 1949 (CCCCH Block Book 4, p. 28). The Idaho Mfg. Red TT & Company, which paid the taxes on the land from 1918 to 1937 (CCCCH Block Book 3, p. 3 and Block Book 4, p. 28), acquired it from the Gem Electric Company, which owned it in 1917 (CCCCH Block Book 3, p. 3). The property was assessed to the Boston – Colorado Power Company from 1912 through 1916 (CCCCH Block Book 3, p. 3), and the Seaton Mountain Electric Company from 1898 to 1915 (CCCCH Block Book 2, p. 2 and Block Book 3, p. 3). The background of the Seaton Mountain Electric Company is discussed in the site narrative for 5CC1996. The Clear Creek Placer Company owned the property from 1895 to 1897 (CCCCH Block Book 1, p. 8 and Block Book 2, p. 2). The earliest entry is in 1891, and shows the land assessed to John E. Pearson from 1891 through 1894 (CCCCH Block Book 1, p 8).

Today the properties include 33.8 acres, and comprise two cabins, a storage building, a barn/workshop, a garden shop and walled garden area, at least one collapsed root cellar, and a semi-subterranean building of unknown purpose (Figure 34). Of the two cabins, one was built in 1922 and subsequently occupied by Bruce Bell's family during the Great Depression. In 1936 Bell and his parents moved into the 1922 cabin, which was built by a man with the last name of Wood (Bruce Bell, personal communication to Erik Gantt, 11/10/2011). Bruce Bell's grandfather (D. W. Carr) built another cabin in 1935 or 1936. The mid-1930s cabin is where Bruce and Marjorie Bell still live.

In order to accommodate the Bell family, which included five children, Bruce Bell added to and modified the main cabin several times during the 1940s and 1950s. The vernacular-style building is now 1835 ft² on the lower level and exhibits an irregular footprint set on a terrace that has been cut into the mountainside (Figures 35 and 36). A section of the house near the east end is two stories high with an upper level area of 340 ft². The exterior walls of the cabin are of split-log siding that has been painted a dark red. Poured concrete and stone were used to construct the foundation of the building and to create retaining walls for the terrace and other walled areas around the site. Wood stoves that heat the cabin are vented through double-walled stove pipes set in concrete and stone chimneys. A variety of styles of wood-framed windows are in evidence including fixed-pane, single-hung, and double-hung. Like the windows, the doors are variable in form and include both wood panel and metal styles, some with windows. A

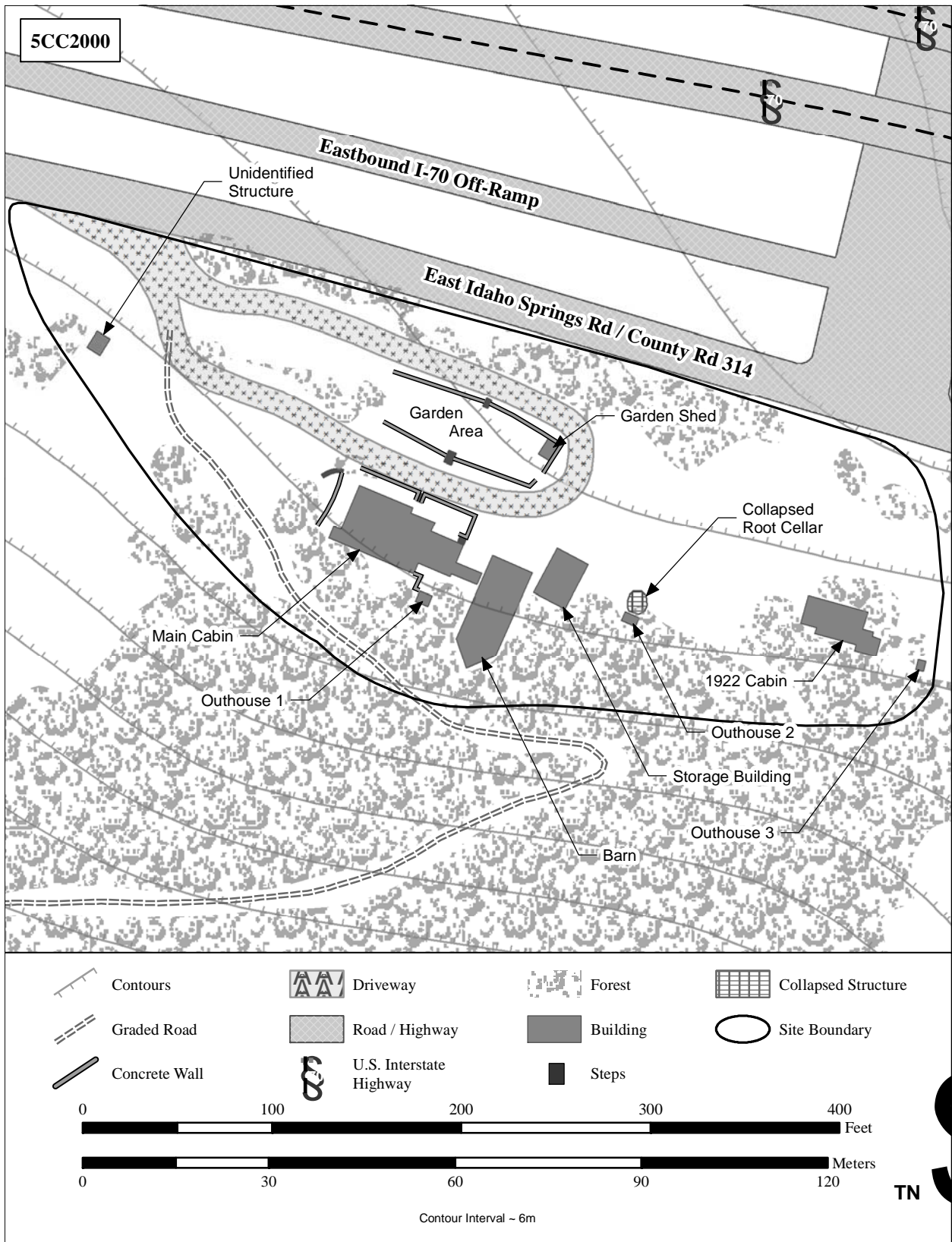


Figure 34. Plan map of site 5CC2000.

terrace at the back of the house accommodates an outhouse (Outhouse 1) which is no longer in use. According to Bruce Bell, Outhouse 1 was originally part of the Barnum property in Denver and was built in the early 1900s. Bell's father acquired the outhouse and moved it to the site.

To the east of the mid-1930s cabin, Bruce Bell has built a large barn that serves as a workshop for Marjorie Bell and for storage. East of the barn is a small house that Bruce Bell obtained in Idaho Springs and moved to the property; this structure is also used for storage purposes. An apparent collapsed root cellar is found just to the north of the storage building. Between the storage building and the 1922 cabin is Outhouse 2, which is in poor condition and does not appear to have been used for many years. North of the main residence lies a 2800 ft² walled garden area that includes a small cement shed in the northeast corner.

The cabin built in 1922 was set into the hillside and the back roof is nearly at ground level. At least two additions have been made to the cabin (Figures 37 and 38), but the dates of these modifications are not known. In its original design, the footprint of the cabin may have been rectangular but now it is irregular. Based on the maximum exterior dimensions (45 ft E/W x 20 ft N/S), the cabin has 690 ft² of interior space. At one point there was a deck or large porch on the front of the cabin that was supported by cinderblock pillars. The deck has collapsed and has been removed, leaving an empty pit in front of the cabin. In this pit is a partially boarded-over entrance to a cellar that has been excavated underneath the structure. Cement-mortared fieldstone was used for the foundation of the saddle-notched log walls of the cabin, which have deteriorating cement chinking. Some of the exterior walls are clad in asphalt shingle and metal. The roof is covered in a mixture of metal sheeting, rolled asphalt, and corrugated fiberglass. As with the mid-1930s cabin, a metal stove pipe vents the stove or fireplace. Windows in the 1922 cabin are a combination of 4 x 4 and 1 x 2 light fixed-pane in wood frames. The front entrance to the main cabin has been covered with plywood, and it is impossible to determine if a door is still in place. The addition to the western end of the building has partially collapsed. Entry to the west addition was through a wooden door made of a rectangular frame and diagonal planks. The other addition is on the eastern side of the cabin. Outhouse 3 is located 25 ft east of that added room.

A small, semi-subterranean structure situated near the driveway entrance, measuring 8 ft x 8 ft, is of unknown function. It may be related somehow to a bomb shelter built by Bruce Bell in the 1950s. No historic artifacts that are obviously more than 50 years old were documented, but the property is used for storage of thousands of items including cars, shop equipment, scrap wood, and various curios.

Evaluation and Management Recommendation: Archival research suggests the site is not associated with trends or events of historical importance in Clear Creek Canyon and does not meet eligibility Criterion A of the NRHP. The Bell property as a whole is not known to be associated with significant persons and therefore does not meet Criterion B. Both the 1922 and mid-1930s cabins have been significantly modified from their original configurations, which precludes the buildings from eligibility under Criterion C. While there may be cultural materials in privy pits and other areas around the site they are not likely to yield information important to our understanding of the history of the area and therefore the site does not meet Criterion D. The site is assessed as not eligible for the NRHP and no further work is recommended.

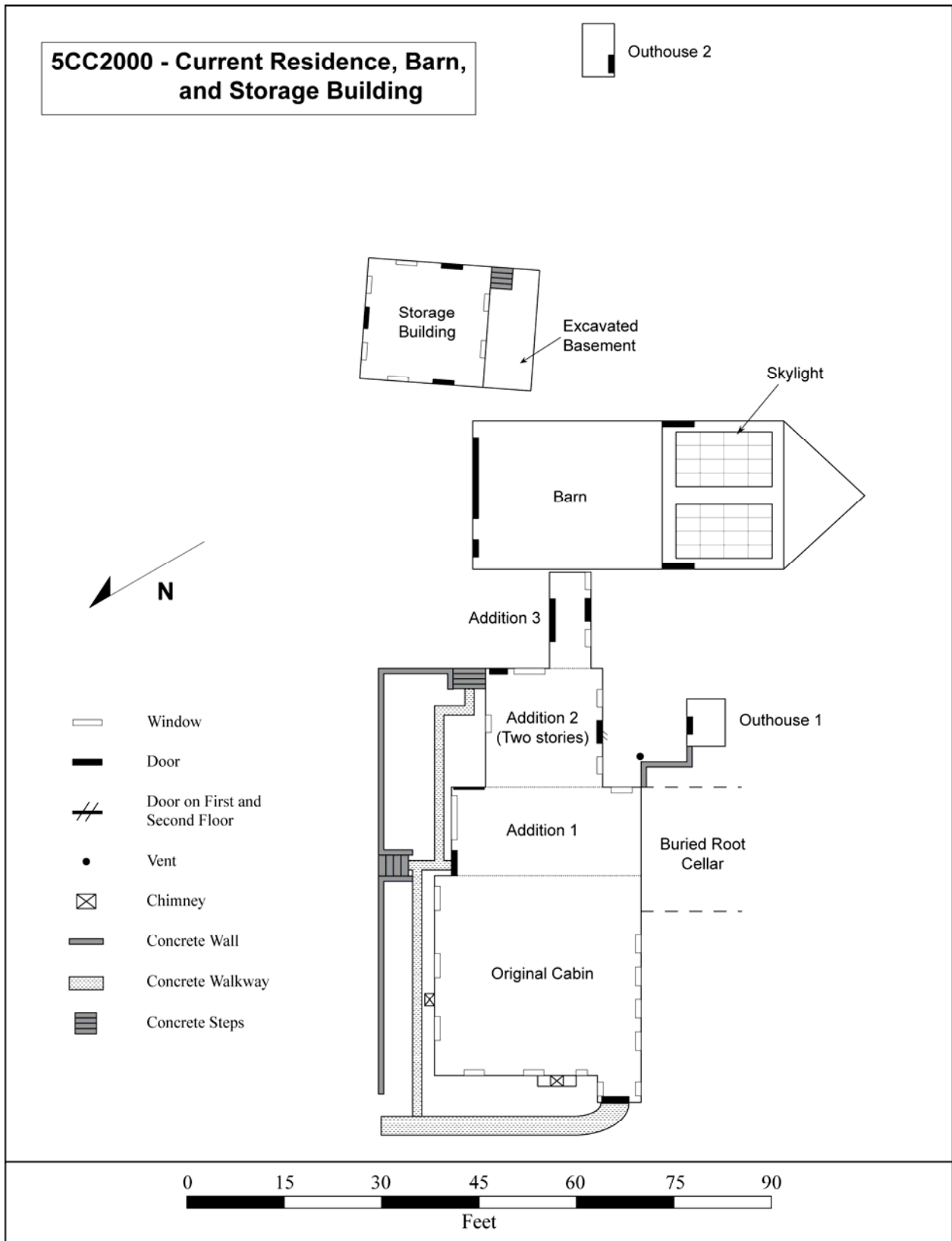


Figure 35. Map of the current Bell residence and associated buildings at site 5CC2000.



Figure 36. View of the mid-1930s cabin at site 5CC2000, facing southwest.

Site 5CC2001 – Silver Spruce Mill

Setting: The now-defunct Silver Spruce Mill is located on north-facing slopes and in the Clear Creek Valley floor at the base of Santa Fe Mountain, on the south side of Idaho Springs. The slopes have been modified heavily by activities associated with the mill, and there are now four large terraces cut into the mountain. Because of the disturbance associated with these man-made features it is impossible to determine the characteristics of the soil, but the area generally exhibits a thin cover of colluvial sediment overlying cobbles, boulders, and bedrock. Most vegetation has been cleared from the terraces and mill area but some grasses, forbs, and saplings are growing in the clearings, and unaltered areas of the property support a mixed conifer forest. Surface visibility in the cleared areas is excellent. Clear Creek, located 700 ft to the north, is the principal drainage in the area. The elevation of the site ranges from 7474 - 7638 ft.

Description: Clyde M. Lyon built the Silver Spruce Mill in the late 1930s (Historical Society of Idaho Springs 1986:338-339). Although he primarily processed ore from the Niagara Mine in the Spring Gulch District, Lyon also milled ore for other mines on a custom basis. In the early to middle 1940s Leroy Giles & Co., wishing to consolidate its milling to one location, purchased the mill from Clyde Lyon. According to one source, the Silver Spruce Mill was renamed the Dixie Mill in the mid-1940s after the Silver Spruce was purchased by Leroy Giles & Co. (Historical Society of Idaho Springs 1986:72). However, Clear Creek County Assessor's records indicate that the Dixie Mill was located approximately 2 miles east of the Silver Spruce Mill near the current intersection of I-70 and the Central City Parkway. No records of the ownership or

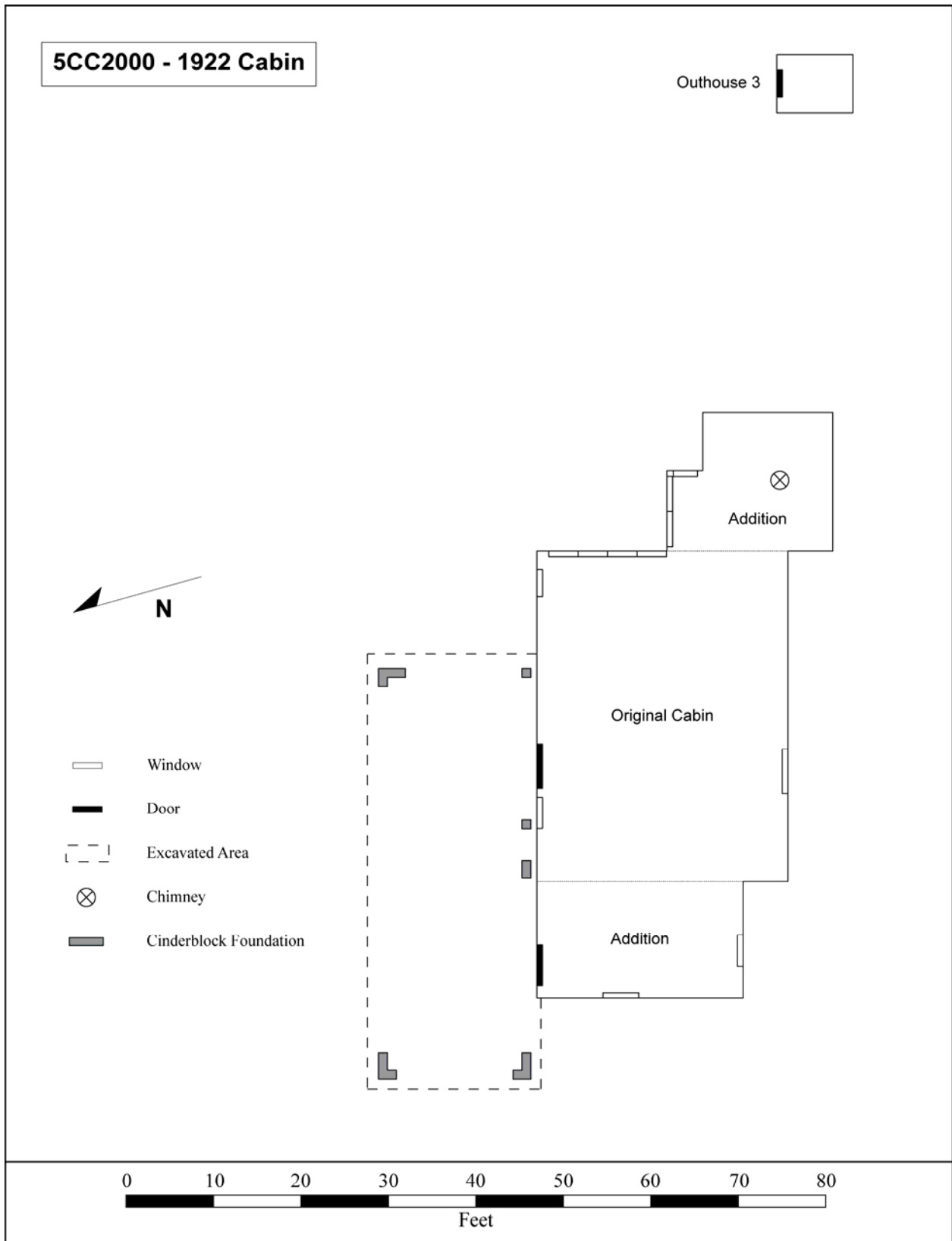


Figure 37. Map of the 1922 cabin and its outhouse at site 5CC2000.



Figure 38. View east of the 1922 cabin at site 5CC2000.

history of the actual Silver Spruce Mill pre-dating 2004 were found in the Clear Creek County files, and no photographs of the Silver Spruce Mill were found in the Idaho Springs Heritage Museum archives.

The site as presently manifested comprises four large man-made terraces with two substantial concrete structures set into a hillside (Figure 39). The mill site is located on a 19-acre parcel that measures 1302 ft (E/W) x 937 ft (N/S). The east and west structures both exhibit poured concrete foundations with 1-ft-thick walls, and are separated by a distance of 55 ft.

A rectangular footprint characterizes the east structure, which measures 37 ft (E/W) x 17 ft (N/S) (Figures 40 and 41). A 26-ft-tall tower with a 17-ft-square plan makes up the eastern side of the east structure. The walls of the upper 20 ft of the tower are made of stacked 2" x 6" lumber clad in galvanized sheet metal. It appears that ore was sorted in the tower and was then brought out of the processing facility through a 7-ft-wide room on the northern side of the base of the tower. A platform with two concrete machine mounts makes up the western side of the east structure. Sediment and rock washing down the hillside have buried the southern half of the platform, which measures 20 ft (E/W) x 17 ft (N/S). The machine mounts are 2.5 ft tall and exhibit large threaded bolts protruding from the upper surfaces. A nook that is probably related to loading of ore carts or trucks is located near the western end of the northern side of the platform.

The west structure is represented by a series of concrete foundation walls, with the base of a square ore-sorting tower the most prominent element (Figures 41 and 42). In total, the two levels of the west structure are 22 ft tall. The upper area is an 18-ft square that appears to have supported a superstructure similar to the tower on the east structure. There are six structural mounting points on the outside walls of the upper foundation and two interior concrete dividing walls. Ore was probably sorted in the upper level of the west structure and then dumped into a lower level on the northern side. This lower level measures 21 ft (E/W) x 13 ft (N/S), with a 5-ft-wide opening on the western side of the south elevation. Three concrete foundation elements associated with the lower level of the west structure are of indeterminate function.

The upper levels of the structures can be accessed via a road and the uppermost of the four man-made terraces (Terrace 1). The elevation of Terrace 1 is 7572 ft. It has a surface area of 0.38 acre and measures 145 ft (E/W) x 125 ft (N/S). It appears that the three lower terraces (Terraces 2 – 4) were established for the purpose of distributing the processed tailings. Terrace 2 measures 340 ft (E/W) x 135 ft (N/S), encompassing an area of 0.84 acre; it occurs below the mill structures at an average elevation of 7546 ft. At an elevation of 7522 ft, Terrace 3 spans 0.49 acre, measuring 213 ft (E/W) x 125 ft (N/S). The lowest leveled area, Terrace 4, occurs at an elevation of 7483 ft, and measures 430 ft (E/W) x 410 ft (N/S), within an area of 2.3 acres. Some placer mining may have occurred at the eastern end of the site, on the southern side of Terrace 4, but this cannot be confirmed.

Evaluation and Management Recommendation: Research indicates this was not a particularly important or productive mill within the historic context and was only in production for a short time; it therefore lacks significance under Criterion A. The property has no known associations with significant individuals and is therefore not significant under Criterion B. Under Criterion C, the structures are not good examples of industrial or mill architecture or features due to deteriorating physical conditions that have altered the defining features. Nearly all of the site consists of man-made terraces that could not harbor intact cultural materials, and further study would not enhance our knowledge of the history of the area. Thus, the site does not meet NRHP Criterion D. The site is assessed as not eligible for inclusion on the NRHP and no further work is recommended. It should be noted that the potential exists for an NRHP district or cultural landscape based on the intensive mining history of the Idaho Springs area. However, mining-related sites within the current project APE are mainly poorly-documented remnants that do not meet NRHP eligibility criteria and lack relevant aspects of integrity. This site would not contribute to any such landscape or district.

Site 5CC2003

Setting: A large rock outcrop on a south-facing slope at the base of an unnamed mountain provides the overhang that forms this rock shelter. Clear Creek is 200 ft south of the shelter but all of the deposition at the site appears to be the result of colluvial processes and roof fall. There is abundant rock mixed with at least 1 ft of sandy loam soil inside the dripline of the shelter and in a small area outside the dripline. Interstate 70 lies 10 ft downslope and 30 ft south of the site. Alpine currant, mountain mahogany, prickly pear, and various grasses constitute the prevalent flora outside the shelter. The vegetation is patchy, which results in variable ground visibility.

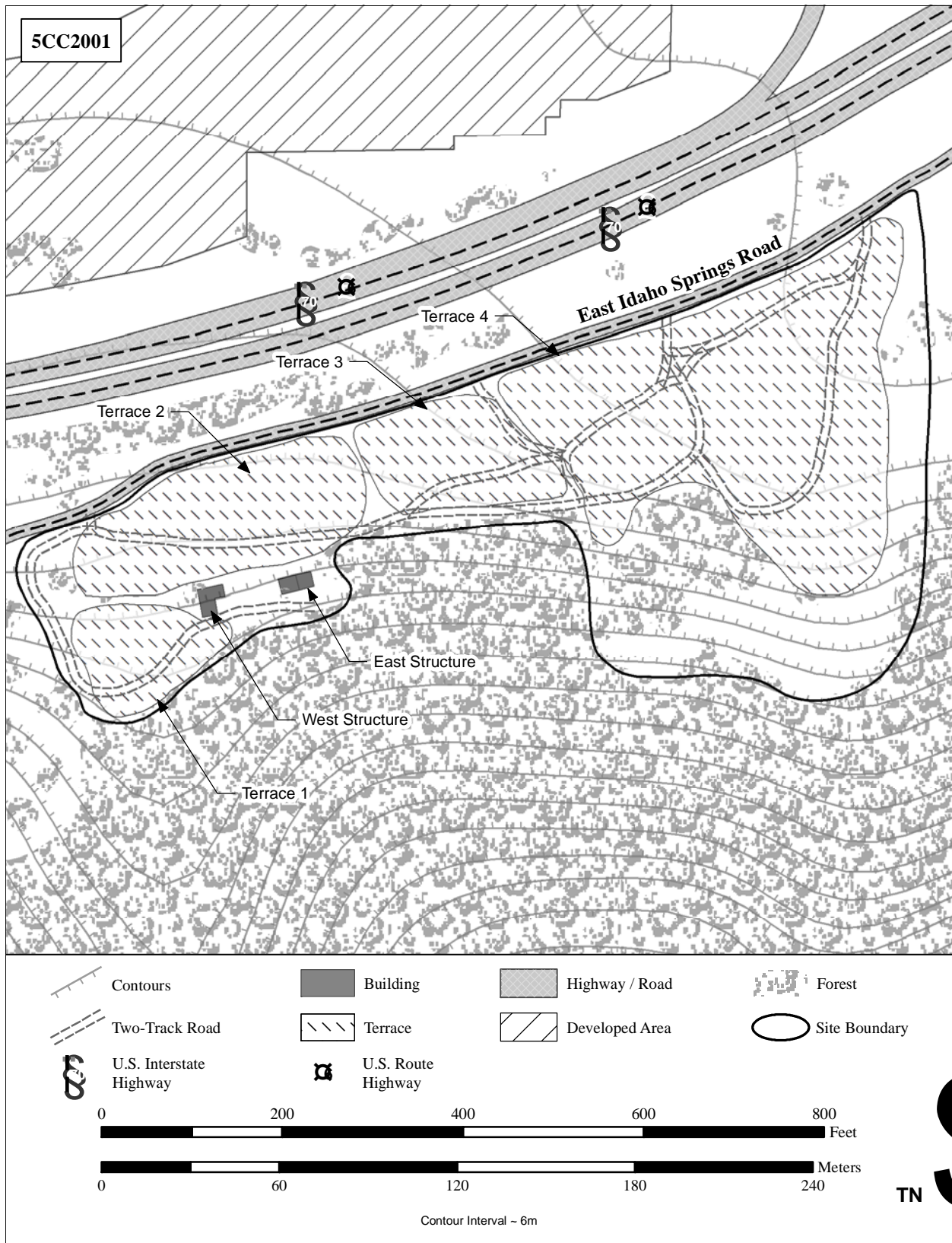


Figure 39. Plan map of site 5CC2001.



Figure 40. View south of the east structure at 5CC2001.

Description: Situated firmly within the I-70 right-of-way, this site is a south-facing rock shelter with evidence of human use and possibly occupation (Figures 43 and 44). Behind the dripline of the shelter is a 69 ft² area of floor that is 13 ft wide at the mouth and 10 ft deep. Because of the angle of the back wall only 50 ft² of the floor at the front of the shelter would accommodate a hunched-over or sitting person. Outside the shelter the floor is 14.5 ft long (E/W) x 7.7 ft wide (N/S) with an area of 85 ft². The western margin of the shelter floor outside the dripline is bounded by a large rock and natural earthen bench that is 2 ft tall. As currently defined the site boundary is slightly oval-shaped and encompasses an area of 462 ft².

No artifacts were found on the surface, but a patch measuring approximately 1 m x 1 m on the back wall of the shelter is smoke-blackened with charcoal and soot clinging to the surface. A 2-cm-diameter soil probe did not expose evidence of buried thermal features, but a large packrat midden at the back of the shelter below the smoke-blackened area may overlie a thermal feature. Based on the proximity of mining site 5CC2004, which is less than 50 ft away, it is probable that the rock shelter was utilized during the historic era; however, prehistoric use of the shelter cannot be ruled out.

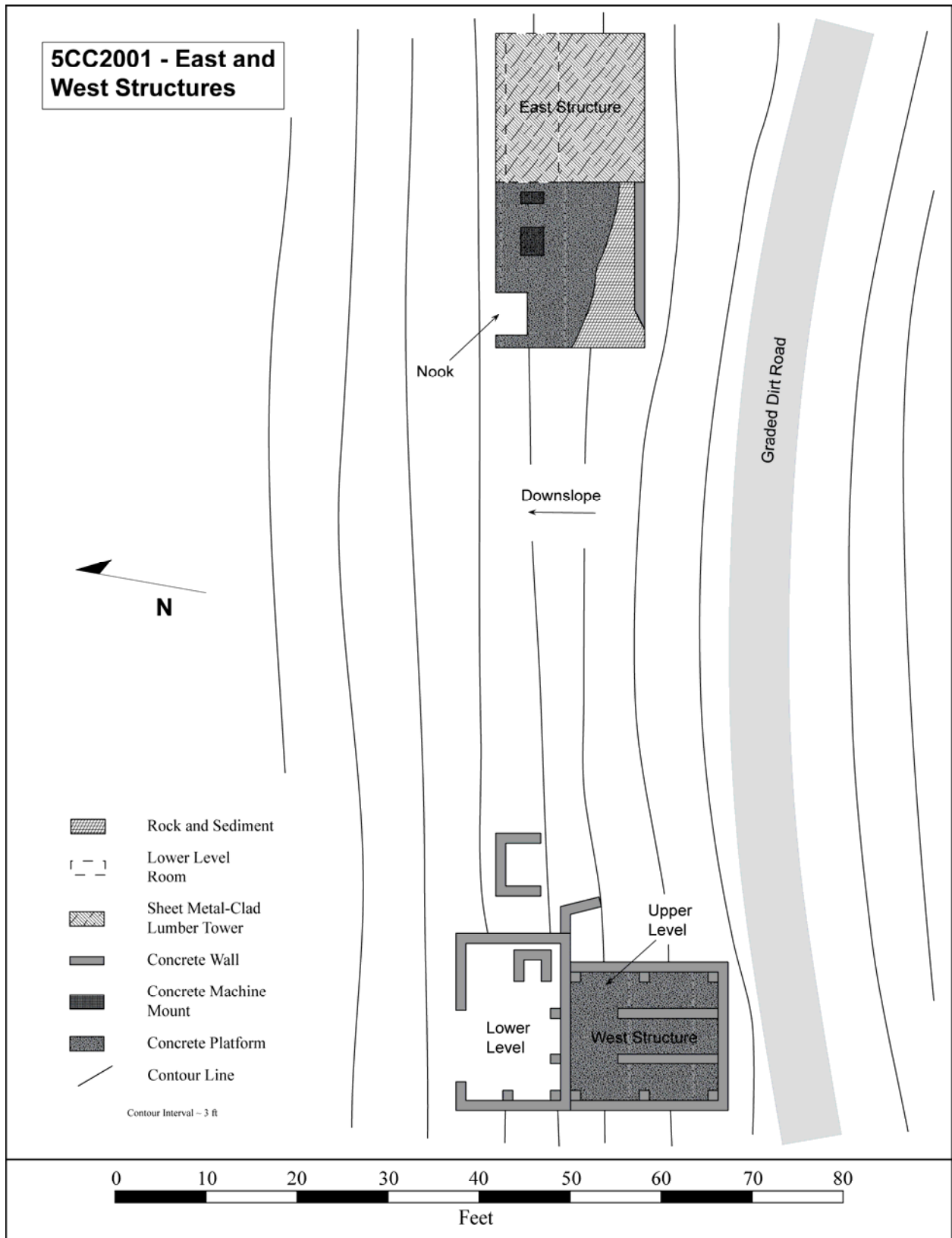


Figure 41. Plan map of the structures at 5CC2001.



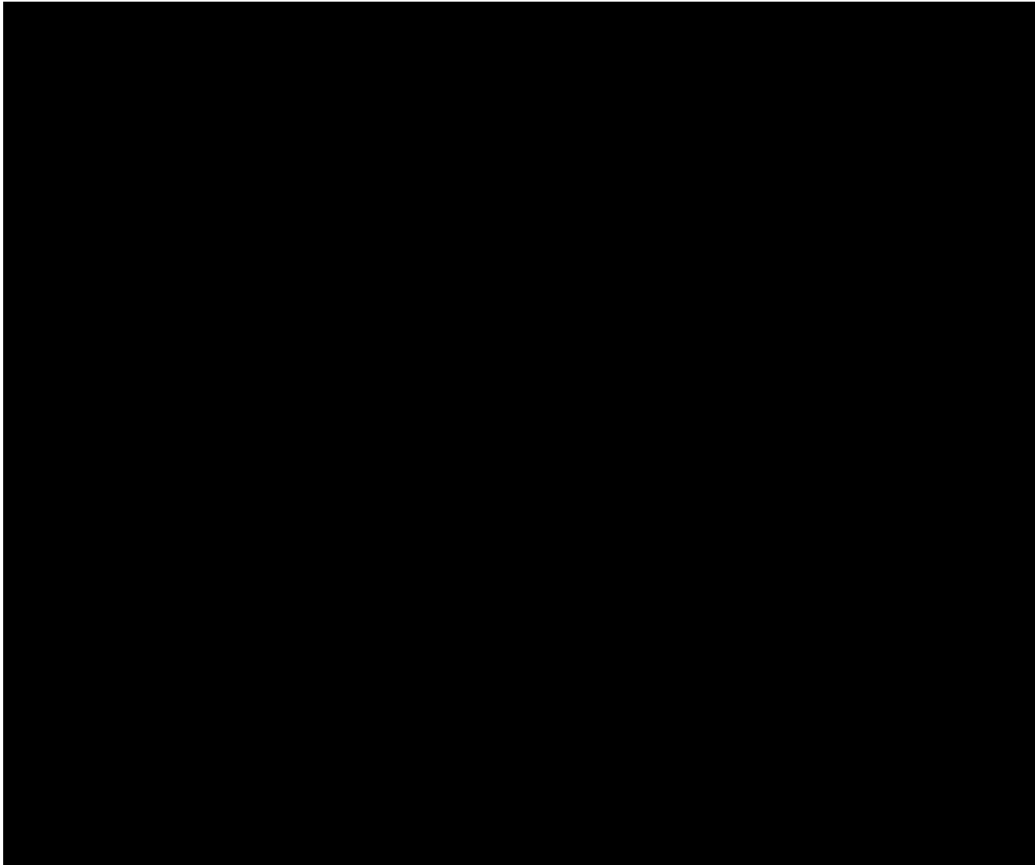
Figure 42. View south of west structure at 5CC2001.

Evaluation and Management Recommendation: While no artifacts have been found to identify the time period during which the rock shelter was utilized, the smoke blackening on the rear wall indicates that at least one thermal feature is present. Furthermore, deposition in the shelter is sufficient to harbor buried cultural materials of any age. The site fulfills Criterion D of the NRHP because it has the potential to contribute further to our knowledge of the history, and possibly the prehistory, of the area. More data, which could be recovered through test excavation, would be necessary to confirm the potential eligibility of the site. "Need data" sites are afforded the same protections as NRHP-eligible sites, and adverse impacts to the site should be avoided at least until an NRHP assessment can be completed. The current design of the CDOT I-70 Twin Tunnels project shows that no physical impacts to the site will occur. Periodic archaeological monitoring during construction is recommended to insure that the integrity of the site is maintained.

Site 5CC2004

Setting: Site 5CC2004 is situated on a steep slope near the base of a mountain overlooking both I-70 and Clear Creek. The channel of the creek may have been altered during the construction of the interstate and is now 265 ft south of the site. A sparse forest of ponderosa pine and juniper covers the south-facing hillside with grasses, alpine currant, mountain mahogany, cacti, and a variety of small forbs constituting the understory. As evidenced by the disturbed areas that have been subjected to placer mining, the soil consists of 5 – 10 cm of sandy loam overlying alluvial cobbles and bedrock. The sediments have been deposited primarily as colluvium. Surface visibility is variable as the vegetation is patchy.

Redacted to protect archaeological site location(s).



Description: This site includes four placer areas that were probably mined by hydraulic methods, and two hard rock shafts. Including fans of waste rock and mining debris, the site is 298 ft long (E/W) with a maximum width of 118 ft (N/S) and an area of 0.6 acre (Figure 45). It appears that the downslope ends of the waste rock fans were truncated by the construction of the I-70 road grade.

There are six distinct areas of mining at site 5CC2004. The placer mined areas generally feature head cuts that are 10 ft tall. The placer areas are described from west to east. Placer Area (PA) 1 is approximately 23 ft in diameter with rock strewn more than 40 ft down the slope. At PA 2 the mined area has a 30-ft diameter with rock debris extending at least 30 ft downslope (Figure 46). Placer Area 3 is much larger than the others with some large ponderosa pine trees occurring at the base of the mined area. The mined portion of PA 3 is 50 ft in diameter, with a waste rock fan that extends 50 ft downslope to the point where it is truncated by the I-70 cut bank. The mined area of PA 4 has a 30-ft diameter with waste rock in a fan that extends 30 ft down the slope.

Two hard rock mines separate PA 3 and PA 4. It is possible that the hard rock adits were tunneled into areas that had previously been hydraulically mined. The western adit (Adit 1) has collapsed and is filled with sediment and rocks that have washed down the mountainside. The portal to the mine has a minimum diameter of 4 ft. A flattened area outside Adit 1 is

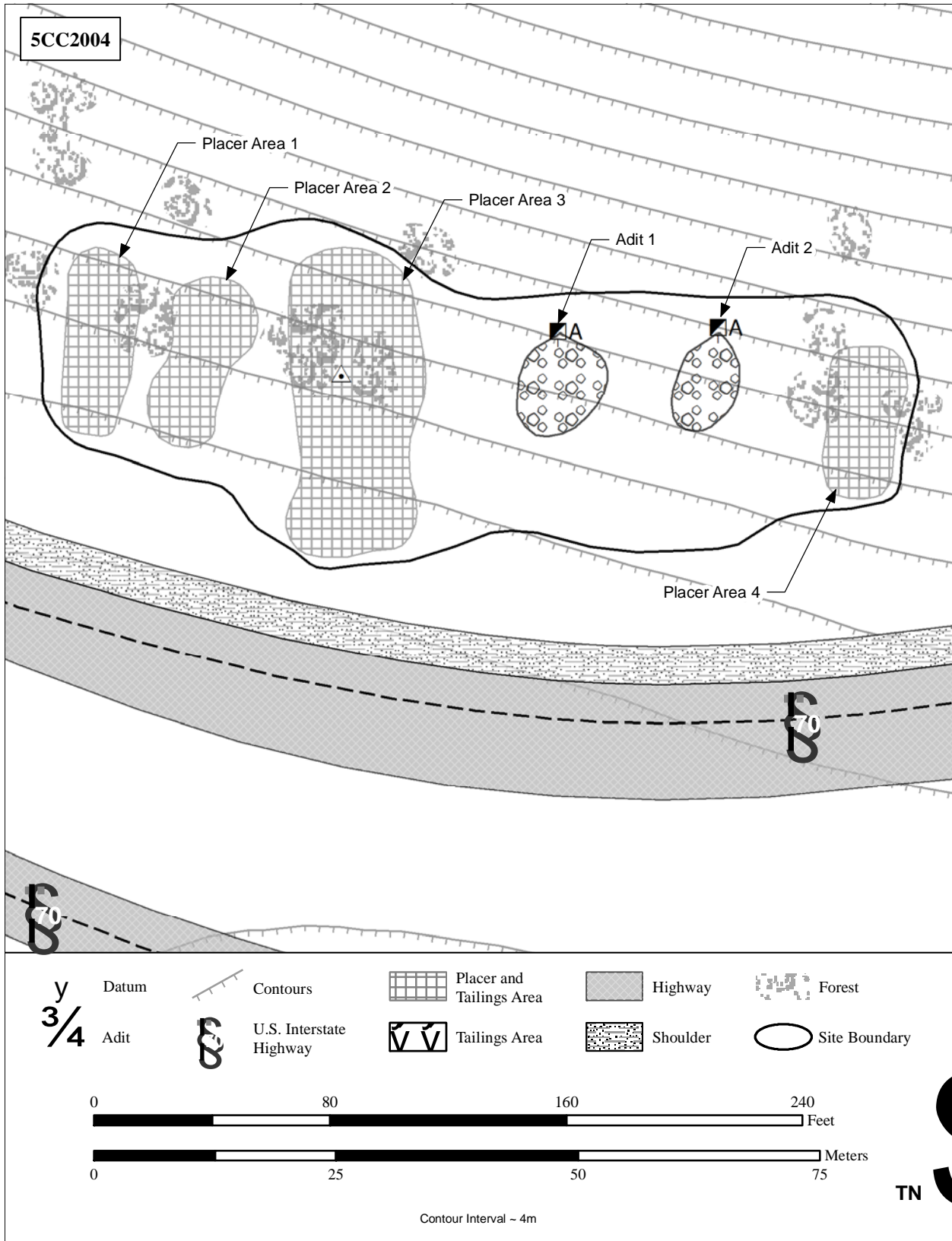


Figure 45. Plan map of site 5CC2004.

approximately 25 ft wide and the waste rock from the tunnel extends downslope to the south for 30 ft. Adit 2 is located 55 ft east of Adit 1, was mined into the hillside at a 45° angle, and extends at least 15 ft into the mountain. The entrance to the tunnel of Adit 2 is partially filled in but was approximately 6 ft in diameter. Downslope from the portal of Adit 2 is a shallow pit 50 ft in diameter and a 2-ft-deep channel with dry-laid stone on both sides that is 5 ft wide and 10 ft long.

Evaluation and Management Recommendation: No archival information about this mine site was found in county or BLM records, and therefore no associations with historically significant persons or events have been established, indicating the site does not meet NRHP Criteria A and B. The mixture of placer and hard rock mining evidenced at the site is extremely common in the area. The site does not possess significant construction or engineering attributes, nor does it have the potential to further our knowledge of this type of extractive industry or the role it played in the history of the area. The site therefore does not meet NRHP Criteria C and D. Site 5CC2004 is evaluated as not eligible for inclusion on the NRHP, and no further work is recommended. It should be noted that the potential exists for an NRHP district or cultural landscape based on the intensive mining history of the Idaho Springs area. However, mining-related sites within the current project APE are mainly poorly-documented remnants that do not meet NRHP eligibility criteria and lack relevant aspects of integrity. This site would not contribute to any such landscape or district.



Figure 46. Site 5CC2004, view northeast showing Placer Area 2.

SUMMARY AND MANAGEMENT RECOMMENDATIONS

Between September and November 2011, Centennial Archaeology, Inc. conducted a Class III cultural resource inventory of a 3.1-mile-long segment of Interstate 70 between Idaho Springs and the base of Floyd Hill in Clear Creek County. The Colorado Department of Transportation intends to add an eastbound bore to the Twin Tunnels at Milepost 242.23 – 242.35 for the purpose of easing traffic congestion at times of peak flow. In addition to tunnel construction, CDOT plans to add an eastbound driving lane between Idaho Springs and the tunnel and will straighten eastbound curves between the tunnel and Floyd Hill. The Area of Potential Effect straddles the existing I-70 right-of-way and includes lands owned by the Federal government (U.S. Forest Service), State of Colorado (Colorado Department of Transportation), county and municipal lands (Clear Creek County, City of Idaho Springs, and Central City), and private properties. The total APE acreage is 337.52. Right of entry was not obtained for some properties and other areas were not surveyed because of inadequate surface visibility resulting from autumn snow. In addition, the I-70 right-of-way, which had been inventoried previously, was not resurveyed. Actual survey coverage was therefore 170.29 acres.

Twenty-one sites were evaluated in the APE. All of the sites are of the historic period, or in the case of one site, multicomponent historic and prehistoric, although only prehistoric evidence remains. The project is located in the bottom of Clear Creek Canyon within a mining area that dates to the earliest days of the Colorado gold rush. It is not surprising, then, that seven of the recorded sites are associated with the mining theme. These sites are 5CC1128, 5CC1994, 5CC1995, 5CC1997, 5CC1999, 5CC2001, and 5CC2004. All but 5CC1999 and 5CC2001 are mines or mine complexes, represented by various combinations of adits, prospect pits, waste rock disposal areas, placer mining areas, rock walls, access roads, miscellaneous structural remnants, and in the case of one site, the remnant of a hoist house and dewatering pump assembly. Site 5CC1999 consists of a series of terraces of unknown function but almost certainly mining-related. The archival information about these sites is sparse, and very few artifacts were found that might provide temporal information. The archaeological record in general has been degraded over the years as usable materials were scavenged and reused elsewhere, a process that may have been accelerated during the Great Depression. The types of mining represented by these sites were practiced over an extended period of time, from the 1860s to the 1940s. Site 5CC2001 is unique among sites associated with the mining theme. This site comprises the remains of the Silver Spruce Mill, built in the late 1930s and operated until at least sometime in the 1940s. It presently consists of a series of terraces and the substantial remains of two multistory concrete structures.

Another nine sites are related to the transportation theme, which is also to be expected given the fact that Clear Creek Canyon provides one of the few viable transit corridors leading from the Colorado eastern plains to the Continental Divide and western slope. Sites 5CC427.1 and 5CC427.5 are segments of the Colorado Central Railroad; segment 5CC427.5 includes a bridge remnant on the north bank of Clear Creek. Built in the 1870s to narrow-gauge specifications, the railroad changed ownership several times over the years and eventually was taken out of service in the early 1940s. Among the remaining seven transportation-related sites are 5CC1184.4, a segment of U.S. Highway 6; 5CC2002.1 and 5C2002.2, both segments of U.S. Highway 6/40; and 5CC1078 and 5CC1081, two bridges over Clear Creek that serviced U.S.

6/40. These highways were built through Clear Creek County between 1936 and 1938. The recorded segments are presently manifested as paved surfaces that currently function as a bike trail and parking lot (5CC2002.1), secondary roadway (5CC2002.2), and Interstate 70 exit (5CC1184.4). The two bridges now service county roads. Site 5CC1998 is Kermitts Roadhouse, built circa 1946 on the site of an old placer mine claim at the former intersection of U.S. Highways 6 and 40. Originally known as the Tunnel Inn Service Station and Lunch Room, it has been in continuous operation for 65 years. Site 5CC1189.3 is the Interstate 70 Twin Tunnels. Built in 1960-1961, it is the youngest site in this group and the ultimate subject of this document.

The remaining five sites are without a unifying theme and are manifested as a wide range of physical remains. Site 5CC389 is the sole multicomponent site in the inventory. Originally recorded and test excavated in the late 1980s, the prehistoric component was characterized as a lithic and ceramic scatter with subsurface cultural materials. The site produced a Late Prehistoric radiocarbon date. The historic component, consisting of a foundation and possible parking area, was obliterated during construction of the Central City Parkway, and now only the prehistoric component remains. Site 5CC698 is the Idaho Springs Work Center, a complex of structures of which just one, the C&M shop, predates 1961. The C&M shop is a Depression-era structure, originally built as a Civilian Conservation Corps barracks and later moved to its current location. Site 5CC1996 is the Seaton Mountain Electric Company power plant and flume. It is unique in the project site inventory, comprising the remains of a steam-generated hydroelectric facility built shortly after the turn of the last century and operated for about two decades. It is presently manifested as a ballast-filled terrace and retaining wall, flume track, and partial remains of a water intake structure. Site 5CC2000 is a residential complex consisting of a number of structures, both functional and abandoned, and spread over several acres. The structures are of varying age with the oldest dating to 1922. The complex has been in the Bell family since the beginning. Site 5CC2003 is a small rock shelter on a lower mountain slope with interior smoke blackening. No artifacts or other indications of human activity were noted, but the site is situated close to a recorded mine (site 5CC2004) and may be functionally related.

Sites 5CC389, 5CC427, 5CC1184, and 5CC1189.3 have been determined officially eligible for the National Register of Historic Places. The official determination in the case of 5CC389 extends only to the prehistoric component, which has been shown to include buried cultural materials of Late Prehistoric age and meets NRHP Criterion D. It is recommended that this site be avoided, or excavated in the context of a formal treatment plan if avoidance is not possible. The Colorado Central Railroad (5CC427) has been determined eligible in its entirety under NRHP Criteria A and B. However, segments 5CC427.1 and 5CC427.5, recorded for the current undertaking, were found to be non-supporting of the eligibility of the greater site because they lack integrity, and no further work is recommended. U.S. Highway 6 (5CC1184) has been determined eligible in its entirety under Criterion A but the segment recorded for the current project, 5CC1184.4, is lacking in integrity and does not support the eligibility of the greater resource. No further work is recommended for this segment. The I-70 Twin Tunnels site (5CC1189.3) is officially eligible under NRHP Criterion C. In addition to these sites, U.S. Highway 6/40 (5CC2002) in its entirety is assumed to be NRHP-eligible until future research proves otherwise. However, segments 5CC2002.1 and 5CC2002.2 recorded for the current project would not support the eligibility of the greater resource because they lack significant

engineering or architectural characteristics. No further work is recommended for these segments.

The Idaho Springs Work Center, 5CC698, has been determined officially not eligible for the NRHP on two separate occasions. Both U.S. Highway 6/40 bridges, sites 5CC1078 and 5CC1081, had been recorded previously and determined to be officially not eligible. No further management actions are recommended for 5CC698 or the U.S. 6/40 bridges.

Ten sites, of which nine are newly recorded, are assessed by Centennial Archaeology, Inc. as not meeting NRHP eligibility criteria. Included in this group are all seven of the mining-related sites: 5CC1128, 5CC1994, 5CC1995, 5CC1997, 5CC1999, 5CC2001, and 5CC2004. As a group, these sites cannot be associated with historically significant persons or events, do not exhibit significant construction or engineering qualities, do not have research potential, and are lacking in physical integrity. Only one of the seven mining-related sites, 5CC2001, can even be dated through historical records. Site 5CC1996, the Seaton Mountain Electric Company power plant and flume, may meet Criterion A of the NRHP, but the site is in ruins and lacks physical integrity. Kermitts Roadhouse, site 5CC1998, may also fulfill Criterion A but the original structure has been greatly modified over the years and no longer exhibits architectural integrity. The Bell property, 5CC2000, is not associated with historically significant persons or events, and the older, 1920s and 1930s structures have been significantly modified to the extent that the architectural integrity has been compromised. No further management actions are recommended for these 10 sites.

Site 5CC2003 remains unevaluated for NRHP eligibility. The presence of smoke blackening on the rear wall of the rock shelter suggests that a thermal feature is present, and deposition within the shelter is sufficient to hold buried cultural materials. Test excavation would be needed to permit an assessment of NRHP eligibility. This site is not threatened by the proposed undertaking, and periodic monitoring of the locality is recommended to ensure that impacts do not occur.

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**APPENDIX A
SITE LOCATION MAPS**

Redacted to protect archaeological site location(s).