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HISTORIC PRESERVATION BOARD AGENDA

250 NORTH 5TH STREET
CITY HALL AUDITORIUM

FRIDAY, AUGUST 28, 2026 - 9:30 AM

Call to Order/Announcements

Approval of Minutes

1. To be introduced and considered at the September 1, 2026 regular meeting.

Discussion Items

1. CDOT I-70B Corridor Traffic Improvements Request for Comments

Updates

1. Staff liaison to the Historic Preservation Board

Adjournment

Grand Junction Planning Commission

Regular Session

Meeting Date:	August 28, 2026
Presented By:	Tim Lehrbach, Principal Planner
Department:	Community Development
Submitted By:	Tim Lehrbach, Zoning Supervisor

Information

SUBJECT:

To be introduced and considered at the September 1, 2026 regular meeting.

RECOMMENDATION:

EXECUTIVE SUMMARY:

BACKGROUND OR DETAILED INFORMATION:

SUGGESTED MOTION:

Attachments

None

Grand Junction Planning Commission

Regular Session

Meeting Date: August 28, 2026

Presented By: Tim Lehrbach, Principal Planner

Department: Community Development

Submitted By: Tim Lehrbach, Zoning Supervisor

Information

SUBJECT:

CDOT I-70B Corridor Traffic Improvements Request for Comments

RECOMMENDATION:

EXECUTIVE SUMMARY:

The Colorado Department of Transportation (CDOT) and Federal Highway Administration (FHWA), in coordination with the Mesa County Regional Transportation Planning Office (RTPO), have identified the need for improvements to the I-70 Business (I-70B) corridor. These improvements are being designed, funded, and constructed in phases, with some (Rood Avenue to South 6th Street) already completed or in progress. A forthcoming segment extends from approximately South 6th Street on the west to the junction of I-70B and Main Street on the east. The Area of Potential Effects (APE) includes the project limits and parcels fronting Ute Avenue, Pitkin Avenue, and Frontage Road within these limits, as well as select parcels along adjacent cross streets where there will be effects. Projects receiving federal transportation funding that may impact historic resources require a Section 106 Determination of Eligibility and Effects Analysis. CDOT and HDR have prepared the analysis and requested comments of all consulting parties, of which the City of Grand Junction is one.

BACKGROUND OR DETAILED INFORMATION:

BACKGROUND

The Colorado Department of Transportation (CDOT) and Federal Highway Administration (FHWA), in coordination with the Mesa County Regional Transportation Planning Office (RTPO), have identified the need for improvements to the I-70 Business (I-70B) corridor. These improvements are being designed, funded, and constructed in phases, with some (Rood Avenue to South 6th Street) already completed or in progress. A forthcoming segment extends from approximately South 6th Street on the

west to the junction of I-70B and Main Street on the east. The Area of Potential Effects (APE) includes the project limits and parcels fronting Ute Avenue, Pitkin Avenue, and Frontage Road within these limits, as well as select parcels along adjacent cross streets where there will be effects. Projects receiving federal transportation funding that may impact historic and cultural resources require a Section 106 Determination of Eligibility and Effects Analysis. CDOT and HDR have prepared the analysis and requested comments of all consulting parties, of which the City of Grand Junction is one.

The project includes roadway repairs within the existing road alignment, sidewalk and driveway improvements within the right-of-way, and drainage and utility upgrades throughout the corridor and extending into some adjacent cross streets.

Within the APE, there are 108 age-eligible resources (45 years of age or older), including 105 buildings, two parks, and one linear feature. Of these, 77 properties would experience no right-of-way or easement impacts to the property and would not be subject to project-related improvements. An additional 27 properties would involve limited use of the property, including through temporary construction easements or work occurring within portions of the historic property boundary that overlap existing ROW; in all cases, the undertaking was determined to lack the potential to affect character-defining features.

Four properties were identified for intensive survey due to potential impacts to character-defining features from ROW acquisition or construction activities. These include two properties with minor ROW acquisitions (5ME.23922—1600 Ute Avenue and 5ME.23913—857–859 Pitkin Avenue), one linear feature (5ME.24074.2—Grand Junction and Grand River Valley Railway [GJ&GRV]), and 5ME.15082—Emerson Park, which will undergo changes to its perimeter sidewalks under two TCEs. Of these four properties, three were determined not eligible for the NRHP, while the linear resource was found to support the eligibility of a larger historic system. In all cases, the report concludes that historically significant characteristics are not altered or affected by the project.

Vice Chair Dustin Anzures also received the request for comments from CDOT as Managing Member of the Grand Junction Union Depot and has drafted a response, on which he invites the Board's feedback.

STAFF ANALYSIS
Staff reviewed the Section 106 Determination of Eligibility and Effects Analysis and the Right of Way Plans for the project. Staff concurs with the findings in the report. The report, plans, and individual evaluations of the four properties potentially impacted are attached to this staff report for review.

STAFF RECOMMENDATION
Staff recommends that the Historic Preservation Board discuss the four properties subject to intensive survey and determine whether potential effects to historic resources

are likely enough to merit further study or protections. If the Board raises any concerns, staff will compile these and submit them to CDOT. The Board may also elect to provide no comment.

SUGGESTED MOTION:

Attachments

1. Request for Comments
2. Section 106 Determination of Eligibility and Effects Analysis
3. 5ME.23922_CO_Architectural Form
4. 5ME.24074.2_CO_Linear
5. 5ME.15082_CO_Landscape Form
6. 5ME.23913_CO_Architectural Form
7. Right-of-way Plans
8. GJ Union Depot Comment Response

COLORADO
Department of Transportation
Division of Transportation Development

Environmental Programs Branch
2829 W. Howard Pl.
Denver, CO 80204
(303) 757-9281

July 29, 2026

Bill Wade, Chair
Friends of the Historic Grand Junction RR Depot
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Grand Junction, CO 81501

Jennifer Orrigo-Charles
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250 North 5th Street Grand Junction, CO 81501

Shenna Hayden
Executive Director
Museums of Western Colorado
462 Ute Avenue
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RE: *Section 106 Eligibility and Effects Determinations for the Re-Evaluation of I- 70B Corridor Traffic Improvements (6th Street to Main Street), Project NHPP 070A-043, Grand Junction, Colorado*

Dear Consulting Parties;

This letter and attached materials constitute a request for comments on the Colorado Department of Transportation (CDOT) Determination of Eligibility and Effects Analysis for the project referenced above. CDOT is proposing transportation improvements to the Interstate 70B (I-70B) corridor in Grand Junction. The proposed project represents the next phase of improvements identified in the 2008 I-70B West Environmental Assessment (EA) and subsequent planning efforts. A National Environmental Policy Act (NEPA) re-evaluation of the 2008 EA and associated Finding of No Significant Impact (FONSI) is currently underway.

We previously consulted regarding a re-evaluation of this corridor along I-70B from just north of 1st Street to Rood Avenue in late 2019 to early 2020; and in 2022 for I-70B from approximately the southern side of the intersection of Rood Avenue and I-70B (1st Street) and continuing along the corridor of I-70B (Pitkin Avenue)/I-70Z (Ute Avenue) to 6th Street. The current project extends from approximately South 6th Street on the west to the junction of I-70B and Main Street on the east and includes roadway resurfacing, sidewalk and driveway improvements within the right-of-way, drainage and utility upgrades, limited right-of-way acquisitions, and conversion of the Frontage Road/Main Street intersection to a cul-de-sac. Please see the attached survey report for additional project details.

Area of Potential Effects

The original APE for this project corridor was developed in 2008. Using the 2008 APE as a baseline, the 2022 project limits were examined to determine if and where modifications to the 2008 APE were warranted and the APE was modified at that time. The Area of Potential Effects (APE) for this part of the project corridor includes parcels adjacent to proposed improvements along Ute Avenue, Pitkin Avenue, Frontage Road, and selected cross streets between South 6th Street and Main Street. The APE encompasses all areas subject to direct physical effects as well as areas where visual, auditory, or atmospheric effects could potentially occur. See attached report for detailed maps of the APE.

Survey Methods

The consultant HDR requested a file search from the Office of Archaeology and Historic Preservation (OAHP) for the project in May 2026 and conducted archival research and field investigations in June 2026. A total of 108 age-eligible resources (resources 45 years of age or older) were identified within the APE, including 105 parcels with buildings, two parks, and one linear resource.

Given the limited nature of the proposed undertaking and the large number of age-eligible properties present, CDOT employed a tiered approach to identification and evaluation. Resources with no potential for direct effects or limited temporary effects unlikely to impact character-defining features, were identified in the report as **Category A and B** properties; this includes properties *treated as eligible* for purposes of Section 106 review that were not documented on site forms for NRHP eligibility. **Category C** includes four resources where proposed right-of-way acquisition or temporary construction activities had the potential to affect character-defining features were intensively documented on OAHP inventory forms and formally evaluated for NRHP eligibility.

Eligibility Determinations

The following summarizes the resources that were identified. More detailed information about all of these resources is included in the attached report.

- **Category A and B, Treat as Eligible Properties**: 104 properties are *treated as eligible* for purposes of Section 106 review. Due to the minor nature of the effects these resources were not documented on site forms but were evaluated for effects. See Tables 3 and 4 in the attached report for more information about these properties.

- **Category C, Not Eligible Properties:** Three properties are determined *not eligible* for listing in the National Register of Historic Places (NRHP): Emerson Park (5ME.15082), the Union Carbide Nuclear Company–Western Colorado Headquarters (5ME.23922), and C & F Food Store (5ME.23913). See pages 93-117 for more detailed information about these properties.

- **Category C, Eligible Properties**: The overall Grand Junction and Grand River Valley Railway (5ME24072) was determined eligible in 2022. Segment 2 of the resource (5ME.24074.2) is a subsurface resource presumed to exist within the APE and is determined to support the significance of the larger GJ&GRV resource.

Effect Determinations

The proposed undertaking consists primarily of roadway resurfacing; sidewalk, curb, and driveway improvements; utility and drainage work; and limited temporary construction easements and minor right-of-way acquisitions. Most work will occur within existing right-of-way.

Category A and B, Treat as Eligible Properties: For the 104 properties *treated as eligible*, project activities either will not impact the property or impacts will be limited to temporary construction easements for sidewalk construction or reconstruction, driveway work, utility improvements, or similar activities confined to peripheral areas where no character-defining features are present. Temporary construction-related impacts will be short term and will not diminish integrity of location, design, setting, materials, workmanship, feeling, or association. Accordingly, CDOT finds **No Adverse Effect** for these resources. See pages 26-93 of the attached report and the attached plans for more detailed information about the effect determinations for these properties.

Category C, Not Eligible Properties: The three properties evaluated as *not eligible* for the NRHP (5ME.15082, 5ME.23922, and 5ME.23913) will receive temporary easements and/or limited right-of-way acquisition and CDOT finds **No Historic Properties Affected** for these resources. See pages 94-109 of the report and the attached plans for more detailed information about these resources.

Category C, Eligible Properties: The undertaking will not disturb the presumed subsurface remnants of the NRHP-eligible/supporting segment GJ&GRV (5ME.24074/5ME24074.2), and the project will not alter the characteristics that qualify the resource for NRHP eligibility. Accordingly, CDOT finds **No Adverse Effect** for the overall linear resource. Should future design changes involve ground disturbance with the potential to affect the rail corridor, CDOT will reinitiate consultation. See pages 110-116 of the report and the attached plans for detailed information about this resource.

Section 4(f) *de minimis* notification

The finding of no adverse effect under Section 106 reflects a conclusion that for the Section 4(f) historic site affected by the project, those effects will not "alter, directly or indirectly, any of the characteristics of [the] historic property that qualify the property for inclusion in the National Register in a manner that would diminish the integrity of the property's location, design, setting, materials, workmanship, feeling, or association." Section 4(f) regulations (23 CFR 774) provide FHWA an opportunity to make a *de mininis* impact finding under Section 4(f) for properties resulting in a no adverse effect finding. Based on this finding, FHWA may make a *de minimis* finding for the Section 4(f) requirements for those historic resources resulting in a Section 106 determination of no adverse effect that also result in a use. We are not requesting comments on the application of Section 4(f) de minimis

As a consulting party under Section 106, we welcome your comments on these findings. Should you elect to comment, we request you do so within 30 days of receipt of these materials. Responses via email may be addressed to the CDOT Cultural Resources Section Manager/Senior Historian Lisa Schoch at lisa.schoch@state.co.us. If we do not receive a response within the review time frame, we will assume you do not intend to comment. Please contact Ms. Schoch at (303) 512-4258 or by email if you have questions or require additional information.

Sincerely,

Lisa Schoch Digitally signed by Lisa Schoch
Date: 2026.07.29 13:58:22 -06'00'

Lisa Schoch, Cultural Resources Manager
Environmental Programs Branch

Enclosures: Section 106 Determination of Eligibility and Effects Analysis Report
OAHP Inventory Forms (5ME.15082, 5ME.23922, 5ME.23913, 5ME.24074/5ME24074.2)





Section 106 Determination of Eligibility & Effects Analysis

For the Re-Evaluation of I-70B Corridor Traffic Improvements

Grand Junction, Colorado

June 2026

Colorado Department of Transportation, Region 3

Section 106 Determination of Eligibility & Effects Analysis for the Re-Evaluation of I-70B Corridor Traffic Improvements

Colorado Department of Transportation
Region 3

Grand Junction, Colorado

HDR
1670 Broadway, Suite 3400
Denver, CO 80202

TYPE OF WORK
Section 106 Historic Survey,
Evaluation, & Effects Analysis

PRINCIPAL INVESTIGATOR
John Ferguson

PREPARED BY
John Ferguson

DATE
June 2026

Abstract

The Colorado Department of Transportation (CDOT) and the Federal Highway Administration (FHWA), in coordination with the Mesa County Regional Transportation Planning Office (RTPO), have identified the need for improvements to the I-70 Business (I-70B) corridor in Grand Junction, Colorado. These improvements are consistent with those identified in the 2008 I-70B West Environmental Assessment (EA) and the 2018 Traffic Study. A National Environmental Policy Act (NEPA) re-evaluation of the 2008 EA and its associated Finding of No Significant Impact (FONSI) is currently underway.

The re-evaluation focuses on a funded segment of the corridor, extending from approximately South 6th Street on the west to the junction of I-70B and Main Street on the east, following I-70B (Pitkin Avenue) and I-70Z (Ute Avenue). The Area of Potential Effects (APE) includes the project limits and parcels fronting Ute Avenue, Pitkin Avenue, and Frontage Road within these limits, as well as select parcels along adjacent cross streets where there will be effects.

The consultant HDR conducted a cultural resources survey to identify and evaluate the National Register of Historic Places (NRHP) eligibility of properties within the APE that are 45 years of age or older. This report presents the survey results, eligibility recommendations, and an assessment of project effects in accordance with 36 CFR 800.5.

Research and fieldwork completed in June 2026 identified 108 age-eligible resources within the APE, including 105 buildings, two parks, and one linear feature. Of these, two properties had been previously evaluated (5ME.4150—Emerson School and 5ME.24074—Grand Junction and Grand River Valley Railway), while 106 had not been previously evaluated.

Given the number of unevaluated properties and the limited scope of proposed work—primarily roadway repairs within the existing alignment; sidewalk and driveway improvements within the right-of-way (ROW); and drainage and utility upgrades—CDOT determined that intensive survey was not warranted for all resources.

Properties with no ROW or easement impacts; those subject only to temporary construction easements (TCEs) unlikely to affect character-defining features; and those where work is confined to existing adjacent ROW—including instances where the ROW falls within historic property boundaries—but where no effects to character-defining features are anticipated, were *treated as eligible* for Section 106 purposes without intensive documentation, and effects were assessed accordingly.

In contrast, properties subject to new ROW acquisition, permanent easements, or TCEs with the potential to affect character-defining features were intensively surveyed and documented on Colorado Office of Archaeology and Historic Preservation (OAHP) inventory forms.

A total of 77 properties would experience no ROW or easement impacts to the property and would not be subject to project-related improvements. An additional 27 properties would involve limited use of the property, including through TCEs or work occurring within portions of the historic property boundary that overlap existing ROW; in all cases, the undertaking was determined to lack the potential to affect character-defining features.

Four properties were identified for intensive survey due to potential impacts to character-defining features from ROW acquisition or construction activities. These include two properties with minor ROW acquisitions (5ME.23922—1600 Ute Avenue and 5ME.23913—857–859 Pitkin Avenue), one linear feature (5ME.24074.2—Grand Junction and Grand River Valley Railway [GJ&GRV]), and 5ME.15082—Emerson Park, which will undergo changes to its perimeter sidewalks under two TCEs. Of these four properties, three were determined not eligible for the NRHP, while the linear resource was found to support the eligibility of a larger historic system.

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Abbreviations/Acronyms

AEC	Atomic Energy Commission
APE	Area of Potential Effects
CDOT	Colorado Department of Transportation
CFR	Code of Federal Regulations
CMU	concrete masonry unit
D&RG	Denver and Rio Grande Railroad
D&RGW	Denver and Rio Grande Western Railroad
EA	Environmental Assessment
FHWA	Federal Highway Administration
FONSI	Finding of No Significant Impact
GJE	Grand Junction Electric Railway Company
GJ&GRV	Grand Junction and Grand River Valley Railway
I-70B	Interstate 70 Business Loop
NEPA	National Environmental Policy Act
NHPA	National Historic Preservation Act
NRHP	National Register of Historic Places
OAHP	Office of Archeology and Historic Preservation
OPEC	Organization of Petroleum Exporting Countries
PE	Permanent Easement
RTPO	Mesa County Regional Transportation Planning Office
ROW	right-of-way
SHPO	State Historic Preservation Officer
TCE	Temporary Construction Easement
sq ft	square feet

1.0 Introduction

The Colorado Department of Transportation (CDOT) and the Federal Highway Administration (FHWA), in coordination with the Mesa County Regional Transportation Planning Office (RTPO), have identified the need for improvements to the I-70 Business (I-70B) corridor in Grand Junction, Colorado. These improvements are consistent with those identified in the 2008 I-70B West Environmental Assessment (EA) and the 2018 Traffic Study. A National Environmental Policy Act (NEPA) re-evaluation of the 2008 EA and its associated Finding of No Significant Impact (FONSI) is currently underway.

This re-evaluation focuses on a funded segment of the corridor, extending from approximately South 6th Street on the west to the junction of I-70B and Main Street on the east, following I-70B (Pitkin Avenue) and I-70Z (Ute Avenue). The Area of Potential Effects (APE) includes parcels fronting Ute Avenue, Pitkin Avenue, and Frontage Road within these limits, as well as select parcels along adjacent cross streets.

HDR conducted a cultural resources survey to identify and evaluate the National Register of Historic Places (NRHP) eligibility of properties within the APE that are 45 years of age or older. Research and fieldwork completed in June 2026 identified 108 historic-age resources within the APE, including 105 parcels with buildings, two parks, and one linear feature. Of these, two properties had been previously evaluated (5ME.4150—Emerson School and 5ME.24074—Grand Junction and Grand River Valley Railway), while 106 had not been previously evaluated.

This report documents the results of a streamlined Section 106 identification and effects analysis conducted for the proposed undertaking in accordance with 36 CFR 800.5. Given the number of unevaluated properties and the limited scope of proposed work—primarily roadway repairs within the existing alignment, sidewalk and driveway improvements within the right-of-way (ROW), and drainage and utility upgrades—a tiered approach was developed to scale documentation and analysis based on the potential for project-related effects.

Under this framework, the 108 properties within the APE were grouped into three categories based on the type and extent of anticipated impacts and documented accordingly:

- **Category A – No direct effects to the Historic Property (77 properties):** These properties would not be subject to ROW or easement impacts and would not require project-related use or access for improvements. As such, they would not experience direct disturbance and are addressed collectively for purposes of identification and effects analysis.
- **Category B – Limited effects without Potential to Affect Character-Defining Features (27 properties):** Activities affecting these properties would include temporary construction easements (TCEs) or, in one case, work outside the legal property boundary but within portions of the historic boundary overlapping existing ROW; however, these activities are not anticipated to affect character-defining features.
- **Category C – Potential to Affect Character-Defining Features (4 properties):** This category includes properties subject to new ROW acquisition, permanent easements (PE), or TCEs with the potential to impact character-defining features. These properties were

intensively surveyed and documented on Colorado Office of Archaeology and Historic Preservation (OAHP) inventory forms.

The organization of this report reflects this tiered methodology, with identification, evaluation, and effects analysis presented according to the level of documentation and the nature of anticipated project impacts for each category.

John Ferguson (architectural historian for HDR) completed fieldwork and research to support the NRHP evaluations and findings of this report. John Ferguson meets the Secretary of the Interior's *Professional Qualifications Standards* for Architectural History. John Ferguson prepared this report and the associated OAHP inventory forms. Research for this study was conducted in Grand Junction, Colorado.

Chapter 1 provides a description of the undertaking and a discussion and description of the APE Chapter 2 presents a historic context exploring the development and evolution of the Grand Junction, CO area (generally) and the downtown I-70B corridor (specifically). Chapter 3 provides overview of field methods and evaluation methodology used in this study. Chapter 4 presents survey results, NRHP eligibility evaluations (where appropriate), and provides an effects analysis for the undertaking. A report bibliography is found in Chapter 5. Appendix A includes the following OAHP inventory forms for the surveyed properties:

- Two #1403 Architectural Inventory Forms;
- One #1404 Historic Cultural Landscape Inventory Form for Emerson Park;
- One combination Management Data Form/Linear Component Form for the GJ&GRV (1400/1418)

1.1 Project Description and Area of Potential Effects

This project is in Grand Junction, Colorado. This is the next phase of the NEPA reevaluation for the I-70B corridor. The limits of the project are along the I-70B corridor from approximately South 6th Street at the west end and continuing along the corridor of I-70B (Pitkin Ave)/I-70Z (Ute Ave) to where I-70B and Main Street meet on the east end. NEPA documentation for a previous phase of this project was completed in 2022. This earlier phase of the project consisted of a historic survey and effects analysis of properties 45 years of age or older within the APE that included I-70B from approximately the southern side of the intersection of Rood Avenue and I-70B (1st Street) and continuing along the corridor of I-70B (Pitkin Avenue)/I-70Z (Ute Avenue) to 6th Street. This 2022 phase resulted in a finding of No Adverse Effect.

The current project phase will improve approximately 1.2 miles of existing roadway. The overall purpose of this current project phase is to improve traffic flow, safety, multi-modal opportunities, and provide effective access along I-70B. Planned improvements within the current APE include the following:

- Roadway milling, overlay, and striping throughout the project area;
- Pedestrian improvements throughout the corridor, including sidewalk construction and reconstruction, where appropriate;

- Sidewalk improvements at Emerson Park, including widening on both the north and south sides. The alignment will be curvilinear to minimize tree impacts and provide greater separation from Ute Avenue and Pitkin Avenue;
- Driveway access construction and reconstruction, as appropriate. Access modifications have been developed through an access management process coordinated with property owners and include closures, consolidation, resizing, and relocation of driveways along the corridor;
- Installation of parking lot curbing, where appropriate, to prevent vehicles from encroaching onto sidewalks at select locations. Measures may include wheel stops, barrier curbs, or other physical separators between parking areas and sidewalks;
- Drainage and utility improvements, as appropriate.
- Conversion of the Frontage Road/Main Street intersection to a cul-de-sac, eliminating direct access to Main Street.

The APE for this project phase generally follows a similar approach to the APE for the 2022 phase—specifically, parcels adjacent to proposed improvements along the I-70B corridor and the roadways of Ute Avenue and Pitkin Avenue from 6th Street east to Main Street and including parcels adjacent to cross street improvements (Figure 1). The APE includes the project limits of disturbance (areas physically impacted by the work) and properties with the potential to be physically, visually, audibly, or atmospherically impacted by the project. The APE delineated by CDOT incorporates all effects anticipated from the project—physical and non-physical, permanent effects, and temporary effects occurring during construction.

Figure 1. Area of Potential Effects

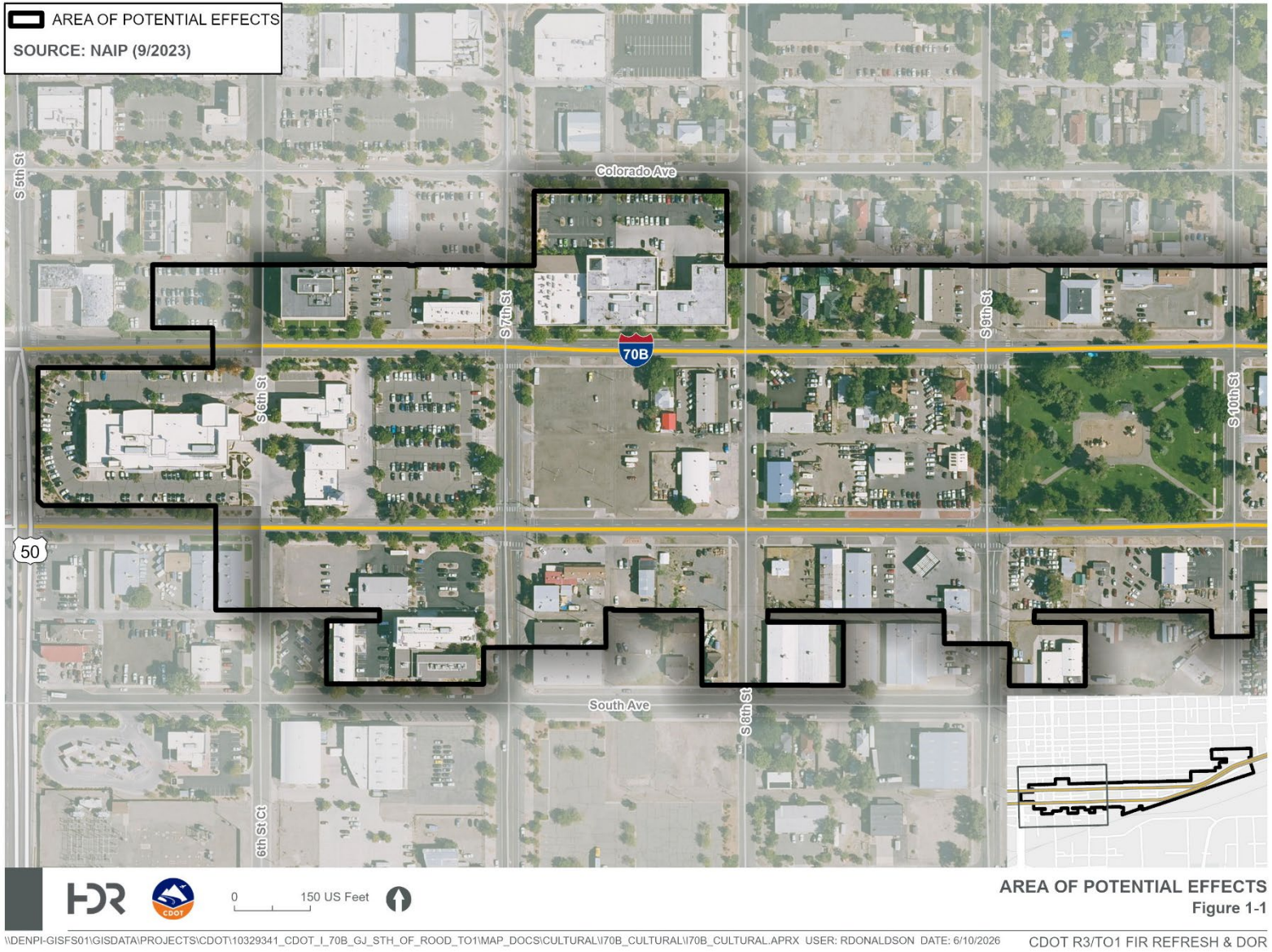


Figure 1. Area of Potential Effects (cont.)



Figure 1. Area of Potential Effects (cont.)



2.0 Historic Context

Grand Junction is located on the Colorado River near the state's western border. Platted and developed in the early 1880s in the arid Grand Valley of Colorado, "Junction" as locals affectionally call it, was an unlikely spot for a thriving agricultural community to flourish—but that's what happened. Made possible through massive irrigation projects, the fruit orchards and fields surrounding the city became the basis for an economy that continues to experience steady growth despite its history of occasional boom-and-bust cycles. Coal mining, and later, uranium mining in support of U.S. nuclear buildup during World War II and the cold war, were also powerful economic drivers for the town and region. Later still, shale oil created a boom and bust for the city. And all this growth was made possible through the efforts of local entrepreneurs and, of course, state support for road building and bridge construction and federal intervention through water infrastructure projects, and strategic investment in materials and transportation. And, perhaps most importantly, it was the railroad that ran through Grand Junction connecting the city to markets in the east and west that made growth possible in the first place.

Today, Grand Junction is a community of 65,000 people. It is bounded by the Book Cliffs to the north, the confluence of the Gunnison and Colorado Rivers to the southwest, and Grand Mesa to the east. Interstate 70, Colorado's predominant east-west connection, roughly parallels the Colorado River and the former Denver and Rio Grande (D&RG) railroad through Glenwood Canyon to the east. Just east of Grand Junction in the small town of Palisade, the river, the pavement, and tracks separate—I-70 continues due west, crossing the city on the north side, and the railroad moves down along the city's southern end. The I-70 Business Loop, the subject of this study, exits the freeway at Clifton and continues adjacent to the railroad into city's historic downtown corridor approximately where the Gunnison River enters the Colorado River at its southernmost point. The City of Grand Junction sits at 4,600 feet and is approximately four square miles in size. The original 1882 town plat was one square mile and the project APE for this study is located entirely within this original portion of the city. As the county seat and regional hub, suburban development surrounds the city and extends for miles to the south, east, and west (Reid 2006, 1-4, 21).

The following chapter begins with an exploration of early town development in Grand Junction until around 1910. This is followed by specific contexts of some of the area's significant themes, including: irrigation, agriculture, the railroad, early roadbuilding, and early transportation. This chapter finishes with brief contexts for the 1920s, 1930s, 1940s, 1950s, and 1960 to the present day.

2.1 Town Building in Grand Junction

The Ute Indians occupied the region around Grand Junction for centuries until Federal Indian-removal campaigns decimated the Ute's way of life. During the 1800s, it is estimated that about 3,000 Utes resided in west-central Colorado, mostly located in the high desert plateaus. Spain also laid claim to this region and, as early as 1776, the explorers Antanasio Dominguez and Silvestre Escalante visited the Grand Valley. By 1821, after its independence from Spain, the area fell under the jurisdiction of Mexico. In the late 1840s, following the Mexican-American War, the region officially became part of the United States with the Treaty of Guadalupe Hidalgo in 1848. U.S. military reports from the early 1850s characterized this part of the country as "for the most part a desert, covered

with a sparse growth of stunted sage brush, which grows in a stiff alkaline soil made from the Book Cliffs" (Reid 2006, 22; McCreanor 2002, 43; Tope 1995 2).

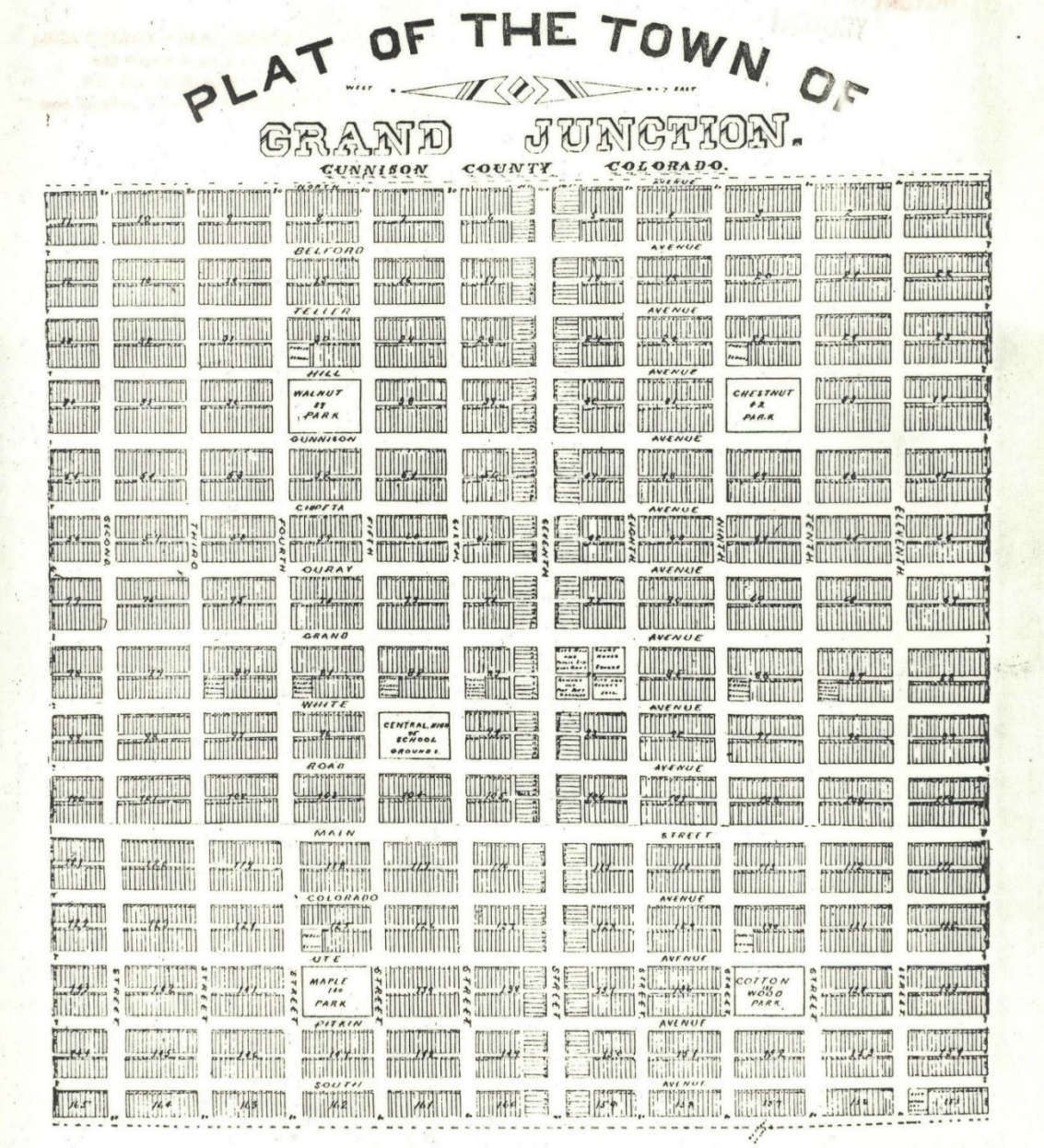
An article written in July 1880 supports these early characterizations:

> The whole country, with the exception of some small valleys along the North Fork and the Grand is too rugged and mountainous to possess any value for agriculture and grazing purposes. Goats and mountain sheep might find it to their taste and no one who has seen it can begrudge its quiet possession to the Utes. For civilized man it is apparently about as valuable as would be a representative section of the Desert of Sahara. To parties contemplating a visit to this region, our advice would be don't go (Reid 2006, 23; Steinel 1926, 504-505).

However, as early as the mid-1870s, surveyors of the area reported that the problems associated with the Grand Valley's aridity could be solved by redirecting water through a canal system (Mehls 1982, 134; Reid 2006, 23).

In 1880, Ouray, the leader of the Utes, died. Ouray's death preceded Ute removal from the Grand Valley region in September 1881. European-American settlement of the valley followed in earnest. On Sept. 26, 1881, the new town's location was selected and stockholders in the enterprise established the Grand Junction Town and Improvement Company. Grand Junction, initially in Gunnison County, was platted at the confluence of the Gunnison and Grand rivers. The name "Grand Junction" was proposed by the new town's chief developer and booster, George A. Crawford [1827-1891]. Crawford, an experienced town developer, had also founded three towns in Kansas and he founded Delta, Colorado. Crawford, considered "the father of Grand Junction," served as President of the newly established Grand Junction Town Company and supervised the planning of the original one-square-mile plat located just north of the river confluence (Figure 2). The plat oriented the Streets (1st through 12th) in a north-south direction and Avenues in an east-west direction with North and South Avenues making up the avenue boundaries (Reid 2006, 23-24). And built that year from local cottonwood trees, the town company office was Grand Junction's first building. It was a small log cabin located at 2nd Street and Ute Avenue. This building also served as the first post office.

Figure 2. The Town Plat from April 3, 1882 (Map Courtesy of Western Colorado History—Rashleigh Regional History Room, Mesa County Libraries)



The City of Grand Junction officially incorporated in 1882 and formed a municipal government. Rail service followed shortly thereafter when the D&RG Railroad arrived that fall. The town developed quickly and served as a trading center for miners and farmers located throughout the Grand Valley. Local farmers played a key role in the business development of Grand Junction, supplying not only goods for sale but also ready markets for the town's new businesses. Within a year, downtown Grand Junction emerged as the principal supply center for local miners, farmers, and ranchers. Town development was further enabled by a variety of transportation systems including rail and horse-drawn wagon over newly developing supply roads (Alexandroff et al.1995).

Grand Junction quickly grew as a major shipping and distribution center for agricultural products and, as such, downtown evolved into the region's primer business district. Colorado Avenue was the town's first major commercial center. In 1882, Colorado Avenue featured a general store and a hotel. Other early businesses included saloons and shops sometimes operating out of stone and/or wood-frame buildings but, more often than not, they conducted business out of tents and other temporary structures. That year, a sawmill was established to process river cottonwood trees for building construction. The December 2, 1882, edition of the Grand Junction News reported that the town contained "three butcher shops, five grocery and merchandise store, two bakeries, four clothing stores, two hotels, eight restaurants, twenty saloons, one hardware store, one drug store, one bank, four livery and transfer stables, two lumber yards, one furniture store, three blacksmiths shops and one printing office, and a good representation of the professions, trades and laborers." With this huge boom in commercial building came an equally large boom in residential development. The town's commercial areas expanded north from Colorado Avenue to Main Street. Most residential neighborhoods at this time were being constructed to the north and east of downtown. Infrastructural improvements included electric lights (in operation by 1888), a horse-drawn streetcar system was established in 1890 and, by the end of that year, the downtown area featured sidewalks. Also near downtown, a flour mill was built in 1887, the Durham Stockyards were established in 1894, and the Colorado Sugar Manufacturing Company (later acquired by Holly Sugar) was there in 1899. In addition to the commercial development taking place in downtown, Grand Junction's early prosperity was greatly assisted by Denver & Rio Grande Railroad which established Grand Junction as a major division point of the railroad—establishing repair and maintenance shops that provided employment (Alexandroff et al.1995).

With a growing population and a stable outlook for the new town, cultural activities started to flourish. Locals established literary societies, churches, fraternal lodges, bands and orchestras, and acting troops. Musicals and plays became a regular pastime for town residents. In 1892, the large and ornate Park Opera House opened was at 430 Ute Avenue, directly facing the new park (what would be named Whitman Park). The site of the opera house is now the parking lot for the Museum of Western Colorado. The Opera house remained in service until the 1920s and featured theatrical events, lectures, concerts, and traveling acting companies—including appearances from the Barrymores and the vaudeville act known as the Four Cohans (museumofwesternco.com 2022).

By 1900, Grand Junction had become a small city of 3,503. And it could boast almost all the same types of societal and cultural attributes, businesses and industries, and forms of transportation as many other larger cities throughout the U.S. However, as its population grew, and it evolved from a frontier town to a stable community of families, education became a priority. The original town plat had established specific lots dedicated to school buildings and these were located adjacent to the original plat's four public parks. The Park School, (the name would eventually be changed to Emerson Grade School) was built in 1903 at 9th Street and Ute Avenue—directly across the street from the park that would become Emerson Park—within the current project APE (Buckley 1990).

Construction throughout town continued at a rapid pace. In 1904, over $500,000 was spent on new buildings. The next year, at least one hundred new homes were built, each costing between $1,500 to $6,000. Also in 1905, at least $600,000 was spent on commercial building construction including the development of two large business blocks and a new electric plant. This growth impacted every industry in Mesa County and the Grand Valley. The region's fruit growers reported a "banner crop" in

1905 and the Chamber of Commerce doubled its membership. Grand Junction's estimated population was 7,000 (Ashbeck 1992).

As the first decade of the twentieth century ended, Grand Junction was coming to resemble a small city. Downtown Grand Junction boasted several large commercial buildings including the Margery Building and the new D&RG railroad depot (1906), the Schiesswohl Building (1908), and, in 1910, the five-story First National Bank Building. Of course, several saloons and gambling establishments were part of downtown life as well (Alexandroff et al.1995). In 1910, Grand Junction's population was 7,754— a 120 percent increase in one decade.

2.2 Irrigation

Finding ways to supply the arid Grand Valley with water was crucial for the development and sustainability of Grand Junction. As early as 1881, area farmers organized to build irrigation ditches and canals. These early efforts would culminate in the establishment of famed canals such as the Grand Valley Canal, Government Highline Canal, Orchard Mesa Canal, the Independent Ranchmens Ditch, and Mesa County Ditch. Projects like these and others supplied river water to farms and transformed the arid valley land into productive farms and orchards capable of sustaining and bringing wealth to the Grand Junction community. Farms and fruit orchards (including apples, pears, apricots, cherries, strawberries, and peaches) were possible because of these efforts and, indeed, flourished. The produce from these lands met the dietary needs of the growing community and, with the assistance of newly established rail transportation, allowed farmers and traders to create markets in Denver and Salt Lake City (Alexandroff et al.1995; museumofwesternco.com 2022).

Established in Palisade, CO in October of 1881, the Grand Valley Ditch was the first water project undertaken by area settlers. The Pioneer Ditch (later Mesa County Ditch) soon followed in 1882. The Pioneer Ditch ran from today's I-70 Business Loop and Grand Avenue to the eastern edge of Lincoln Park in Grand Junction, traveled south from Lincoln Park to D Road, then turned west and crossed 7th Street and 5th Street before returning to the Colorado River. Other examples include the Pacific Slope Ditch that supplied water to Grand Junction by July 1882 and the Pioneer Extension Ditch that was completed by early spring of 1884 (McCreanor 2002,18; Reid 2006, 25-26).

Early settlers were resourceful when it came to irrigating their land. For example, in 1894, John A. "Duke" Wellington was able to convert a tract of arid land into a productive farm. As one source states:

> Wellington wanted to grow an orchard on 160 acres of the high ground, but he faced a problem in getting water from the canal, which was a considerable distance below his property. His solution was to construct a huge water wheel, place it in the ditch, and forcibly lift water, delivering it transversely to his orchard through a wooden flume… The wheel was located where the north end of today's 17th Street meets the Grand Valley Canal (Davidson 1986, 24-26; Reid 2006, 26).

These and other similar irrigation projects transformed the valley into lush farmland. By the early 1900s there were nearly 40,000 acres of irrigated land in the Grand Valley. The crowning achievement of the irrigation projects, however, was the federal Highline Canal project. Beginning with a United States Reclamation Service survey in 1908, the Highline Canal project would become

the largest water project in the history of the United States. Ultimately, the canal was 57 miles long with three tunnels and required the damming of the Grand (later Colorado) River at a cost of $4.5 million (approximately $142 million in today's dollars). The Highline Canal was completed in 1918. By the 1920s, this major irrigation system that kept the Grand Junction area green, was in place and operating (Hermundstad n.d.; Reid 2006, 26-27).

2.3 Agriculture

With abundant water came profitable agricultural production. Apples, pears, and peaches thrived in the Grand Valley and brought higher prices than commodities like wheat and oats. As such, the Grand Valley Fruit Company, established in 1890, invested in two thousand acres of fruit land surrounding Grand Junction and sought to sell the land to settlers in subdivided ten-acre tracts. The company advertised:

> that a ten-acre tract of fruit land would pay for itself ten times in five years after it began bearing, and that fruit trees could not be raised fast enough to supply the market created by the settling of the Rocky Mountain region (Rait 1988, 24; Reid 2006, 27).

Largely due to the abundance of rich farmland, the fruit market peaked in the early 1900s, and some local farmers saw the potential a future problem of market over-saturation. Because of this, many area farmers branched out into alfalfa, vegetables, grain, and even livestock. At this time, sugar beets became a popular crop among area farmers as well. In February 1898, a few Grand Junction entrepreneurs founded the Grand Valley Beet Sugar Company. The new organization hoped to attract outside investors and build a processing factory in town. Ultimately, the state's first beet processing plant was opened in Grand Junction in 1899. The sugar beet business would become a mainstay throughout Colorado, although it had limited success in the Grand Valley (Rait 1988, 74-81; Mehls 1982).

Fruit continued to be the valley's most important agricultural commodity, and this is evident based on the total number of fruit growers' associations that were established during Grand Junction's early history. These include the Grand Junction Fruit Growers Association established in 1891, the Palisades Fruit Growers Association established in 1904, and eventually, the Western Slope Association, formed in 1911. However, the Grand Junction Fruit Growers Association was by far the largest and administered most of the valley's crops. This boom in fruit production around the turn of the twentieth century, and to a lesser extent sugar beet production, helped contribute to Grand Junction's regional economic supremacy. By 1920 the city was the economic center of western Colorado and eastern Utah and the largest city between Denver and Salt Lake City. New highway and road construction in the area provided greater access to markets and Grand Junction became a major distributor of the products from its surrounding farmland (Bergner 1937, 70; Mehls 1982; Reid 2006, 28-30).

The availability of farmland for cultivation attracted many outsiders to the area. By 1920 Grand Junction's population increased 425 percent in 20 years. Much of this growth was supported by boosterism. As stated in an excerpt from the 1893 Colorado Directory, Grand Junction has:

> …a tributary territory of one hundred and fifty miles radius without a competitor…Grand Junction is the natural center and distributing point. Five railroads already terminate here…. Omitting all the various industries and manufactories the above-named resources will

> support, the fruit industry alone will attract enough people to this territory to make a city of from forty to fifty thousand people a necessity. …The climate is free from extreme cold and heat, and no storms are known. Its healthfulness is becoming widely known and hundreds are seeking this country solely on account of its climate…Fruit lands that now can be bought from $25 to $50 per acre will soon bring from $500 to $1000 per acre as similar lands in California – in fact sales are frequently being made at these figures even now. City property can be had for one-tenth of what it will certainly bring within five years. …From present indications one million dollars will be spent in 1893 in and near Grand Junction in permanent improvements, large capitalists are just beginning to invest (Reid 2006, 30; Colorado Directory 1893).

From 1915 to 1925, 47 percent of Grand Valley's fruit production shipped from Grand Junction to outlying areas and markets in Denver and Salt Lake City. But while production continued to increase, demand for the valley's products began to decline at a rapid rate. As such, prices dropped, and orchards began to lose value. One major cause for the decline in demand was the immense fruit production of California during this time. The Grand Valley experienced a brief reprieve during the late 1910s and World War I. During the war, valley fruit orchards generated approximately $1 million per year and sugar beet cultivation and production generated about $1.3 million annually. War demand led to the cultivation of new lands in the area and increased production. But this backfired, and by the end of the war, the fruit industry in Grand Valley again went into decline (Bergner 1937, 89; Mehls 1982; Reid 2006, 28).

Problems for fruit growers during this time included major price declines but also new problems with insect infestation, migrant labor strife, and issues obtaining credit because of weak capitalization. Disillusionment among fruit growers was widespread and resulted in the cancellation of Grand Junction's "Peach Day" in 1923. Farmers realized that dependence on monoculture led to market vulnerability. Thus, from 1920 until 1940, the agriculture of the Grand Valley began a march toward diversification, general agri-business, and a steady decline in orchard acres. Potatoes and beans replaced fruit (Rait 1945, 249; Rait 1988 45, 60-62, 69, and 148; Bergner 1937, 30, 33-35, 46-48; Mehls 1982; Reid 2006, 28).

Grand Junction and its business community depended upon a lucrative farm trade, and was adversely impacted by the overall decline of the industry. Growth slowed but did not stop, however. And the city continued in its role as the market center for western Colorado and eastern Utah. But by this time, mining outpaced agriculture as the primary growth industry. And what was once a lucrative coal industry, would by the 1940s, become an industry dominated by local uranium extraction (Rait 1988 73, 84, and 152; Mehls 1982; Reid 2006, 1-4).

2.4 The Railroad

In late November of 1881, George Crawford and the Grand Junction Town Company entered negotiations with the D&RG. Crawford wrote to railroad officials and referred to Grand Junction as "the city of the future of the Grand River." On November 22, 1882, the D&RG arrived in Grand Junction on narrow gauge track (tracks would be retrofitted with standard gauge by 1890)—thus bringing to the fledgling new town the main line of one of the region's largest railroads (Ashbeck 1992).

The railroad, by providing Grand Junction with a link to other towns and cities of the west, was arguably the most important factor in the town's development. The railroad brought new residents and laborers, businesses, goods, and information. And it took away commodities and other products of the valley to be sold elsewhere in the west, thus creating additional markets for Grand Junction. Because of the D&RG, more families came to the area and helped change the town from an outpost to a functioning community. The railroad was primarily responsible for turning Grand Junction into the major market and transportation center of western Colorado. However, the railroad also brought a seedier element including cattle rustlers, horse thieves, and gun fighters to the young town. As one historian notes, "When the railroad reached town the crews went wild drinking, celebrating, and carousing. Grand Junction experienced many of the same problems of lawless behavior normally associated with a Kansas cow town or the 'Hell on Wheels' tent towns that followed Union Pacific construction crews across Nebraska and Wyoming" (Ashbeck 1992; Mehls 1982; Rait 1988, 16, 25-26; Athearn 1962, 121-122).

Following the new rail service to Grand Junction, D&RG continued rail construction to the Utah state line. Rails reached Utah in December of 1882, and by March of 1883, the line was connected to Salt Lake City, linking Grand Junction to a transcontinental railroad. In 1883, Grand Junction was made the western terminus of the D&RG and the eastern terminus of the Rio Grande Western. Investing in, and banking on, the new city's future prosperity, the D&RG purchased a large share of Grand Junction Town Company stock and enough land to build its major repair facility and switchyard with a roundhouse, major shops, and engine servicing facilities (located southwest of 1st Street and Pitkin Avenue). In short order, the railroad became one of Grand Junction's largest employers. The first railroad depot was a simple log building that was replaced in 1884 by a wood-framed Queen Anne style station (Ashbeck 1992; Chapell 1977, 67-74; Mehls 1982).

In 1901, the D&RG merged with the Rio Grande Western Railroad. By 1905, the D&RG, the Colorado Midland Railroad, and two smaller railroad lines were headquartered in Grand Junction. In fact, Grand Junction's importance to these railroad lines was so great that construction of a new, grand depot was planned. Construction of the new depot, just south of the wood-framed depot building, began on April 6, 1905. Designed by Chicago architect, Henry J. Schlack and built by the William Simpson Construction Company of Denver, new depot building cost $60,000, making it one of the most expensive railroad stations in the West. After sixteen months of construction, the depot was completed, and the Grand Junction Daily Sentinel reported it to be "a credit to a city five times as large. The putting into service of this splendid railroad building marks an important era of local history" (Ashbeck 1992).

In the coming years, however, speculators weakened the D&RG business by using the railroad's equity to finance the construction of another railroad, the Western Pacific. During World War I, when the D&RG's financial situation worsened, the United States Railroad Administration took control of the D&RG and placed the railroad in receivership. Following these events, on July 31, 1921, the D&RG emerged from receivership as the newly re-incorporated Denver & Rio Grande Western Railroad (D&RGW) (Athearn 1962, 141-143).

In the late 1940s, modern engines replaced steam locomotives and Grand Junction became major stop for the California Zephyr, and later, the Rio Grande Zephyr—one of the most famous trains in the United States. The California Zephyr was a passenger train that ran between Chicago, Illinois and Oakland, California. The Zephyr was operated by the Chicago, Burlington & Quincy, D&RGW,

and Western Pacific railroads. The Zephyr was dubbed "the most talked about train in America" and operated from March 19, 1949 to 1970. After 1970, the D&RGW continued service between Denver and Salt Lake City as the Rio Grande Zephyr. This train was the last privately-owned long distance passenger train in the country and was “famous for its vista-dome trips through the spectacular Rocky Mountains.” In 1983, a publicly funded second iteration of the California Zephyr came under Amtrack’s operation. This current California Zephyr operates partially over the route of the original Zephyr but still serves Grand Junction (Ashbeck 1992; Burns 2022).

2.5 Early Roadbuilding

Roadbuilding in the Grand Junction area began in earnest when the first settlers arrived in 1881. By 1882, construction was completed on a toll road from Gunnison to Grand Junction. However, many described “this first thoroughfare…as an impediment to commerce and totally inadequate for local needs.” In 1884, the Grand Junction Board of Trade called for “an extensive program of road building, particularly along the Grand River”; and In 1885, prominent area settlers formed the Roan Creek Toll Road Company. The Roan Creek Toll Road was the largest road construction effort during the 1880s. This road followed the Grand River from Grand Junction to Glenwood Springs and provided Grand Junction’s merchants with better access to markets in Aspen and Red Cliff (Mehls 1982; Wyman 1936, 130; Murry 1973, 5; Rait 1988, 22-23).

Wagons used the Roan Creek Toll Road from the terminal in Grand Junction to Glenwood Springs. The trip cost $2.50. Stage lines operated two-day passenger service between the towns with an overnight stop in Parachute, Colorado. The Roan Creek Toll Road remained in operation until 1889, “when the Denver and Rio Grande purchased it for roadbed for its proposed standard gauge railroad line to Grand Junction.” All around Grand Junction during this period, road building’s primary purpose was to connect the hinterlands to the Grand River and the D&RG in Grand Junction. And the Roan Creek Toll Company’s success encouraged others to build roads throughout Grand Junction’s surrounding areas during late 1880s and 1890s (Mehls 1982; Rait 1988, 23).

In 1899, the state allocated $40,000 for the construction of a turnpike between Denver and the communities of western Colorado, including Grand Junction. Construction took four years and the result was the Taylor State Road (what would become the basis for U.S. Highway 6; Colorado's “main east-west trade and developmental axis”). Sweeping the nation during this time was the Good Roads Movement—an effort to upgrade the nation's roads in part because of the new automobile craze. In 1903, the first motorcar visited Grand Junction. Old Pacific, a two-cylinder Packard, passed through town on a trip from San Francisco to Denver. Promotional campaigns such as this caused Colorado citizens to appeal to the state legislature for funds to build more and more roads and highways (Mehls 1982; Urquhart 1970, 66 and 122; Reading Club of Rifle, Colorado 1973, 208; Hafen 1931, 10; Rait 1988, 120-124).

By 1910, the federal government also got involved in highway projects and announced plans for the construction of a transcontinental highway. Grand Junction campaigned for inclusion along this route. Boosters urged the use of the Taylor State Road as it was already built and would reduce the overall expense of highway construction. This argument prevailed and by 1916, the first paved transcontinental highway was proposed to bisect Colorado and pass through Grand Junction. With this, Grand Junction became “the highway center of the Western Slope” (Mehls 1982; Urquhart 1970, 123; Bergner 1937, 69; Rait 1988, 120-124).

2.6 Local Transportation

Grand Junction's rapid population growth along with the need to efficiently ship goods to and from the surrounding areas required new modes of local transportation and new ways to connect people and goods with the D&RG line. Between 1890 and 1903, the Grand Junction Street Car Company (later the Grand Junction Street Railway Company) operated with two streetcars repurposed from the Pueblo Street Railway Company. These horse-drawn cars ran on dedicated narrow-gauge rail throughout downtown. The company abandoned the line in 1902 due to the toll the extreme heat took on horses (CDOT 2022).

In the years 1904-05 investors and business flocked to the Grand Junction area and this growth led to the construction of the valley's first electric railway. Throughout the nation, electric railway systems were growing in popularity, and this spread to the Grand Valley. In 1908, the Grand Junction Electric Railway Company (GJE) built an electrically powered streetcar system to replace the horse-drawn system. During this time, most people walked or used horse and carriage. Few people owned automobiles and electric streetcars became a popular choice for commuters (Reid 2006, 30-32; Lampert and McLeod 1984,101).

Also during this time, the town of Fruita, Colorado, to the east argued that it needed a commuter rail connection with Grand Junction. Such lines, known as interurbans, proved useful for brief travel between neighboring towns. In 1908, the GJE announced plans to construct an interurban line connecting Grand Junction with Palisade to the east and Fruita to the west. In 1909, the company reorganized under the name Grand Junction and Grand River Valley Railway (GR&GRV) and by July 1910, the two routes were complete and in regular use. The Fruita line, famously known as the "Fruit Belt Route," operated until 1935 (Mehls 1982; Ormes 1963, 262 and 294; Bergner 1937, 75). As one historian notes:

> [I]t was used extensively by the apple growers to transport packed apples to the railroad loading docks in Grand Junction and Fruita. The Interurban also had a passenger service and ran passenger cars on round trips eight times a day. During apple harvest, more freight cars were added and the number of runs increased to accommodate the large shipment of apples from the orchards along the route (Sexton 1986; Reid 2006, 31).

The interurban began at the D&RG depot at 1st Street and Pitkin Avenue, headed east on South Avenue to 12th Street where it turned north to Patterson Road and, from there, west toward Fruita (McGuire and Teed 1981).

These forms of public transportation alleviated many of the problems associated with travel between area communities along primitive roads. However, one notable event took place in October of 1912 when a group of motorists drove nine cars from Grand Junction to Salt Lake City. At this time, much of the road between the cities was a rutted and muddy wagon track occasionally blocked by streams that needed to be forded. The trip took the group of cars 11 days to complete one way and they were welcomed to Salt Lake City with a banquet in their honor. The cars were shipped back to Grand Junction by railroad (museumofwesternco.com 2022).

By 1916 the Grand Junction Motor Car Club had over 50 members and records indicate that the county was home to around 500 automobiles. This number would continue to grow as cars became more and more affordable to average citizens. Grand Junction's first automobile show was held in

May of 1926 at the Lincoln Park Auditorium. The show featured all the popular brands of the time including Ford, Lincoln, Chevrolet, Dodge, Buick, Hudson, Nash, Studebaker, and Willys (museumofwesternco.com 2022).

In 1926, the city's electric street cars ceased operations and were replaced by a bus system. And in 1939, Rio Grande Motor Way, Inc. began offering long distance bus service from its new passenger terminal at 230 S. 5th Street (museumofwesternco.com 2022).

2.7 The 1920s

Often called "The Roaring Twenties," Grand Junction's experience during these years can best be characterized as uncertain due to the decline in its two principal industries, fruit and coal mining. In 1922, the city adopted the council and city manager form of government that continues to the present day. There continued to be a lot of building construction, including a new courthouse, the Avalon Theatre, and several schools. The population reached 8,665 by 1920— an increase of nearly 12 percent from 1910. This influx of residents necessitated the construction of new homes. In response to demand, local lumber companies began erecting new dwellings for rent or for sale on credit (museumofwesternco.com 2022; Reid 2006, 33; Rait 1988, 12).

People continued to arrive in the valley with the hopes of making their fortunes in mining or the fruit industry, only to find that these markets were only experiencing a temporary boom associated with WWI demand. This prosperity did not last long (Reid 2006, 33; Rait 1988, 8). As one historian notes:

> Over the years other mines opened and closed around Grand Junction but it was World War I that led to increased coal production, reaching its highest level in 1918. Because of their small size most of the Mesa County mines were not unionized and during 1918 and 1919 coal miner's strikes in other Colorado fields coupled with heavy wartime demand caused increased output in the valley. This prosperity was short-lived. The War's end, along with the abandonment of the Colorado Midland Railroad in 1919, resulted in temporary curtailment of coal mining around Grand Junction (Reid 2006, 33-34; Mehls 1982).

Unfortunately, these two principal sectors of Grand Junction's economy, agriculture and mining, declined nationally in the years following the war (Mehls 1982; Reid 2006, 34).

Significant changes in modes of transportation also occurred during this time. Busses replaced streetcars and private automobile use was on the rise. In response to demand, in 1925, local business leader Ray Schiesswohl opened the Super Service Station at 6th and Colorado (later called Schiesswohl Oil). Also in 1925, Grand Junction Junior College (now Colorado Mesa University) was established in the old Lowell School at 5th Street and Rood Avenue (The college is now located at 12th Street and North Avenue where it moved in 1940). And despite adverse economic conditions, many other new construction projects and business ventures continued. For example, in March 1922 a group of locals incorporated the Grand Junction Clay Products Company. By the end of the decade this brick plant was producing much of the bricks and tile used to build local homes and businesses (museumofwesternco.com 2022; Reid 2006, 34-35; Rait 1988, 13; Alderman 1994, 17-18).

2.8 1930s

The Great Depression of the 1930s affected all Americans, but Grand Junction weathered the economic decline better that much of the nation. By the 1930s, Grand Junction's population was around 10,000. This region of Colorado was not highly industrialized at the time, and "this added a degree of stability during the Depression." Furthermore, the D&RGW Railroad (D&RG re-incorporated in 1920 under the new name Denver & Rio Grande Western) provided steady employment for many of Grand Junction's citizens; and despite layoffs, D&RGW's payroll helped keep the local economy relatively stable—at least early on in the decade (Reddin 1986, 3; Reid 2006, 35-36).

Eventually, however, the ongoing effects of the declines in the fruit and some of the mining industries began to slow growth. Insect infestation, competition from California growers, rising labor and transportation costs, and a decimated national market eventually reverberated through the region's fruit industry. Also, the precious metals mining industry declined, which adversely affected the wholesale and retail businesses of Grand Junction. Coal mining, however, began to recover from its 1920s losses during this period and grew to become a major industry in the area. Because of this, Grand Junction became a regional hub for mine owners and mining supplies (Alexandroff et al 1995).

2.9 1940s

Grand Junction, like the rest of the U.S. during WWII, grew accustomed to living under war-time rationing of sugar, coffee, and gasoline. Speed limits around town were reduced, and to save on fuel, few people traveled beyond the city limits. If a family was lucky enough to own a car, these cars could not be repaired easily or maintained due to the scarcity of replacement parts. But the impact of the automobile on Grand Junction's built environment had become readily apparent. This era saw major changes in area transportation patterns that began trending away from railroad use with the construction of more and better roads and highways. With the need to store and protect new vehicles, most dwellings were built with detached single-car garages or carports. Older properties often incorporated new garage buildings (usually located behind the principle dwelling and accessible via the ally). By 1940, the city's population had increased to approximately 12,500, a 22 percent increase from 1930 (Lindeman 1997, 2; museumofwesternco.com 2022; Reid 2006, 36; Mehls 1982).

The rise of automobile culture in Grand Junction led to more of a diffusion of commercial enterprises throughout the city and this caused a shift away from downtown as the primary commercial center in the city. As such, the historic downtown became a less desirable location for businesses and began to go into decline. The buildings of the period reflect this shift away from downtown. Areas outside of the city center, especially along Highways 6, 50, and 24, became popular locations for gas stations, auto dealerships, auto repair shops, restaurants, hamburger drive-ins, and motels. Many of these new commercial and retail buildings were constructed with long, low proportions in the strip-mall form because space was no longer a constraint. In 1947, the town's first drive-in movie theater, the Starlight, opened. Loyd Files built the Starlight at 24th Street and North Avenue and this was the second drive-in theater in the state (Reid 2006, 37-38).

Following the war, a rapidly growing consumer economy emerged in Grand Junction. As the city:

> grew in size and prosperity….the number of cars on the road grew. By the end of the forties, gas rationing ended, speed limits were raised and a record number of cars crowded the roads. In 1949 the number of cars licensed in Mesa County increased by 1,900 and by 1950, that number had risen by another 1,500….Many people bought a second car…(Lindeman 1997, 5; Reid 2006, 37).

World War II ended the Great Depression for the Grand Junction area's farmers, businesses, and regional mining enterprises. Wartime demand for food production, transportation, and labor virtually eliminated unemployment. Farming, especially in Mesa County, continued to be the principle economic driver. During this time, Mesa County led Colorado in fruit production. And area fruit growers had gained national recognition for the quality of their produce (Mehls 1982; Struthers 1963, 1 and 6; Smith 1949, 113).

Also during WWII, Grand Junction experienced an economic boom associated with Uranium mining and the nation's intra-war Manhattan Project and associated nuclear weapons production and armament. This new economic driver led to a huge population increase and a resultant expansion of city limits. Many new homes were built to accommodate the increased population from the mid-1940s through the 1950s. By 1947, the Atomic Energy Commission (AEC) established the Grand Junction Projects Office in town. The AEC offered area miners incentives and rewards for the discovery of quality uranium ore, and "amateur prospectors could send 55 cents to the U.S. Government Printing Office for a how-to pamphlet, buy a Geiger counter in Grand Junction or Moab, Utah, and set out in search of yellow carnotite ore" (Abbott et al 1982, 307; Reid 2006, 36-37).

2.10 1950s

In 1950, Grand Junction's population reached 14,500, a 16 percent increase from 1940. Rail passenger and freight service continued to decline in the area as more and more roads were built, more people acquired cars, and commercial shipping came to rely more on trucks. Perhaps the most significant cause for this shift was the massive highway and interstate construction campaign begun during the Eisenhower administration. Businesses often found it easier, cheaper, and more convenient to "load trucks at a warehouse or plant and have these items transported directly to the recipient, rather than ship part way by rail, only to have the material unloaded from the train and then hauled by truck." Area business grew considerably during the 1950s. Grand Junction's wholesale companies that supported almost all of western Colorado, were second only to Denver in the size and scope of their business (museumofwesternco.com 2022; Reading Club of Rifle, Colorado 1973, 227).

The availability of affordable automobiles and a robust post-war/Cold War economy ushered in "a period of infrastructure investment and expansive growth, leading, within a few decades, to paved and well-maintained roads that connected ever-expanding cities." In 1956, the new Interstate Highway System was authorized by Congress under the Federal-Aid Highway Act. President Dwight D. Eisenhower championed the legislation as critical to the country's national defense and argued that the extant two-lane blacktop highway system was "insufficient for moving military equipment and troops if needed." The result was a proposed 42,500-mile highway and interstate system that would connect population centers to "areas of national strategic importance" (CDOT 2002; Clinco 2009).

Grand Junction, like so many other cities and towns in the West, became an easy-to-reach destination. The city grew in all directions and cars provided freedom and led to the development of new auto-related infrastructure throughout town. By 1956, Grand Junction hosted several motels and many car-related enterprises including gas stations, car washes, car dealers and showrooms, and auto repair shops on or near Pitkin Avenue and Ute Avenue. National gasoline companies like Gulf, Texaco, and Phillips 66, to name a few, insisted upon standardized building designs and required franchisees to prominently display corporate logos, use particular color palates, and provide a standard set of services. Building designs tended to follow the popular international style and utilized abundant glass and concrete block laid out with clean lines and futuristic storefronts (Jones 2003; Clinco 2009; Powell 2011; Randl 2008; Reid 2006, 38-39; History Colorado 2022).

Also during this time, uranium extraction became a huge economic driver for Grand Junction. Uranium mines were developed in the surrounding area and the ore was brought to Grand Junction to be processed and shipped. Local boosters began calling the city the “Uranium Capital of the World,” and this claim, along with an artistic rendering of an atomic particle, could be found on official city stationery, signs around town, and police car doors. The uranium boom brought to Grand Junction a large influx of prospectors, geologists, and other professions in support of the industry. The AEC expanded its local programs with a new uranium processing mill in town. And the Grand Junction area was soon home to at least 35 mining companies—some of them major national mining corporations. By 1960, mining had become the county’s second largest employer after agriculture (Reid 2006, 39; museumofwesternco.com 2022; Alexandroff et al 1995; Struthers 1963, 6).

However, despite the economic boom and the influx of new residents to the area, the residential character in the south part of downtown began to diminish. New arrivals to the Grand Junction area chose to live in newer tract housing developments outside of the old city center. There was high demand for this type of housing and new subdivisions sprouted up all over Grand Junction and surrounding areas. With this, the area around downtown, and particularly along Pitkin and Ute Avenues, began to shift away from residential space to become more commercially oriented. This trend would continue throughout subsequent decades up to the present day. Newer tract developments provided Grand Junction’s growing middle-class with inexpensive housing—and houses in these developments eschewed the Victorian, Craftsman and Tudor details of earlier downtown homes in favor of simple rectangular plans and low-pitched hip roofs. This pattern of residential development away from city centers was happening all over the nation, completely changing the way Americans lived and worked and often to the detriment of downtown spaces all over the country (Reid 2006, 40).

Grand Junction grew at a tremendous rate during the 1950s and the uranium prospecting boom continued until 1957 when the AEC decided that they would no longer subsidize the development of new mining prospects and would only purchase ore from established operations. This abruptly ended the uranium boom in the Grand Valley and the influx of new prospectors to the area. However, Uranium continued to be a significant part of the local economy for years to come (Reid 2006, 42).

2.11 1960-Present

In 1960, Grand Junction had grown to around 18,700 residents, a near 29 percent population increase from 1950. One popular and unique initiative early in the decade was to find a way to

revitalize the aging and neglected downtown area. In spring of 1962, the city (with the help of government grants) implemented “Operation Foresight,” a major redevelopment of downtown Main Street. Improvements included new, wider sidewalks, a narrowed serpentine street, extensive landscaping (large planters, trees, and flower boxes), covered benches, and more parking. Upon completion of the project, in May 1963, Look Magazine awarded the city with “All America City” recognition for the new downtown “shopping park.” At the time in the United States, a downtown revitalization project like this was very uncommon and it helped refocus attention to downtown businesses after years of marginalization (museumofwesternco.com 2022; Alexandroff et al 1995; Reid 2006, 38).

In 1965, Interstate 70 reached Grand Junction from the west with the completion of the interchange at Horizon Drive. I-70 skirted the city along the north side and the principal route completely avoided the downtown area. However, by 1966, the I-70B route through downtown was complete. The new interstate shared much of its principal route and business loop with Highway 6 and Highway 50. At Exit 26 to the northwest of town, Highway 6 crossed over I-70 from the north to the south side and continued east to join Highway 50 and I-70B toward downtown. The three routes then headed southeast as an expressway, where at North Avenue an interchange was built, and Highway 6 continued east along North Avenue. I-70B/Highway 50 continued southeast to 1st Street as a four-lane commercial boulevard (expressway) to the one-way couplet of Pitkin and Ute Avenues through downtown Grand Junction. At the intersection of Ute/Pitkin and 5th street in downtown, Highway 50 turned south and out of Grand Junction. I-70B continued east along the couplets of Ute/Pitkin until at 14th Street the business loop again became an expressway. I-70B then rejoined Highway 6 at Fruitvale, northeast of downtown. The two roads continued northeast and rejoined I-70 at Clifton (Exit 37). By 1989, all of Mesa County’s I-70 construction projects were complete. However, I-70 through Glenwood Canyon, the final link in the national interstate system, would not be finished until the early 1990s (museumofwesternco.com 2022; MESalek.com 2006)

The arrival of the I-70B along Ute/Pitkin Avenues significantly altered the architectural character of this part of downtown. Once predominantly residential, these avenues between 1st Street to the west and 14th Street to the east became predominantly commercial properties. In particular, the route east of 5th Street has seen most of its residential properties demolished or replaced with commercial buildings. Most of these replacement commercial properties were relatively simple, functional structures that served as retail storefronts, offices, or warehouses. Most new commercial buildings were single-story rectangles or simple shapes. They featured flat or low-pitched gable roofs with little-to-no ornamentation and either plain, nearly flush fascia (close rakes) or overhanging boxed-in soffits or eaves. Concrete block and metal siding predominated. Many of the commercial buildings were auto related. Today, the area has multiple auto repair shops, detail shops, parts stores, gas stations, and car washes dating to within the historic period. Interspersed among these newer commercial buildings is the occasional residential remnant.

During the 1970s, the city’s boundaries continued to expand beyond the original downtown area, and while the commercial center around Main Street largely retained its historic character, the southern portion of the original town plat, especially along Ute and Pitkin Avenues, continued to evolve more and more into a commercial and light industrial corridor. Since most of the town’s residents now lived in newer suburbs away from this older part of town, architecture became highly utilitarian, functionalist, reductive, and auto-friendly; with several instances of entire city blocks of residential neighborhoods demolished to construct simple commercial buildings and large parking

lots. In many instances during the 1970s, Queen Anne, Craftsman, Minimal Traditional, and other early twentieth century-type dwellings, once part of the old and mostly residential neighborhoods, found themselves adjacent to, up against, or encompassed by large unadorned or minimally adorned commercial buildings. As a result of this, by 1980, the entire corridor's built environment looked and felt more haphazard than planned—and this trend continues to this day. With this part of downtown shifting away from residential space, the entire look and feel of the corridor shifted to a place of utilitarian convenience—a place to simply conduct business before getting in the car and driving back to the suburbs. The construction of I-70B appears to be a principal cause of this shift in the historic built environment since the business loop increased traffic and improved access to this part of town. Historic aerial maps and county parcel records show that this trend dramatically increased following the arrival of I-70 and its business loop (I-70B). And the presence of this large and busy expressway, continuously feeding this part of Grand Junction with auto traffic promises to further encourage this trend into the future. It is also worth noting that many of the remaining historic residential properties are in advanced states of disrepair and many appear abandoned.

In 1970, Grand Junction had a population of 20,000, only an 8 percent increase from 1960. And while the uranium industry continued its decline that began in the 1960s, the 1970s saw huge corporate investment in the development of shale oil and natural gas projects in the area. Grand Junction's prospects greatly improved when Exxon located one its regional headquarters in town. Early in the decade, U.S. oil consumption steadily increased while domestic production dwindled. The economic vulnerabilities caused by this foreign-dependent consumption became clear in 1973 when the Organization of Petroleum Exporting Countries (OPEC) instituted an oil embargo. While the embargo caused fuel shortages and higher prices for much of the country, it also created business opportunities for oil producing regions like the Grand Junction area. As a result, Grand Junction's population exploded during the decade with a nearly 39 percent increase. (museumofwesternco.com 2022; Alexandroff et al 1995; Reid 2006, 43-44; Jones 2016, 8-1.).

Oil prices remained high throughout the 1970s. However, significant price declines early in the 1980s resulted in Exxon's abrupt decision to abandon its investment in the region. The loss of Exxon took a significant toll on the local economy. And considering its high production costs, the shale oil industry was no longer viable. (museumofwesternco.com 2022; Alexandroff et al 1995; Reid 2006, 43-44; Jones 2016, 8-1.).

Today, Grand Junction has a population of around 65,500 (2020 Census) and is still the region's primary city. Its agricultural economy, supplemented by a large tourism industry, continues to thrive. Furthermore, it has become a popular place to live for retirees and this has become a significant economic driver for the region.

3.0 Methodology and Field Work

3.1.1 Research

HDR requested a file search from the OAHP for the project APE. The file search conducted May 20, 2026 identified three previous cultural resources surveys within or overlapping the APE (Table 1) and two previously evaluated properties within the project APE (Table 2). The 2008 I-70B West EA *Historic Resources Survey Report* (report completed in 2007; ME.CH.R27) included a portion of the current APE in its survey area but did not record or evaluate any properties in the current APE. The

1996 and 1982 survey reports (ME.SHF.R1 and ME.CSU.R1, respectively) provided reconnaissance survey for several of the properties in the APE but did not evaluate NRHP eligibility. There are no NRHP listed properties in the APE. Altogether, the following report considers the NRHP eligibility and assesses affects for 108 properties 45 years of age or older within the APE.

Table 1. Previous Surveys in the Project Area

Report No.	Year	Report Name	Author(s)
ME.CH.R27	2007	Historic Resources Survey Report I-70 Business West Grand Junction, Colorado	Hermsen Consultants for the Colorado Department of Transportation
ME.SHF.R1	1996	Grand Junction Historic Resources Survey, Phase II (SHF Project 95-01-57)	Museum Of Western Colorado
ME.CSU.R1	1982	Historic Structures of Grand Junction, A Survey	Krawitz, Robin

Table 2. Previously Evaluated Properties Within the APE

Site Number & Name	Address	Construction Date	NRHP Eligibility, Date
5ME.24074 Grand Junction and Grand River Valley Railway		1890-1935	Eligible, 2022
5ME.4150 Emerson School	930 Ute Avenue	1905	Officially Not Eligible, 1987 Local Landmark Designation

Documentary research was conducted at the Colorado Mesa University Library, the City of Grand Junction Historic Preservation Office, and the Mesa County Public Library. Cultural staff also consulted historic context and research materials provided by the OAHP regarding historic properties within the APE. Research documents included primary and secondary source material including histories of Grand Junction and the region, assessor records, historic maps, reports, government documents, historic photographs, and newspaper accounts. HDR conducted additional research online at sites such as newspapers.com, historicaerials.com, Grand Junction's public records online, Mesa County's online assessor data, and the Museum of Western Colorado Collections website.

3.1.2 Survey Field and Reporting Methodology

Based on field observations and construction date data obtained from the Mesa County Assessor's Office and other local sources, 108 properties within the APE were identified as 45 years of age or older as of 2026. These include 105 extant properties with buildings, two parks, and one linear resource.

Given the number of historic-age resources within the APE and the limited scope of anticipated project impacts, a tiered survey and reporting methodology was developed to meet Section 106 requirements in an efficient and proportionate manner. This approach aligns the level of documentation and analysis with the potential for project-related effects.

As such, certain properties were treated as eligible for the NRHP for the purposes of Section 106 review. This administrative treatment does not constitute a formal determination of eligibility.

Properties were organized into three categories (A, B, and C) based on the type and extent of anticipated project impacts, with corresponding levels of documentation and analysis, as described below.

Category A – No Direct Effect to the Historic Property (77 Properties)

A total of 77 properties within the APE that are 45 years of age or older would experience no direct effect to the historic property, and no access to these properties would be required for the project. These properties are not subject to PEs, TCEs, or ROW acquisition, and project-related activities in their vicinity are confined to the existing roadway and ROW, outside the boundaries of the historic property.

Because these properties are not subject to physical disturbance and would experience only negligible atmospheric impacts, they were excluded from further documentation and evaluation beyond initial identification. For Section 106 purposes, these properties were *treated as eligible* collectively, and analysis was conducted at a programmatic level consistent with the absence of project involvement and their lack of impact potential.

Category B – Limited Effects without Potential to Affect Character-Defining Features (27 Properties)

A total of 27 properties within the APE are 45 years of age or older and would undergo limited, temporary effects to the historic property, including through TCEs or, in one case, work occurring outside the legal property boundary but within portions of the historic boundary overlapping existing ROW; however, these activities are not anticipated to affect character-defining features.

These properties were *treated as eligible* for the NRHP without intensive survey or formal eligibility evaluation. Each property was identified and assessed to consider the nature and extent of proposed activities in relation to historic features and the potential for effects under 36 CFR 800.5. Documentation for these resources focuses on identifying historic-age properties and evaluating the relationship between proposed activities and character-defining features.

Category C – Potential to Affect Character-Defining Features (4 Properties)

Four historic-age resources within the APE are subject to ROW acquisition or construction activities with the potential to affect character-defining features. These resources include two individual properties subject to minor ROW acquisition, one linear feature within the roadway, and Emerson Park, which will experience construction-related modifications to its perimeter sidewalks.

Properties in this category were intensively surveyed and documented using the appropriate OAHP inventory forms. Each resource was formally evaluated for eligibility for listing in the NRHP and assessed individually for project effects in accordance with the criteria set forth in 36 CFR Part 800.

Resources included in Category C are:

- 5ME.23922 — Union Carbide Nuclear Company – Western Colorado, 1600 Ute Avenue
- 5ME.15082 — Emerson Park
- 5ME.24074.2 — Grand Junction and Grand River Valley Railway (GJ&GRV)
- 5ME.23913 — C & F Foods, 857–859 Pitkin Avenue

3.1.3 Effects Analysis

Effects Analysis was completed for all 108 properties within the APE in accordance with 36 CFR § 800.5 (Assessment of Adverse Effects) and applies the criteria of adverse effect collectively to the Category A properties and individually to the Category B and C properties regardless of eligibility determination. As defined in 36 CFR 800.5, “An adverse effect is found when an undertaking may alter, directly or indirectly, any of the characteristics of a historic property that qualify the property for inclusion in the National Register in a manner that would diminish the integrity of the property's location, design, setting, materials, workmanship, feeling, or association.” The regulations further describe, “adverse effects to historic properties include, but are not limited to:

1. Physical destruction of or damage to all or part of the property;
2. Alteration of a property, including restoration, rehabilitation, repair, maintenance, stabilization, hazardous material remediation, and provision of handicapped access, that is not consistent with the Secretary's standards for the treatment of historic properties (36 CFR part 68) and applicable guidelines;
3. Removal of the property from its historic location;
4. Change of the character of the property's use or of physical features within the property's setting that contribute to its historic significance;
5. Introduction of visual, atmospheric or audible elements that diminish the integrity of the property's significant historic features;
6. Neglect of a property which causes its deterioration, except where such neglect and deterioration are recognized qualities of a property of religious and cultural significance to an Indian tribe or Native Hawaiian organization; and
7. Transfer, lease, or sale of property out of Federal ownership or control without adequate and legally enforceable restrictions or conditions to ensure long-term preservation of the property's historic significance.”

CDOT, in consultation with the SHPO, may make a determination of no adverse effect when the undertaking's effects do not meet the criteria of adverse effect “or the undertaking is modified or conditions are imposed, such as the subsequent review of plans for rehabilitation by the SHPO to ensure consistency with the Secretary's standards for the treatment of historic properties (36 CFR part 68) and applicable guidelines, to avoid adverse effects.”

4.0 Effects Analysis

4.1 Summary

HDR completed field work for this study in June 2026 and identified 108 properties (105 parcels with buildings, two parks, and one linear feature) over 45 years old within the project APE. These include two properties that were previously evaluated for NRHP eligibility (5ME.4150—Emerson School and 5ME.24074— GJ&GRV) and 106 unevaluated properties.

Of the 108 properties 45 years of age or older within the APE, 104 are treated as eligible for the NRHP for the purposes of Section 106, three were intensively surveyed and determined Not Eligible

for the NRHP (5ME.2392—Union Carbide Nuclear Company; 5ME.15082—Emerson Park; and 5ME.23913—C & F Foods), and one linear resource segment (5ME.24074.2— GJ&GRV) was determined Supporting to the NRHP eligibility of the entire linear resource. The entire extent of 5ME.24074—GJ&GRVR was determined officially eligible in 2022. Effects were assessed for all 108 properties 45 years of age or older. All 108 properties were documented according to the methodology outlined in report Section 3.1.2.

4.2 Category A: No Direct Effect to the Historic Property

A total of 77 properties within the APE are 45 years of age or older and are located adjacent to the project corridor; however, these properties are not subject to PE, TCE, or ROW acquisition. All project related activities in proximity to these properties will be confined to the existing roadway and ROW and will not encroach upon the parcels or improvements associated with these resources. Any atmospheric effects on these properties would be negligible from existing conditions.

These properties were *treated as eligible* for the purposes of Section 106 and it is determined that the undertaking will have **No Adverse Effect** on these properties (Table 3; Figure 3).

Table 3. Category A – No Use or Access to the Historic Property (77 Properties)

Site Number and/or Name (If Available) and Parcel Number (PN)	Address	Construction Date	NRHP Eligibility	Impacts	Effects
2945-133-17-014	215 S 15th ST	1981	Treat as Eligible, 2026	N/A	No Adverse Effect
2945-133-09-024	1800 Main St	1973	Treat as Eligible, 2026	N/A	No Adverse Effect
2945-134-03-055	1915 I-70 BL	1978	Treat as Eligible, 2026	N/A	No Adverse Effect
2945-134-03-064	1855 I-70 BL	1979	Treat as Eligible, 2026	N/A	No Adverse Effect
2945-134-00-040	1853 I-70 BL	1978	Treat as Eligible, 2026	N/A	No Adverse Effect
2945-144-43-006	725 Pitkin Avenue	1978	Treat as Eligible, 2026	N/A	No Adverse Effect
2945-144-43-009	760 South Avenue	1900	Treat as Eligible, 2026	N/A	No Adverse Effect
2945-144-40-008	806 South Avenue	1966	Treat as Eligible, 2026	N/A	No Adverse Effect
2945-144-39-009	914 South Avenue	1956	Treat as Eligible, 2026	N/A	No Adverse Effect
2945-144-38-004	1063 Pitkin Avenue	1979	Treat as Eligible, 2026	N/A	No Adverse Effect
2945-144-32-010	753 Ute Avenue	1979	Treat as Eligible, 2026	N/A	No Adverse Effect
5ME.23882 2945-143-40-018 2945-143-40-019	559 Pitkin Avenue	1980	Treat as Eligible, 2026	N/A	No Adverse Effect

Site Number and/or Name (If Available) and Parcel Number (PN)	Address	Construction Date	NRHP Eligibility	Impacts	Effects
5ME.9198 2945-144-43-003	418 South 7th Street	1921	Treat as Eligible, 2026	N/A	No Adverse Effect
2945-144-43-002	424 South 7th Street	1955	Treat as Eligible, 2026	N/A	No Adverse Effect
5ME.9162 2945-144-33-010	317 South 9th Street	1910	Treat as Eligible, 2026	N/A	No Adverse Effect
5ME.23901 2945-144-36-009	307 12th South Street	1957	Treat as Eligible, 2026	N/A	No Adverse Effect
5ME.23902 2945-144-36-017	333 South 12th Street	1958	Treat as Eligible, 2026	N/A	No Adverse Effect
5ME.23860 2945-133-21-012	340 South 13th Street	1957	Treat as Eligible, 2026	N/A	No Adverse Effect
5ME.9142 & 5ME.9149 2945-133-19-016	225 South 13th Street	1910	Treat as Eligible, 2026	N/A	No Adverse Effect
5ME.23869 2945-134-00-021	1921 Hwy 6 & 24	1959	Treat as Eligible, 2026	N/A	No Adverse Effect
5ME.23864 2945-133-24-001	1707 I-70 BL	1977	Treat as Eligible, 2026	N/A	No Adverse Effect
5ME.23867 2945-133-24-018	1753 I-70 BL	1976	Treat as Eligible, 2026	N/A	No Adverse Effect
5ME.23866 2945-133-24-017	1801 I-70 BL	1977	Treat as Eligible, 2026	N/A	No Adverse Effect
5ME.23865 2945-133-24-015	1851 I-70 BL	1976	Treat as Eligible, 2026	N/A	No Adverse Effect
5ME.23926 2945-134-00-051	1900 East Main Street	1958	Treat as Eligible, 2026	N/A	No Adverse Effect
5ME.23847 2945-133-16-009	1765 East Main Street	1963	Treat as Eligible, 2026	N/A	No Adverse Effect
5ME.23871 2945-134-00-038	1931 East Main Street	1959	Treat as Eligible, 2026	N/A	No Adverse Effect
5ME.23898 2945-144-35-009	1002 Pitkin Avenue	1936	Treat as Eligible, 2026	N/A	No Adverse Effect
5ME.23905 2945-144-36-021	1104 Pitkin Avenue	1957	Treat as Eligible, 2026	N/A	No Adverse Effect
5ME.9191 2945-144-36-014	1132 Pitkin Avenue	1900	Treat as Eligible, 2026	N/A	No Adverse Effect
5ME.23902 2945-144-36-020	1138 Pitkin Avenue	1910	Treat as Eligible, 2026	N/A	No Adverse Effect
5ME.23861 2945-133-21-014	1346 Pitkin Avenue	1955	Treat as Eligible, 2026	N/A	No Adverse Effect
5ME.23914 2945-144-43-00	719 Pitkin Avenue	1976	Treat as Eligible, 2026	N/A	No Adverse Effect

Site Number and/or Name (If Available) and Parcel Number (PN)	Address	Construction Date	NRHP Eligibility	Impacts	Effects
5ME.23889 2945-144-32-011	740 Pitkin Avenue	1955	Treat as Eligible, 2026	N/A	No Adverse Effect
5ME.23910 2945-144-40-001	803 Pitkin Avenue	1944	Treat as Eligible, 2026	N/A	No Adverse Effect
5ME.23909 2945-144-39-003	919 Pitkin Avenue	1936	Treat as Eligible, 2026	N/A	No Adverse Effect
5ME.23921 2945-144-39-018	953 Pitkin Avenue	1976	Treat as Eligible, 2026	N/A	No Adverse Effect
5ME.9190 2945-144-37-002	1125 Pitkin Avenue	1955	Treat as Eligible, 2026	N/A	No Adverse Effect
5ME.23863 2945-133-23-003	1315 Pitkin Avenue	1972	Treat as Eligible, 2026	N/A	No Adverse Effect
5ME.4150 Emerson School 2945-144-27-009	930 Ute Avenue	1905	*Officially Not Eligible, 1987;* Treat as Eligible, 2026	N/A	No Adverse Effect
5ME.9147 2945-133-19-012	1216 Ute Avenue	1914	Treat as Eligible, 2026	N/A	No Adverse Effect
5ME.9148 2945-133-19-014	1240 Ute Avenue.	1919	Treat as Eligible, 2026	N/A	No Adverse Effect
5ME.23856 2945-133-19-015	1242 Ute Avenue	1939	Treat as Eligible, 2026	N/A	No Adverse Effect
5ME.9124 2945-144-32-008	729 Ute Avenue	1895	Treat as Eligible, 2026	N/A	No Adverse Effect
5ME.9085 2945-144-28-010	806 Ute Avenue	1903	Treat as Eligible, 2026	N/A	No Adverse Effect
5ME.9086 2945-144-28-011	812 Ute Avenue	1905	Treat as Eligible, 2026	N/A	No Adverse Effect
5ME.9087 2945-144-28-012	822 Ute Avenue	1900	Treat as Eligible, 2026	N/A	No Adverse Effect
5ME.9157 2945-144-33-004	823 Ute Avenue	1909	Treat as Eligible, 2026	N/A	No Adverse Effect
5ME.9088 2945-144-28-013	826 Ute Avenue	1900	Treat as Eligible, 2026	N/A	No Adverse Effect
5ME.23892 2945-144-33-005	833 Ute Avenue	1885	Treat as Eligible, 2026	N/A	No Adverse Effect
5ME.9093 2945-144-28-014	836 Ute Avenue	1900	Treat as Eligible, 2026	N/A	No Adverse Effect
5ME.9094 2945-144-28-015	840 Ute Avenue	1900	Treat as Eligible, 2026	N/A	No Adverse Effect
5ME.9158 2945-144-33-006	841 Ute Avenue	1885	Treat as Eligible, 2026	N/A	No Adverse Effect
5ME.9049 2945-144-26-009	1002 Ute Avenue	1926	Treat as Eligible, 2026	N/A	No Adverse Effect
5ME.9175 2945-144-35-002	1011 Ute Avenue	1910	Treat as Eligible, 2026	N/A	No Adverse Effect

Site Number and/or Name (If Available) and Parcel Number (PN)	Address	Construction Date	NRHP Eligibility	Impacts	Effects
5ME.7727 2945-144-35-003	1021 Ute Avenue	1946	Treat as Eligible, 2026	N/A	No Adverse Effect
5ME.9050 2945-144-26-010	1010 Ute Avenue	1926	Treat as Eligible, 2026	N/A	No Adverse Effect
5ME.9051 2945-144-26-011	1014 Ute Avenue	1926	Treat as Eligible, 2026	N/A	No Adverse Effect
5ME.7706 2945-144-26-012	1020 Ute Avenue	1921	Treat as Eligible, 2026	N/A	No Adverse Effect
5ME.7707 2945-144-26-013	1024 Ute Avenue	1939	Treat as Eligible, 2026	N/A	No Adverse Effect
5ME.7708 2945-144-26-014	1028 Ute Avenue	1939	Treat as Eligible, 2026	N/A	No Adverse Effect
5ME.7709 2945-144-26-015	1032 Ute Avenue	1939	Treat as Eligible, 2026	N/A	No Adverse Effect
5ME.23928 2945-144-26-022	1040 Ute Avenue	1972	Treat as Eligible, 2026	N/A	No Adverse Effect
5ME.7821 2945-144-35-005	1035 Ute Avenue	1933	Treat as Eligible, 2026	N/A	No Adverse Effect
5ME.23896 2945-144-35-006	1041 Ute Avenue	1951	Treat as Eligible, 2026	N/A	No Adverse Effect
5ME.23900 2945-144-36-001	1105 Ute Avenue	1945	Treat as Eligible, 2026	N/A	No Adverse Effect
5ME.9178 2945-144-36-002	1111 Ute Avenue	1915	Treat as Eligible, 2026	N/A	No Adverse Effect
5ME.23903 2945-144-36-023	1115 Ute Avenue	1921	Treat as Eligible, 2026	N/A	No Adverse Effect
5ME.9187 2945-144-36-019	1137 Ute Avenue	1910	Treat as Eligible, 2026	N/A	No Adverse Effect
5ME.23855 2945-133-19-013	1226 Ute Avenue	1947	Treat as Eligible, 2026	N/A	No Adverse Effect
5ME.23857 2945-133-19-017	1254 Ute Avenue	1941	Treat as Eligible, 2026	N/A	No Adverse Effect
5ME.9150 2945-133-21-001	1301 Ute Avenue	1918	Treat as Eligible, 2026	N/A	No Adverse Effect
5ME.23849 2945-133-18-009	1304 Ute Avenue	1937	Treat as Eligible, 2026	N/A	No Adverse Effect
5ME.9151 2945-133-21-002	1315 Ute Avenue	1920	Treat as Eligible, 2026	N/A	No Adverse Effect
5ME.9152 2945-133-21-013	1321 Ute Avenue	1963	Treat as Eligible, 2026	N/A	No Adverse Effect
5ME.9139 2945-133-18-012	1330 Ute Avenue	1912	Treat as Eligible, 2026	N/A	No Adverse Effect
5ME.9140 2945-133-18-013	1334 Ute Avenue	1924	Treat as Eligible, 2026	N/A	No Adverse Effect

Figure 3. Category A Properties

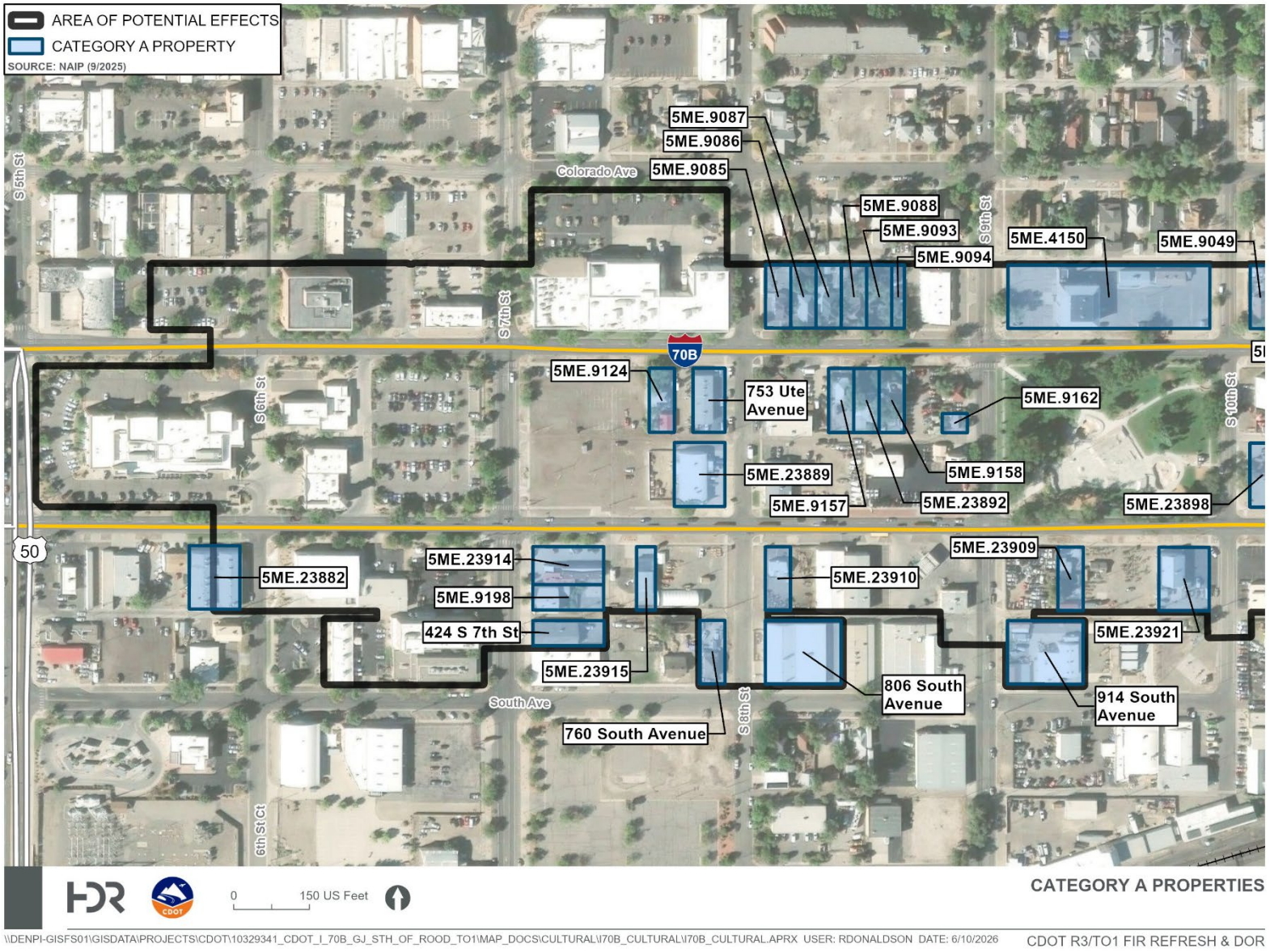


Figure 3. Category A Properties (cont.)

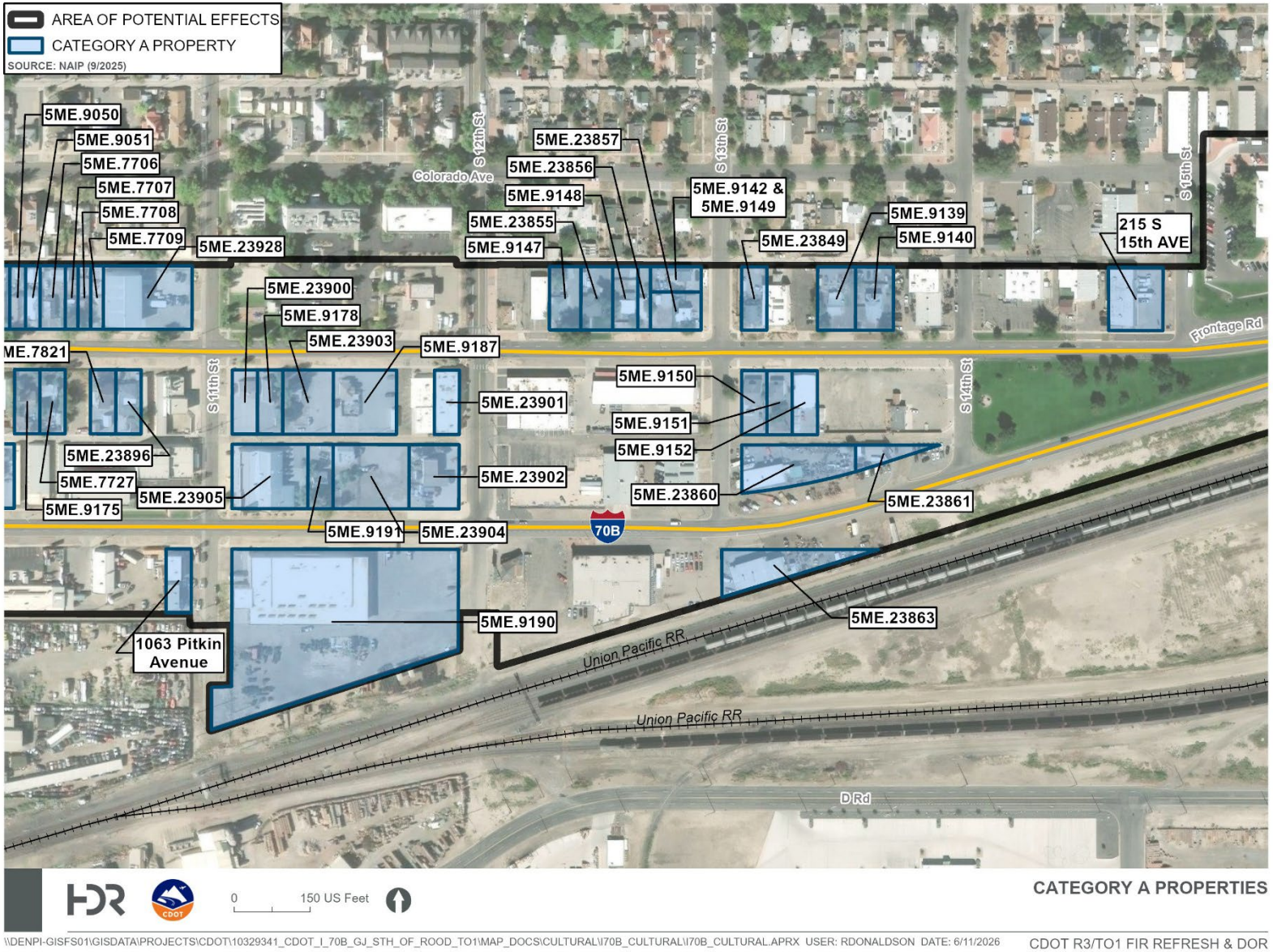


Figure 3. Category A Properties (cont.)



4.3 Category B: Limited Effects without Potential to Affect Character-Defining Features

A total of 27 properties within the APE are 45 years of age or older and would involve limited or temporary effects to the historic property associated with the project. This includes properties subject to TCEs as well as properties where proposed work occurs within portions of the historic property boundary that overlap existing ROW. In all cases, such activities are limited in scope and location, do not encroach upon buildings or other principal features, and are not anticipated to affect character-defining features of the properties. Because the proposed activities are not anticipated to affect character-defining features, intensive-level documentation and formal eligibility evaluations were not undertaken. These properties were *treated as eligible* for the NRHP for the purposes of Section 106.

Each property involving limited effects was assessed individually to determine whether the proposed activities have the potential to result in effects to historic properties as defined under 36 CFR 800.5. As the following section demonstrates, the project will result in **No Adverse Effect** for these treat-as-eligible properties (Table 4; Figure 4).

Table 4. Category B – Limited Use without Potential to Affect Character-Defining Features (27 Properties)

Site Number and/or Name (If Available) and Parcel Number (PN)	Address	Construction Date	NRHP Eligibility	Impacts	Effects	TCE Ref #
2945-144-30-008 2945-143-30-005	237 South 7th Street	1981	Treat as Eligible, 2026	TCEs totaling 1233 sq ft	No Adverse Effect	TE-263 & TE-263A
2945-144-28-020	856 Ute Avenue	1981	Treat as Eligible, 2026	300 sq ft TCE	No Adverse Effect	TE-266
2945-144-41-001	636 South Avenue	1941	Treat as Eligible, 2026	500 sq ft TCE	No Adverse Effect	TE-180
5ME.23850 2945-133-18-015	241 South 14th Street	1963	Treat as Eligible, 2026	500 sq ft TCE	No Adverse Effect	TE-277
2945-133-20-013	310 South 12th Street	1966	Treat as Eligible, 2026	150 sq ft TCE	No Adverse Effect	TE-275
5ME.23858 2945-133-20-005	331 South 13th Street	1975	Treat as Eligible, 2026	94 sq ft TCE	No Adverse Effect	TE-194
5ME.23845 2945-133-00-014	1700 I-70 BL #6	1967	Treat as Eligible, 2026	TCEs totaling 2257 sq ft	No Adverse Effect	TE-397 & TE-397A
5ME.23846 2945-133-16-008	1801 Main Street	1956	Treat as Eligible, 2026	74 sq ft TCE	No Adverse Effect	TE-398

Site Number and/or Name (If Available) and Parcel Number (PN)	Address	Construction Date	NRHP Eligibility	Impacts	Effects	TCE Ref #
5ME.23899 2945-144-35-013	1010 Pitkin Avenue	1974	Treat as Eligible, 2026	1002 sq ft TCE	No Adverse Effect	TE-188
5ME.23868 2945-133-26-002	1240 Pitkin Avenue	1976	Treat as Eligible, 2026	423 sq ft TCE	No Adverse Effect	TE-193
5ME.23911 2945-144-40-003 2945-144-40-004	819 Pitkin Avenue	1955	Treat as Eligible, 2026	501 sq ft TCE	No Adverse Effect	TE-183
5ME.23924 2945-144-39-020	929 Pitkin Avenue	1936	Treat as Eligible, 2026	421 sq ft TCE	No Adverse Effect	TE-187
5ME.9192 2945-144-38-001	1005 Pitkin Avenue	1960	Treat as Eligible, 2026	269 sq ft TCE	No Adverse Effect	TE-189
5ME.23906 2945-144-38-002	1039 Pitkin Avenue	1958	Treat as Eligible, 2026	331 sq ft TCE	No Adverse Effect	TE-190
5ME.9154 2945-133-23-001	1203 Pitkin Avenue	1900	Treat as Eligible, 2026	250 sq ft TCE	No Adverse Effect	TE-191
5ME.23862 2945-133-23-002	1227 Pitkin Avenue	1975	Treat as Eligible, 2026	2479 sq ft TCE	No Adverse Effect	TE-192
5ME.23885 2945-144-25-003	1162 Ute Avenue	1958	Treat as Eligible, 2026	697 sq ft TCE	No Adverse Effect	TE-271
5ME.23853 2945-133-19-010	1204 Ute Avenue	1946	Treat as Eligible, 2026	497 sq ft TCE	No Adverse Effect	TE-273
5ME.23854 2945-133-19-011	1206 Ute Avenue.	1974	Treat as Eligible, 2026	832 sq ft TCE	No Adverse Effect	TE-274
5ME.23851 2945-133-18-016	1310 Ute Avenue	1977	Treat as Eligible, 2026	500 sq ft TCE	No Adverse Effect	TE-276
5ME.23848 2945-133-17-015	1426 Ute Avenue	1946	Treat as Eligible, 2026	640 sq ft TCE	No Adverse Effect	TE-295
5ME.9161 2945-144-33-009	861 Ute Avenue	1900	Treat as Eligible, 2026	652 sq ft TCE	No Adverse Effect	TE-267
5ME.9174 2945-144-35-001	1001 Ute Avenue	1915	Treat as Eligible, 2026	250 sq ft TCE	No Adverse Effect	TE-269

Site Number and/or Name (If Available) and Parcel Number (PN)	Address	Construction Date	NRHP Eligibility	Impacts	Effects	TCE Ref #
5ME.23897 2945-144-35-007	1049 Ute Avenue	1977	Treat as Eligible, 2026	501 sq ft TCE	No Adverse Effect	TE-270
5ME.23929 2945-144-36-022	1161 Ute Avenue	1963	Treat as Eligible, 2026	416 sq ft TCE	No Adverse Effect	TE-272
5ME.23859 2945-133-21-009	1351 Ute Avenue	1958	Treat as Eligible, 2026	234 sq ft TCE	No Adverse Effect	TE-278
Desert Vista Park 2945-133-22-001	1401 Ute Avenue	1963	Treat as Eligible, 2026	New sidewalk, drainage improvements, and regrading within the park's historic boundaries	No Adverse Effect	N/A

Figure 4. Category B Properties

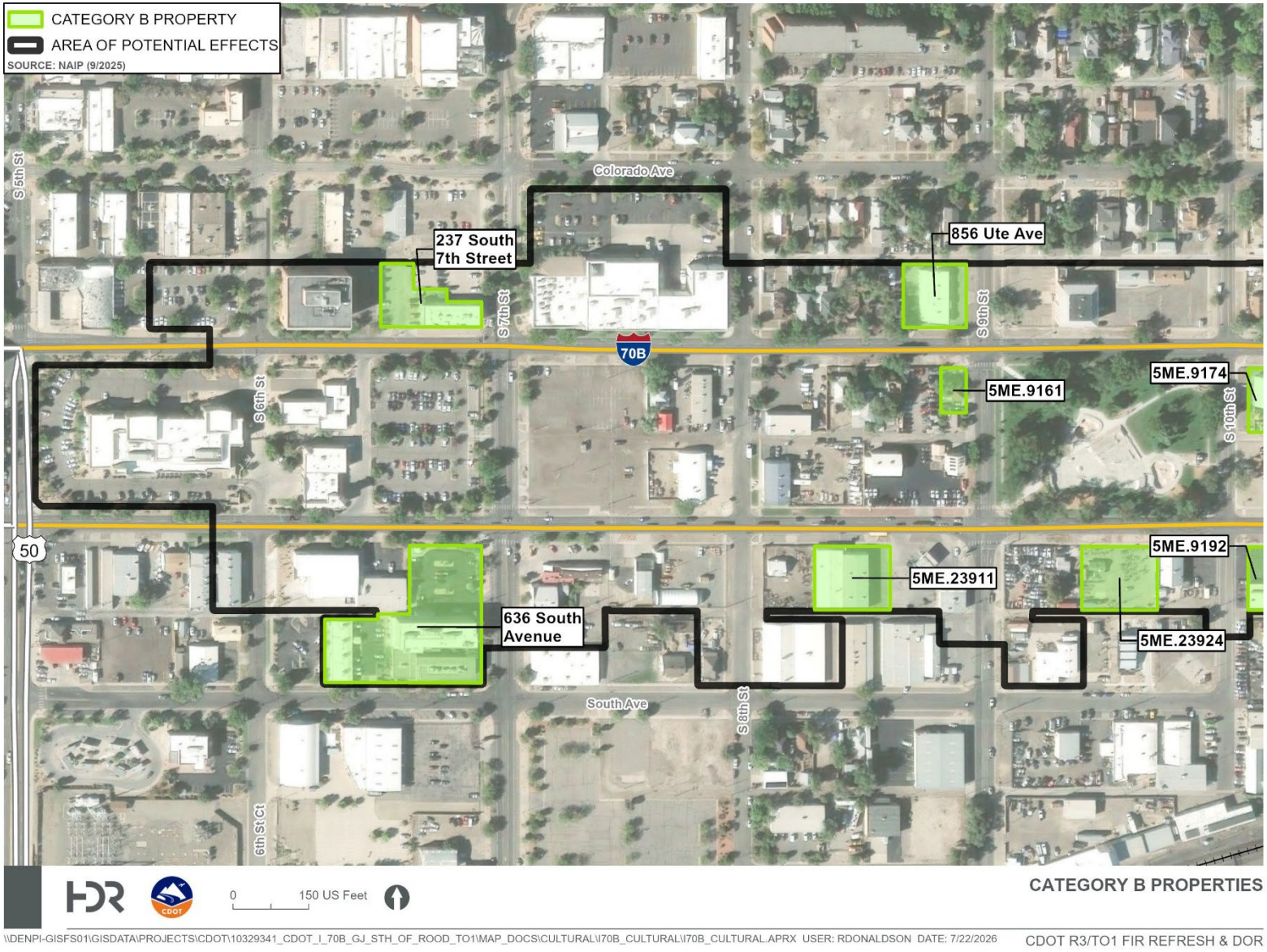


Figure 4. Category B Properties (cont.)

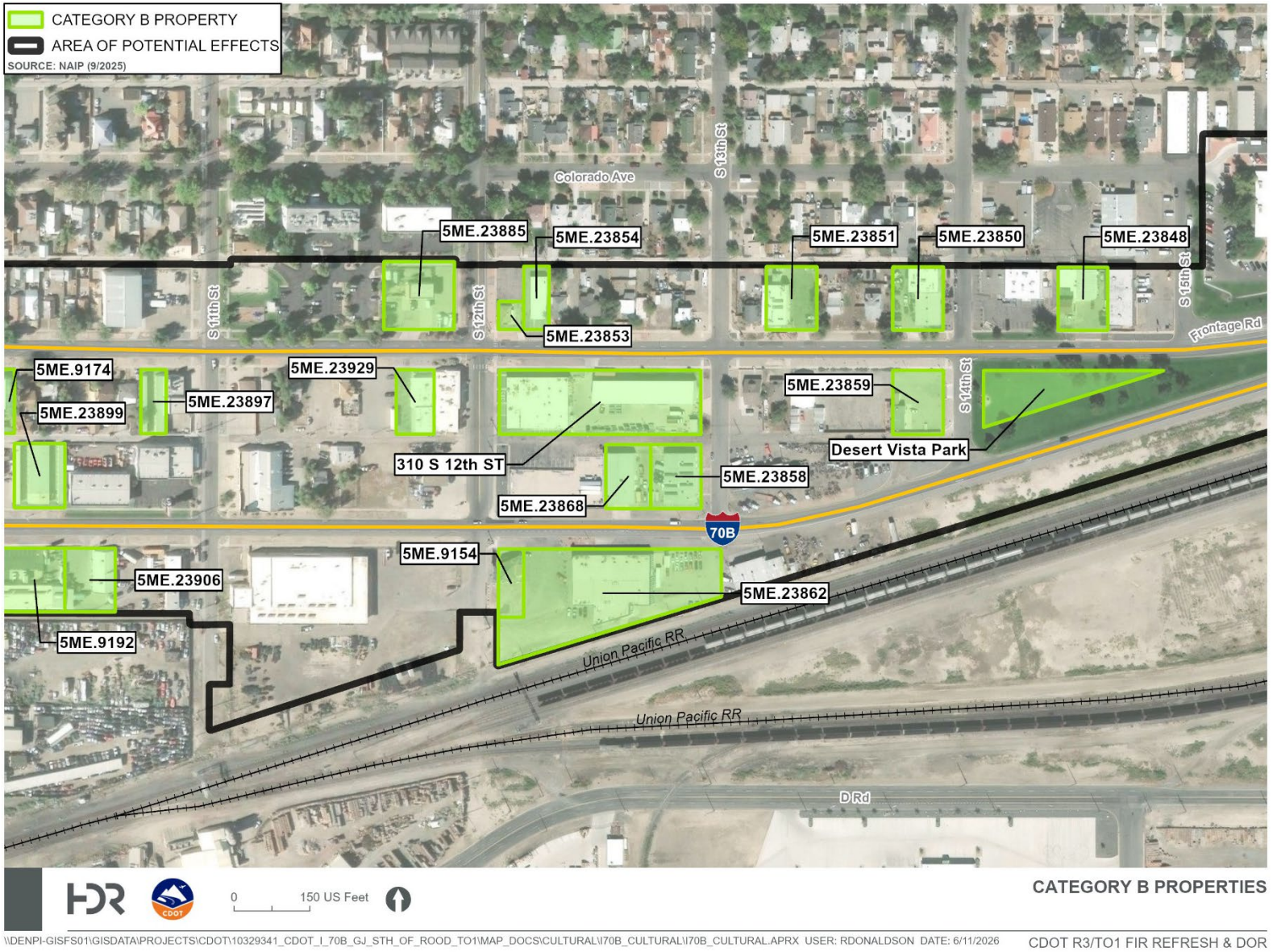


Figure 4. Category B Properties (cont.)



4.3.1 237 South 7th Street

This commercial property was constructed in 1981 and is treated as eligible for the purposes of Section 106. It consists of a single building located at the northwest corner of the Ute Avenue/South 7th Street intersection on an irregularly shaped parcel. The building is rectangular, two stories in height, and features stucco cladding and a flat roof (Figure 5).

The current roadway configuration along Ute Avenue and at the cross street, sidewalk, and verge between the sidewalk and roadway will remain unchanged. Proposed work at this location is limited to roadway, driveway, and sidewalk reconstruction, as well as utility and drainage improvements, all within the existing ROW. The undertaking will also require TCEs totaling approximately 1233 square feet along the parcel's east and south boundaries (Figure 6).

Temporary construction-related effects may include dust, visual, and auditory disturbances; however, these impacts will be short-term and will not persist beyond the construction period. Upon completion, the reconstructed pavement, driveway, and sidewalks will represent an indiscernible to negligible change from existing conditions, and the property's historic integrity will remain unaltered.

Individually and cumulatively, the proposed improvements will not directly or indirectly alter any of the characteristics that qualify the property for NRHP eligibility in a manner that diminishes its integrity of location, design, materials, workmanship, feeling, setting, or association. Accordingly, it is recommended that the undertaking will result in a **No Adverse Effect** determination for 237 South 7th Street.

Figure 5. 237 South 7th Street, View West



Figure 6. Proposed Easements and Improvements at 237 South 7th Street



4.3.2 856 Ute Avenue

This commercial property was constructed in 1981 and is treated as eligible for the purposes of Section 106. It consists of a single building located at the northwest corner of the Ute Avenue/South 9th Street intersection on a rectangular parcel. The building is a small, multi-tenant commercial block that is L-shaped, one story in height, and capped by a flat roof with a secondary shed-roof parapet. Exterior walls are clad in heavy aggregate stucco and horizontal wood paneling. The rear elevation features a shed roof addition consisting of multiple storage units (Figure 7).

The existing roadway configuration, sidewalk, and verge between the sidewalk and roadway will remain unchanged along Ute Avenue and South 9th Street. Proposed work at this location is limited to roadway, sidewalk, and driveway reconstruction, as well as drainage and utility improvements within the existing ROW. Driveway reconstruction will require a TCE of approximately 300 square feet along the south side of the parcel at the existing driveway location (Figure 8).

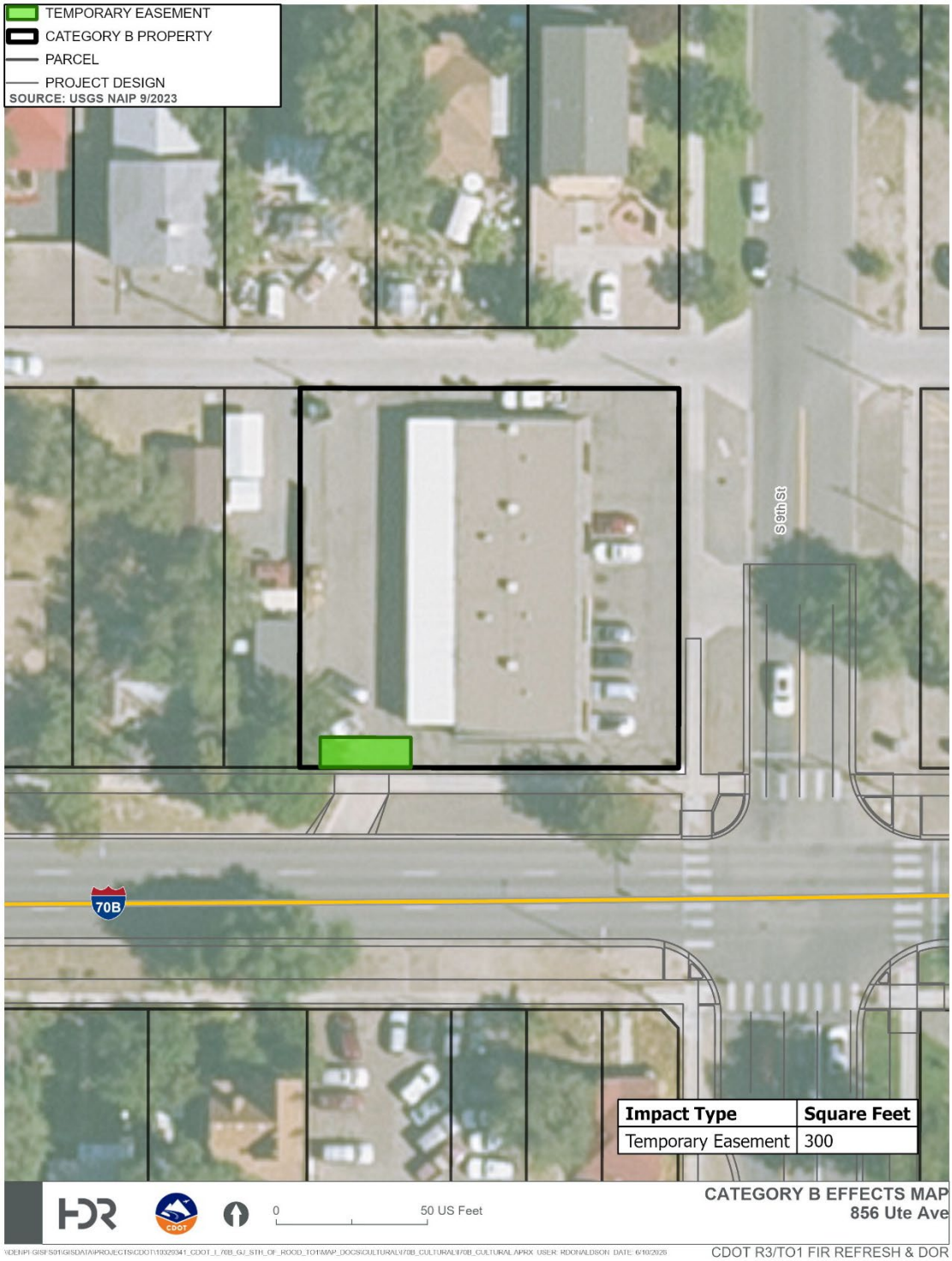
Temporary construction-related effects may include dust, visual, and auditory disturbances; however, these impacts will be short-term and will not persist beyond the construction period. Upon completion, the reconstructed driveway, sidewalk, and pavement will represent an indiscernible to negligible change from existing conditions, and the property's historic integrity will remain unaltered.

Individually and cumulatively, the proposed improvements will not directly or indirectly alter any characteristics that qualify the property for eligibility in a manner that diminishes its integrity of location, design, materials, workmanship, feeling, setting, or association. Accordingly, the undertaking will result in a **No Adverse Effect** determination for 856 Ute Avenue.

Figure 7. 856 Ute Avenue, View Northwest



Figure 8. Proposed Easements and Improvements at 856 Ute Avenue



4.3.3 636 South Avenue

This property houses several Mesa County offices and was constructed in 1941. It is treated as eligible for the purposes of Section 106. The property includes two buildings—a main office building and a detached annex—located on a large L-shaped parcel encompassing the entire block along South Avenue between South 6th and South 7th Streets, as well as the eastern half of the block along Pitkin Avenue. The portion of the parcel near roadway work is located along South 7th Street.

Both buildings are situated along South Avenue. The main office building is irregular in plan, two-to-three stories in height, and features a flat roof with varying heights and exterior walls clad primarily in concrete block. The annex building is rectangular, one story in height, and features a barrel roof with gable parapets and brick cladding (Figure 9).

The existing roadway configuration, sidewalk, and verge between the sidewalk and roadway will remain unchanged. Proposed work at this location is limited to sidewalk reconstruction and a modification to electrical service for the traffic signal, all within the existing ROW. The undertaking will require a TCE of approximately 500 square feet along the east side of the parcel for electrical service modification (South 7th Street) (Figure 10).

Temporary construction-related effects may include dust, visual, and auditory disturbances; however, these impacts will be short-term and will not persist beyond the construction period. Upon completion, the reconstructed sidewalk, pavement, and electrical work will represent an indiscernible to negligible change from existing conditions, and the property's integrity will remain unaltered.

Individually and cumulatively, the proposed improvements will not directly or indirectly alter any characteristics that qualify the property for eligibility in a manner that diminishes its integrity of location, design, materials, workmanship, feeling, setting, or association. Accordingly, the undertaking will result in a **No Adverse Effect** determination for 636 South Avenue.

Figure 9. 636 South Avenue, View Northeast



Figure 10. Proposed Easements and Improvements at 636 South Avenue



4.3.4 5ME.23850—241 South 14th Street

This commercial property was constructed in 1963 and is treated as eligible for the purposes of Section 106. It consists of a combined office and auto repair garage located on a rectangular parcel at the northwest corner of the Ute Avenue/South 14th Street intersection.

The building is rectangular in plan and includes a one-story garage section and a two-story office section. The office portion features a flat roof, while the garage is topped by a gable roof. The garage section is wood-framed and clad in metal siding, while the office appears to be of masonry construction with heavy aggregate stucco cladding. The garage includes two overhead service bay doors, and the office features recessed entries on the east elevation with limited fenestration on the upper story (Figure 11).

The existing roadway configuration, sidewalk, and verge between the sidewalk and Ute Avenue will remain unchanged. Proposed work at this location is limited to roadway, sidewalk, and driveway reconstruction, as well as drainage and utility improvements within the existing ROW. Driveway and sidewalk reconstruction will require a TCE of approximately 500 square feet on the south side of the property (Figure 12).

Temporary construction-related effects may include dust, visual, and auditory disturbances; however, these impacts will be short-term and will not persist beyond the construction period. Upon completion, the reconstructed sidewalk and pavement will represent an indiscernible to negligible change from existing conditions, and the property's integrity will remain unaltered.

Individually and cumulatively, the proposed improvements will not directly or indirectly alter any characteristics that qualify the property for eligibility in a manner that diminishes its integrity of location, design, materials, workmanship, feeling, setting, or association. Accordingly, the undertaking will result in a **No Adverse Effect** determination for 241 South 14th Street.

Figure 11. 5ME.23850—241 South 14th Street, View Northwest



Figure 12. Proposed Easements and Improvements at 5ME.23850—241 South 14th Street



4.3.5 310 South 12th Street

This commercial property was constructed in 1966 and is treated as eligible for the purposes of Section 106. It includes three buildings: a primary commercial office and warehouse building, a large storage shed, and a small storage garage. The parcel is rectangular and occupies the northern half of the block along Ute Avenue between South 12th and South 13th Streets.

The primary office/warehouse building is rectangular in plan, one story in height, and features a flat roof and concrete wall construction. The large storage shed is also rectangular, with a shed roof and open bays along the south elevation, and is clad in raised-seam metal siding. The smaller storage garage is wood-framed, front-gabled, and contains a single garage bay (Figure 13).

The existing roadway configuration, sidewalk, and verge between the sidewalk and roadway will remain unchanged. Proposed work at this location is limited to roadway, sidewalk, and driveway reconstruction, as well as drainage and utility improvements within the existing ROW. Driveway reconstruction at the north side of the property will require a TCE totaling 150 square feet (Figure 14).

Temporary construction-related effects may include dust, visual, and auditory disturbances; however, these impacts will be short-term and will not persist beyond the construction period. Upon completion, the reconstructed sidewalk and pavement will represent an indiscernible to negligible change from existing conditions, and the property's integrity will remain unaltered.

Individually and cumulatively, the proposed improvements will not directly or indirectly alter any characteristics that qualify the property for eligibility in a manner that diminishes its integrity of location, design, materials, workmanship, feeling, setting, or association. Accordingly, the undertaking will result in a **No Adverse Effect** determination for 310 South 12th Street.

Figure 13. 310 South 12th Street, View Northeast



Figure 14. Proposed Easements and Improvements at 310 South 12th Street



4.3.6 5ME.23858—331 South 13th Street

This commercial property was constructed in 1975 and is treated as eligible for the purposes of Section 106. It consists of a single building located on a rectangular parcel at the northwest corner of

the Pitkin Avenue/South 13th Street intersection. The building is a one-story, rectangular office and warehouse with a gable roof, clad in raised-seam metal on both the walls and roof (Figure 15).

The existing roadway configuration will remain unchanged. New sidewalks will be installed within the ROW along the parcel's south and east boundaries. Proposed work at this location is limited to roadway reconstruction, sidewalk installation, and drainage and utility improvements within the existing ROW. The undertaking will also require a TCE of approximately 94 square feet at the southeast corner of the parcel for utility work (Figure 16).

Temporary construction-related effects may include dust, visual, and auditory disturbances; however, these impacts will be short-term and will not persist beyond the construction period. Upon completion, the reconstructed roadway and new sidewalks will represent an indiscernible to negligible change from existing conditions. While the addition of sidewalks will result in a minor change to the immediate setting, it will not affect any character-defining features of the building, and the property's integrity will remain unaltered.

Individually and cumulatively, the proposed improvements will not directly or indirectly alter any characteristics that qualify the property for eligibility in a manner that diminishes its integrity of location, design, materials, workmanship, feeling, setting, or association. Accordingly, the undertaking will result in a **No Adverse Effect** determination for 331 South 13th Street.

Figure 15. 5ME.23858—331 South 13th Street, View Southwest



Figure 16. Proposed Easements and Improvements at 5ME.2385—331 South 13th Street



4.3.7 5ME.23845—1700 I-70 BL #6

This commercial property was constructed in 1967 and is treated as eligible for the purposes of Section 106. It includes an office building and an irregularly shaped warehouse located on an irregularly shaped parcel along the north side of Frontage Road.

The office building is rectangular in plan, one story in height, and clad in brick veneer. It features a low-pitched gable roof clad in raised-seam metal. The warehouse is one story with a low-pitched gable roof and is clad in raised-seam metal on both the walls and roof (Figure 17).

The existing roadway location will remain unchanged. New sidewalks and a new driveway will be constructed within the ROW along the parcel's south boundary. Proposed work at this location is limited to roadway reconstruction, sidewalk and driveway construction, and drainage and utility improvements within the existing ROW. The undertaking will require TCEs totaling 2257 square feet along the south side of the parcel adjacent to Frontage Road for sidewalk and driveway construction (Figure 18).

Temporary construction-related effects may include dust, visual, and auditory disturbances; however, these impacts will be short-term and will not persist beyond the construction period. Upon completion, the reconstructed roadway and driveway will represent an indiscernible to negligible change from existing conditions. While the addition of sidewalks and the closure and relocation of the driveway will result in a minor change to the immediate setting, these changes will not affect any character-defining features of the buildings, and the property's integrity will remain unaltered.

Individually and cumulatively, the proposed improvements will not directly or indirectly alter any characteristics that qualify the property for eligibility in a manner that diminishes its integrity of location, design, materials, workmanship, feeling, setting, or association. Accordingly, the undertaking will result in a **No Adverse Effect** determination for 1700 I-70 BL #6.

Figure 17. 5ME.23845—1700 I-70 BL #6, View West



Figure 18. Proposed Easements and Improvements at 5ME.23845—1700 I-70 BL #6



4.3.8 5ME.23846—1801 Main Street

This commercial property was constructed in 1956 and is treated as eligible for the purposes of Section 106. It consists of a single building located at the convergence of Frontage Road and Main

Street on the west side. The building is a one-story, irregularly shaped former gas station constructed in the Ice Box (or Oblong Box) type (Figure 19).

The existing roadway configuration will be altered as part of the undertaking. The current convergence will be removed, and Frontage Road will terminate in a cul-de-sac and no longer intersect with Main Street. New sidewalks will be constructed along the parcel's north and south boundaries, along with drainage and utility improvements within the ROW. A new driveway will also be constructed to provide access to the south side of the parcel. The undertaking will require a TCE of approximately 74 square feet at the easternmost portion of the parcel for sidewalk construction (Figure 20).

Temporary construction-related effects may include dust, visual, and auditory disturbances; however, these impacts will be short-term and will not persist beyond the construction period. Upon completion, the roadway reconfiguration, cul-de-sac, new sidewalks, and new driveway will introduce a change to the property's immediate setting. However, these changes will not affect any character-defining features of the building, and the property's integrity will remain unaltered.

Individually and cumulatively, the proposed improvements will not directly or indirectly alter any characteristics that qualify the property for eligibility in a manner that diminishes its integrity of location, design, materials, workmanship, feeling, setting, or association. Accordingly, the undertaking will result in a **No Adverse Effect** determination for 1801 Main Street.

Figure 19. 5ME.23846—1801 Main Street, View Northwest



Figure 20. Proposed Easements and Improvements at 5ME.23846—1801 Main Street



4.3.9 5ME.23899—1010 Pitkin Avenue

This commercial property was constructed in 1974 and is treated as eligible for the purposes of Section 106. It consists of three rental storage buildings located on a rectangular parcel along the

north side of Pitkin Avenue. The buildings are rectangular in plan, one story in height, and constructed of concrete masonry units with multiple overhead bay doors. They are arranged as a larger central block with a gable roof, flanked by two narrower buildings with shed roofs (Figure 21).

The existing roadway configuration, sidewalk, and verge between the sidewalk and roadway will remain unchanged. Proposed work at this location is limited to roadway, sidewalk, and driveway reconstruction, as well as drainage and utility improvements within the existing ROW. Sidewalk and driveway reconstruction will require a TCE of approximately 1002 square feet along the southern boundary of the parcel (Figure 22).

Temporary construction-related effects may include dust, visual, and auditory disturbances; however, these impacts will be short-term and will not persist beyond the construction period. Upon completion, the reconstructed roadway, driveway, and sidewalks will represent an indiscernible to negligible change from existing conditions, and the property's integrity will remain unaltered.

Individually and cumulatively, the proposed improvements will not directly or indirectly alter any characteristics that qualify the property for eligibility in a manner that diminishes its integrity of location, design, materials, workmanship, feeling, setting, or association. Accordingly, the undertaking will result in a **No Adverse Effect** determination for 1010 Pitkin Avenue.

Figure 21. 5ME.23899—1010 Pitkin Avenue, View North



Figure 22. Proposed Easements and Improvements at 5ME.23899—1010 Pitkin Avenue



4.3.10 5ME.23868—1240 Pitkin Avenue

This commercial property was constructed in 1976 and is treated as eligible for the purposes of Section 106. It consists of a single building located on a rectangular parcel along the north side of

Pitkin Avenue. The building is rectangular in plan, one story in height, and functions as a warehouse. It is clad in raised-seam metal with a gable roof clad in the same material (Figure 23).

The existing roadway configuration will remain unchanged. Proposed work at this location is limited to roadway repair, installation of a new sidewalk along the south side of the parcel, driveway reconstruction, and drainage and utility improvements within the existing ROW. Sidewalk and driveway reconstruction will require a TCE of approximately 423 square feet along the southern parcel boundary (Figure 24).

Temporary construction-related effects may include dust, visual, and auditory disturbances; however, these impacts will be short-term and will not persist beyond the construction period. Upon completion, the reconstructed driveway and new sidewalk will introduce a minor change to the property's immediate setting. However, these changes will not affect any character-defining features of the building, and the property's integrity will remain unaltered.

Individually and cumulatively, the proposed improvements will not directly or indirectly alter any characteristics that qualify the property for eligibility in a manner that diminishes its integrity of location, design, materials, workmanship, feeling, setting, or association. Accordingly, the undertaking will result in a **No Adverse Effect** determination for 1240 Pitkin Avenue.

Figure 23. 5ME.23868—1240 Pitkin Avenue, View Northwest



Figure 24. Proposed Easements and Improvements at 5ME.23868—1240 Pitkin Avenue



4.3.11 5ME.23911—819 Pitkin Avenue

This commercial property was constructed in 1955 and is treated as eligible for the purposes of Section 106. The 819 address includes two adjacent parcels. Parcel 2945-144-40-003 contains the primary building and is located along the south side of Pitkin Avenue, while Parcel 2945-144-40-004 consists of an adjacent parking lot.

The original 1955 building is located on the western portion of Parcel 2945-144-40-003. It is rectangular in plan, constructed of concrete block, and features a gable roof. The front (south) elevation includes a red brick false front with a shingled awning, display windows, and a central glass door. A large warehouse and office addition occupies the eastern portion of the parcel. Constructed after 1973 but before 1983, this addition is two stories in height, rectangular in plan, with a low-pitched gable roof and raised-seam metal cladding (Figure 25).

The existing roadway configuration will remain unchanged. Parcel 2945-144-40-003, which contains the building, will not require a TCE. The adjacent parcel (2945-144-40-004), which functions as a parking lot, will require temporary construction use. Proposed work at this location is limited to roadway repair, sidewalk reconstruction along the north side of the parcels, driveway reconstruction, potential installation of wheel stops or a barrier curb between the parking lot and sidewalk, and drainage and utility improvements within the existing ROW. These activities will require a TCE of approximately 501 square feet along the northern property boundary (Figure 26).

Temporary construction-related effects may include dust, visual, and auditory disturbances; however, these impacts will be short-term and will not persist beyond the construction period. Upon completion, the reconstructed driveway and new sidewalk will introduce a minor change to the property's immediate setting. However, these changes will not affect any character-defining features of the building, and the property's integrity will remain unaltered.

Individually and cumulatively, the proposed improvements will not directly or indirectly alter any characteristics that qualify the property for eligibility in a manner that diminishes its integrity of location, design, materials, workmanship, feeling, setting, or association. Accordingly, the undertaking will result in a **No Adverse Effect** determination for 819 Pitkin Avenue.

Figure 25. 5ME.23911—819 Pitkin Avenue, View Southwest



Figure 26. Proposed Easements and Improvements at 5ME.23911—819 Pitkin Avenue



4.3.12 5ME.23924—929 Pitkin Avenue

This commercial property was constructed in 1936 and is treated as eligible for the purposes of Section 106. It consists of a single building located mid-block along the south side of Pitkin Avenue, directly across from Emerson Park, on a rectangular parcel. The building is a small, rectangular,

wood-frame former dwelling, now used for commercial retail. It features a side-gable roof with varied heights. Windows, doors, and T-1-11 siding appear to be newer replacements. The property also features a newer wood framed front gabled garage with carriage doors constructed sometime after 2022 (Figure 27).

The existing roadway configuration will remain unchanged. Proposed work at this location is limited to roadway repair, reconstruction of the sidewalk and driveway along the north side of the parcel, and drainage and utility improvements within the existing ROW. Sidewalk and driveway reconstruction will require a TCE of approximately 421 square feet along the northern parcel boundary (Figure 28).

Temporary construction-related effects may include dust, visual, and auditory disturbances; however, these impacts will be short-term and will not persist beyond the construction period. Upon completion, the reconstructed roadway, driveway, and sidewalk will represent an indiscernible to negligible change from existing conditions, and the property's integrity will remain unaltered.

Individually and cumulatively, the proposed improvements will not directly or indirectly alter any characteristics that qualify the property for eligibility in a manner that diminishes its integrity of location, design, materials, workmanship, feeling, setting, or association. Accordingly, the undertaking will result in a **No Adverse Effect** determination for 929 Pitkin Avenue.

Figure 27. 5ME.23924—929 Pitkin Avenue, View South



Figure 28. Proposed Easements and Improvements at 5ME.23924—929 Pitkin Avenue



4.3.13 5ME.9192—1005 Pitkin Avenue

This commercial warehouse property was constructed in 1960 and is treated as eligible for the purposes of Section 106. It consists of a single building located at the southeast corner of the South 10th Street/Pitkin Avenue intersection on a rectangular parcel. The building is a large, rectangular, side-gabled, concrete block warehouse with four one-story overhead bays, one elevated overhead bay, and office space on the west side. The building's walls and roof are clad in raised seam metal (Figure 29).

The existing roadway configuration will remain unchanged. Proposed work at this location is limited to roadway repair, reconstruction of the sidewalk, driveway construction along the north side of the parcel, and drainage and utility improvements within the existing ROW. Driveway construction and sidewalk reconstruction will require a TCE of approximately 269 square feet along the northern parcel boundary (Figure 30).

Temporary construction-related effects may include dust, visual, and auditory disturbances; however, these impacts will be short-term and will not persist beyond the construction period. Upon completion, the reconstructed roadway, driveway, and sidewalk will represent an indiscernible to negligible change from existing conditions, and the property's integrity will remain unaltered.

Individually and cumulatively, the proposed improvements will not directly or indirectly alter any characteristics that qualify the property for eligibility in a manner that diminishes its integrity of location, design, materials, workmanship, feeling, setting, or association. Accordingly, the undertaking will result in a **No Adverse Effect** determination for 1005 Pitkin Avenue.

Figure 29. 5ME.9192—1005 Pitkin Avenue, View South



Figure 30. Proposed Easements and Improvements at 5ME.9192—1005 Pitkin Avenue



4.3.14 5ME.23906—1039 Pitkin Avenue

This commercial property was constructed in 1958 and is treated as eligible for the purposes of Section 106. It consists of a principal office building and a small storage warehouse located on a rectangular parcel mid-block along the south side of Pitkin Avenue.

The primary building is rectangular in plan, one story in height, front-gabled, and constructed of concrete block with a raised-seam metal roof. The secondary storage warehouse is located at the southwest corner of the parcel and is a frame building clad in raised-seam metal with a shed roof (Figure 31).

The existing roadway configuration will remain unchanged. Proposed work at this location is limited to roadway repair, reconstruction of the sidewalk and driveway along the north side of the parcel, and drainage and utility improvements within the existing ROW. Sidewalk and driveway reconstruction will require a TCE of approximately 331 square feet along the northern parcel boundary (Figure 32).

Temporary construction-related effects may include dust, visual, and auditory disturbances; however, these impacts will be short-term and will not persist beyond the construction period. Upon completion, the reconstructed roadway, driveway, and sidewalk will represent an indiscernible to negligible change from existing conditions, and the property's integrity will remain unaltered.

Individually and cumulatively, the proposed improvements will not directly or indirectly alter any characteristics that qualify the property for eligibility in a manner that diminishes its integrity of location, design, materials, workmanship, feeling, setting, or association. Accordingly, the undertaking will result in a **No Adverse Effect** determination for 1039 Pitkin Avenue.

Figure 31. 5ME.23906—1039 Pitkin Avenue, View Southeast



Figure 32. Proposed Easements and Improvements at 5ME.23906—1039 Pitkin Avenue



4.3.15 5ME.9154—1203 Pitkin Avenue

This commercial property was constructed in 1900 and is treated as eligible for the purposes of Section 106. It consists of a single former residential building that has been converted into a liquor store, located on a rectangular parcel at the southeast corner of the Pitkin Avenue/South 12th Street intersection.

The building is small, rectangular, and wood-framed, with a hip roof and a later flat-roofed concrete block addition on the north (front) elevation that largely obscures the original building. A large modern billboard is also present on the parcel (Figure 33).

The existing roadway configuration will remain unchanged. Proposed work at this location is limited to roadway repair, installation of a new sidewalk along the north side of the parcel, and drainage and utility improvements within the existing ROW. Sidewalk construction will require a TCE of approximately 250 square feet along the northern parcel boundary (Figure 34).

Temporary construction-related effects may include dust, visual, and auditory disturbances; however, these impacts will be short-term and will not persist beyond the construction period. Upon completion, the new sidewalk will introduce a minor change to the property's immediate setting. However, this change will not affect any character-defining features of the property, and its integrity will remain unaltered.

Individually and cumulatively, the proposed improvements will not directly or indirectly alter any characteristics that qualify the property for eligibility in a manner that diminishes its integrity of location, design, materials, workmanship, feeling, setting, or association. Accordingly, the undertaking will result in a **No Adverse Effect** determination for 1203 Pitkin Avenue.

Figure 33. 5ME.9154—1203 Pitkin Avenue, View South



Figure 34. Proposed Easements and Improvements at 5ME.9154—1203 Pitkin Avenue



4.3.16 5ME.23862—1227 Pitkin Avenue

This commercial office/retail/warehouse property was constructed in 1975 and is treated as eligible for the purposes of Section 106. It consists of a single large commercial building located on an irregularly shaped parcel south of Pitkin Avenue. The building is irregular in plan and constructed of concrete, with a flat roof and raised concrete ribs along the exterior walls (Figure 35).

The existing roadway configuration will remain unchanged. Proposed work at this location is limited to roadway repair, installation of a new sidewalk along the north side of the parcel, driveway reconstruction, and drainage and utility improvements within the existing ROW. Sidewalk construction and driveway reconstruction will require a TCE of approximately 2479 square feet along the northern parcel boundary (Figure 36).

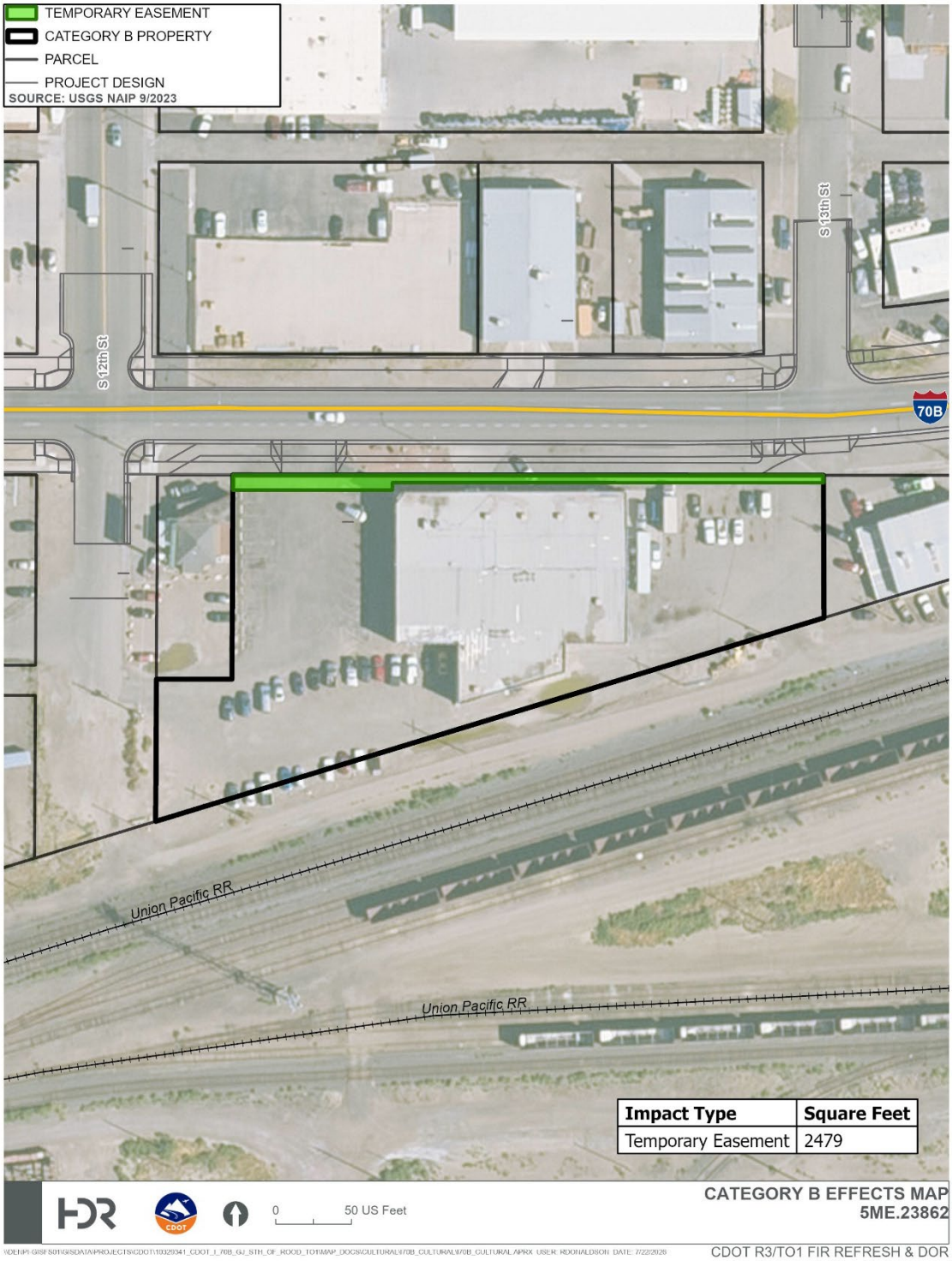
Temporary construction-related effects may include dust, visual, and auditory disturbances; however, these impacts will be short-term and will not persist beyond the construction period. Upon completion, the new sidewalk will introduce a change to the property's immediate setting. However, this change will not affect any character-defining features of the property, and its integrity will remain unaltered.

Individually and cumulatively, the proposed improvements will not directly or indirectly alter any characteristics that qualify the property for eligibility in a manner that diminishes its integrity of location, design, materials, workmanship, feeling, setting, or association. Accordingly, the undertaking will result in a **No Adverse Effect** determination for 1227 Pitkin Avenue.

Figure 35. 5ME.23862—1227 Pitkin Avenue, View Southeast



Figure 36. Proposed Easements and Improvements at 5ME.23862—1227 Pitkin Avenue



4.3.17 5ME.23885—1162 Ute Avenue

This commercial property was constructed in 1958 and is treated as eligible for the purposes of Section 106. It consists of a former gas station/service garage building located on a parcel at the northwest corner of the Ute Avenue/South 12th Street intersection.

The building is a one-story former Texaco service station constructed in the midcentury Oblong Box commercial service station type. It features a flat roof concealed behind a hip-roof parapet. Exterior walls are constructed of concrete block, and the east and south elevations include a display window assembly associated with the former office and customer area. The south elevation also contains two service bays. The building is set toward the northwest corner of the parcel, with the remainder of the parcel paved (Figure 37).

The existing roadway configuration will remain unchanged. Proposed work at this location is limited to roadway repair, reconstruction of the sidewalk along the south side of the parcel and a portion of the east side, barrier curb installation, and drainage and utility improvements within the existing ROW. Sidewalk reconstruction and potential barrier curb installation will require a TCE of approximately 697 square feet along the southern parcel boundary (Figure 38).

Temporary construction-related effects may include dust, visual, and auditory disturbances; however, these impacts will be short-term and will not persist beyond the construction period. Upon completion, the reconstructed roadway and sidewalk will represent an indiscernible to negligible change from existing conditions, and the property's integrity will remain unaltered.

Individually and cumulatively, the proposed improvements will not directly or indirectly alter any characteristics that qualify the property for eligibility in a manner that diminishes its integrity of location, design, materials, workmanship, feeling, setting, or association. Accordingly, the undertaking will result in a **No Adverse Effect** determination for 1162 Ute Avenue.

Figure 37. 5ME.23885—1162 Ute Avenue, View North



Figure 38. Proposed Easements and Improvements at 5ME.23885—1162 Ute Avenue



4.3.18 5ME.23853—1204 Ute Avenue

This residential property was constructed in 1946 and is treated as eligible for the purposes of Section 106. It consists of a former residence that has been repurposed for commercial use, located at the northeast corner of the Ute Avenue/South 12th Street intersection.

The building is irregular in plan, wood-framed, and clad in stucco, with a hip roof and a secondary gable-roofed entrance feature on the south (front) elevation. Siding, windows, doors, and stonework appear to be newer replacements (Figure 39).

The existing roadway configuration will remain unchanged. Proposed work at this location is limited to roadway repair, reconstruction of the sidewalk along the south side of the parcel and a portion of the west side, and drainage and utility improvements within the existing ROW. Sidewalk reconstruction will require a TCE of approximately 497 square feet along the southern parcel boundary (Figure 40).

Temporary construction-related effects may include dust, visual, and auditory disturbances; however, these impacts will be short-term and will not persist beyond the construction period. Upon completion, the reconstructed roadway and sidewalk will represent an indiscernible to negligible change from existing conditions, and the property's integrity will remain unaltered.

Individually and cumulatively, the proposed improvements will not directly or indirectly alter any characteristics that qualify the property for eligibility in a manner that diminishes its integrity of location, design, materials, workmanship, feeling, setting, or association. Accordingly, the undertaking will result in a **No Adverse Effect** determination for 1204 Ute Avenue.

Figure 39. 5ME.23853—1204 Ute Avenue, View Northeast



Figure 40. Proposed Easements and Improvements at 5ME.23853—1204 Ute Avenue



4.3.19 5ME.23854—1206 Ute Avenue

This commercial property was constructed in 1974 and is treated as eligible for the purposes of Section 106. It consists of a single commercial building located on a parcel along the north side of Ute Avenue.

The building is rectangular in plan, one story in height, and constructed of concrete block with a gable roof. An office component on the south (front) elevation features a parapet or awning element (Figure 41).

The existing roadway configuration will remain unchanged. Proposed work at this location is limited to roadway repair, reconstruction of the sidewalk along the south side of the parcel, driveway reconstruction, burrier curb construction, and drainage and utility improvements within the existing ROW. Sidewalk and driveway reconstruction and potential burrier curb installation will require a TCE of approximately 832 square feet along the southern parcel boundary (Figure 42).

Temporary construction-related effects may include dust, visual, and auditory disturbances; however, these impacts will be short-term and will not persist beyond the construction period. Upon completion, the reconstructed roadway, sidewalk, and driveway will represent an indiscernible to negligible change from existing conditions, and the property's integrity will remain unaltered.

Individually and cumulatively, the proposed improvements will not directly or indirectly alter any characteristics that qualify the property for eligibility in a manner that diminishes its integrity of location, design, materials, workmanship, feeling, setting, or association. Accordingly, the undertaking will result in a **No Adverse Effect** determination for 1206 Ute Avenue.

Figure 41. 5ME.23854—1206 Ute Avenue, View Northeast



Figure 42. Proposed Easements and Improvements at 5ME.23854—1206 Ute Avenue



4.3.20 5ME.23851—1310 Ute Avenue

This commercial property was constructed in 1977 and is treated as eligible for the purposes of Section 106. It consists of a large commercial building located on a parcel along the north side of

Ute Avenue. The building is rectangular in plan, two stories in height, and constructed of concrete block with a parapet roof (Figure 43).

The existing roadway configuration will remain unchanged. Proposed work at this location is limited to roadway repair, reconstruction of the sidewalk along the south side of the parcel, and drainage and utility improvements within the existing ROW. Sidewalk reconstruction will require a TCE of approximately 500 square feet along the southern parcel boundary (Figure 44).

Temporary construction-related effects may include dust, visual, and auditory disturbances; however, these impacts will be short-term and will not persist beyond the construction period. Upon completion, the reconstructed roadway and sidewalk will represent an indiscernible to negligible change from existing conditions, and the property's integrity will remain unaltered.

Individually and cumulatively, the proposed improvements will not directly or indirectly alter any characteristics that qualify the property for eligibility in a manner that diminishes its integrity of location, design, materials, workmanship, feeling, setting, or association. Accordingly, the undertaking will result in a **No Adverse Effect** determination for 1310 Ute Avenue.

Figure 43. 5ME.23851—1310 Ute Avenue, View Northeast



Figure 44. Proposed Easements and Improvements at 5ME.23851—1310 Ute Avenue



4.3.21 5ME.23848—1426 Ute Avenue

This property was constructed in 1924 and is treated as eligible for the purposes of Section 106. It includes a residential building, a warehouse, and a storage shed located on a parcel along the north side of Ute Avenue.

The residential building is rectangular in plan, one story in height, wood-framed, and features a side-gable roof with stucco siding. Windows, doors, and siding appear to be newer replacements. The warehouse is a later addition and consists of a single-bay building clad in raised-seam metal with a shed roof. The storage shed, located at the northwest corner of the parcel, has undergone multiple additions over time. The original portion is constructed of brick with a flat roof, while later additions include concrete block and framed sections (Figure 45).

The existing roadway configuration will remain unchanged. Proposed work at this location is limited to roadway repair, reconstruction of the sidewalk along the south side of the parcel, driveway reconstruction, and drainage and utility improvements within the existing ROW. Sidewalk and driveway reconstruction will require a TCE of approximately 640 square feet along the southern parcel boundary (Figure 46).

Temporary construction-related effects may include dust, visual, and auditory disturbances; however, these impacts will be short-term and will not persist beyond the construction period. Upon completion, the reconstructed roadway, sidewalk, and driveway will represent an indiscernible to negligible change from existing conditions, and the property's integrity will remain unaltered.

Individually and cumulatively, the proposed improvements will not directly or indirectly alter any characteristics that qualify the property for eligibility in a manner that diminishes its integrity of location, design, materials, workmanship, feeling, setting, or association. Accordingly, the undertaking will result in a **No Adverse Effect** determination for 1426 Ute Avenue.

Figure 45. 5ME.23848—1426 Ute Avenue, View Northwest



Figure 46. Proposed Easements and Improvements at 5ME.23848—1426 Ute Avenue



4.3.22 5ME.9161—861 Ute Avenue

This residential property was constructed in 1900 and is treated as eligible for the purposes of Section 106. It consists of a residential building located at the southwest corner of the Ute Avenue/South 9th Street intersection. The building is rectangular in plan, wood-framed, and one-

and-a-half stories in height. It features a hip roof with a secondary front-facing cross-gable and an enclosed shed-roof front porch. Windows, doors, and stucco siding appear to be newer replacements (Figure 47).

The existing roadway configuration will remain unchanged. Proposed work at this location is limited to roadway repair, reconstruction of the sidewalk along the north and east sides of the parcel, driveway reconstruction along the east side, and drainage and utility improvements within the existing ROW. Additional work includes grading to tie back into the sidewalk and removal of a concrete block retaining wall and chain-link fence that encroach into the ROW. These features do not appear to date to the historic period and are not considered character-defining. Sidewalk and driveway reconstruction will require a TCE of approximately 652 square feet along the northern and eastern parcel boundaries (Figure 48).

Temporary construction-related effects may include dust, visual, and auditory disturbances; however, these impacts will be short-term and will not persist beyond the construction period. Upon completion, the reconstructed roadway, sidewalk, and driveway will represent an indiscernible to negligible change from existing conditions, and the property's integrity will remain unaltered.

Individually and cumulatively, the proposed improvements will not directly or indirectly alter any characteristics that qualify the property for eligibility in a manner that diminishes its integrity of location, design, materials, workmanship, feeling, setting, or association. Accordingly, the undertaking will result in a **No Adverse Effect** determination for 861 Ute Avenue.

Figure 47. 5ME.9161—861 Ute Avenue, View Northeast



Figure 48. Proposed Easements and Improvements at 5ME.9161—861 Ute



4.3.23 5ME.9174—1001 Ute Avenue

This residential property was constructed in 1915 and is treated as eligible for the purposes of Section 106. It consists of a residential building located at the southeast corner of the Ute Avenue/South 10th Street intersection.

The building is rectangular in plan, one story in height, wood-framed, and features a front-gable roof with a secondary cross-gable dormer on the west elevation. Windows, doors, and siding appear to be newer replacements. Several window openings on the north (front) and west elevations have been altered, with some filled in or replaced by smaller windows (Figure 49).

The existing roadway configuration will remain unchanged. Proposed work at this location is limited to roadway repair, reconstruction of the sidewalk along the north and west sides of the parcel, and drainage and utility improvements within the existing ROW. Sidewalk reconstruction will require a TCE of approximately 250 square feet along the northern parcel boundary (Figure 50).

Temporary construction-related effects may include dust, visual, and auditory disturbances; however, these impacts will be short-term and will not persist beyond the construction period. Upon completion, the reconstructed roadway, sidewalk, and driveway will represent an indiscernible to negligible change from existing conditions, and the property's integrity will remain unaltered.

Individually and cumulatively, the proposed improvements will not directly or indirectly alter any characteristics that qualify the property for eligibility in a manner that diminishes its integrity of location, design, materials, workmanship, feeling, setting, or association. Accordingly, the undertaking will result in a **No Adverse Effect** determination for 1001 Ute Avenue.

Figure 49. 5ME.9174—1001 Ute Avenue, View Southwest



Figure 50. Proposed Easements and Improvements at 5ME.9174—1001 Ute Avenue



4.3.24 5ME.23897—1049 Ute Avenue

This property was constructed in 1977 and is treated as eligible for the purposes of Section 106. It consists of two commercial storage buildings located on a parcel along the south side of Ute Avenue. The property includes two separate, single-story storage buildings constructed of concrete block with shed roofs. Each building is divided into multiple rental storage bays (Figure 51).

The existing roadway configuration will remain unchanged. Proposed work at this location is limited to roadway repair, reconstruction of the sidewalk along the north side of the parcel, driveway reconstruction, and drainage and utility improvements within the existing ROW. Sidewalk and driveway reconstruction will require a TCE of approximately 501 square feet along the northern parcel boundary (Figure 52).

Temporary construction-related effects may include dust, visual, and auditory disturbances; however, these impacts will be short-term and will not persist beyond the construction period. Upon completion, the reconstructed roadway, sidewalk, and driveway will represent an indiscernible to negligible change from existing conditions, and the property's integrity will remain unaltered.

Individually and cumulatively, the proposed improvements will not directly or indirectly alter any characteristics that qualify the property for eligibility in a manner that diminishes its integrity of location, design, materials, workmanship, feeling, setting, or association. Accordingly, the undertaking will result in a **No Adverse Effect** determination for 1049 Ute Avenue.

Figure 51. 5ME.23897—1049 Ute Avenue, View Southeast



Figure 52. Proposed Easements and Improvements at 5ME.23897—1049 Ute Avenue



4.3.25 5ME.23929—1161 Ute Avenue

This commercial property was constructed in 1963 and is treated as eligible for the purposes of Section 106. It consists of a single building located on a parcel along the south side of Ute Avenue.

The building is L-shaped in plan, one story in height, and constructed of concrete block with a flat roof. The recessed entrance is covered by a deep overhang supported by laminated beams. A garage addition is located on the rear (south) elevation and features raised concrete block construction with two overhead garage bays (Figure 53).

The existing roadway configuration will remain unchanged. Proposed work at this location is limited to roadway repair, reconstruction of the sidewalk along the north side of the parcel, driveway reconstruction, and drainage and utility improvements within the existing ROW. Sidewalk and driveway reconstruction will require a TCE of approximately 416 square feet along the northern parcel boundary (Figure 54).

Temporary construction-related effects may include dust, visual, and auditory disturbances; however, these impacts will be short-term and will not persist beyond the construction period. Upon completion, the reconstructed roadway, sidewalk, and driveway will represent an indiscernible to negligible change from existing conditions, and the property's integrity will remain unaltered.

Individually and cumulatively, the proposed improvements will not directly or indirectly alter any characteristics that qualify the property for eligibility in a manner that diminishes its integrity of location, design, materials, workmanship, feeling, setting, or association. Accordingly, the undertaking will result in a **No Adverse Effect** determination for 1161 Ute Avenue.

Figure 53. 5ME.23929—1161 Ute Avenue, View Southeast



Figure 54. Proposed Easements and Improvements at 5ME.23929—1161 Ute Avenue



4.3.26 5ME.23859—1351 Ute Avenue

This property was constructed in 1958 and is treated as eligible for the purposes of Section 106. It consists of a single-story former gasoline service station located on a parcel along the south side of Ute Avenue. The building represents the midcentury Oblong Box commercial service station type and features a flat roof with a wide overhang and exterior walls constructed of concrete block. The north and east elevations include a display window assembly associated with the former office and customer area, and the east elevation also contains two former service bays. The building is positioned along the western edge of the parcel, with the remainder of the parcel paved (Figure 55).

The existing roadway configuration will remain unchanged. Proposed work at this location is limited to roadway repair, sidewalk reconstruction along the northern boundary, alleyway entrance curb work, and drainage and utility improvements within the existing ROW. The alleyway entrance curb work will require a TCE of approximately 234 square feet at the southeast corner of the parcel (Figure 56).

Temporary construction-related effects may include dust, visual, and auditory disturbances; however, these impacts will be short-term and will not persist beyond the construction period. Upon completion, the reconstructed roadway and driveway will represent an indiscernible to negligible change from existing conditions, and the property's integrity will remain unaltered.

Individually and cumulatively, the proposed improvements will not directly or indirectly alter any characteristics that qualify the property for eligibility in a manner that diminishes its integrity of location, design, materials, workmanship, feeling, setting, or association. Accordingly, the undertaking will result in a **No Adverse Effect** determination for 1351 Ute Avenue.

Figure 55. 5ME.23859—1351 Ute Avenue, View Southwest



Figure 56. Proposed Easements and Improvements at 5ME.23859—1351 Ute Avenue



4.3.27 Desert Vista Park

Desert Vista Park was developed in 1963 and is treated as eligible for the purposes of Section 106. Despite its name, the park does not provide a notable “desert vista,” nor is there evidence that it ever did. Rather, the name derives from the Desert Vista Garden Club, which established the park—originally known as Desert Vista Garden Club Park—using a $350 Sears, Roebuck and Company grant supplemented by local business donations.

The Desert Vista Garden Club is a local civic organization focused on community beautification, gardening, and the preservation of scenic qualities. The organization has operated as a nonprofit civic league since at least the mid-1950s, and has remained active in Grand Junction into the present day. Like many mid-20th-century garden clubs, its activities centered on small-scale landscape improvements, planting projects, and maintenance of modest public spaces rather than the design of formally planned parks or landscapes. The development of Desert Vista Park is consistent with this type of local, volunteer-driven beautification effort.

Historically, the park has contained few built amenities and has functioned primarily as open green space. The landscape includes approximately 16 scattered trees (a mix of deciduous species and pines), most of which were planted in the 1980s, including six pine trees planted in 1987, as well as limited shrub plantings. A memorial to Robert Leroy Parker, consisting of a large headstone and a small circular planting bed constructed in 2023, is located along the west side of the park adjacent to South 14th Street. A park entrance sign is located along the eastern boundary. A City of Grand Junction parks inventory identifies Desert Vista Park as containing only open space; it is among the smallest parks in the system, at approximately 1.5 acres (including the park parcel and CDOT right-of-way), and is characterized by a notably austere program of features.

The park occupies a triangular parcel (2945-133-22-001) and has historically included the surrounding maintained green strips within the adjacent rights-of-way along Pitkin Avenue, Ute Avenue, and South 14th Street. At the eastern end, an outward-facing park sign marks the entrance, beyond which the landscape tapers into a center median along I-70B that appears to be maintained separately from the park (Figure 57).

The existing roadway configuration surrounding the park will remain unchanged. The proposed undertaking includes construction of a sidewalk along the west side of the park, installation of storm sewer inlets and subsurface drainage lines, minor regrading, and new curbing along Ute Avenue, Pitkin Avenue, and South 14th Street. All work will occur within the existing right-of-way and will not require easements (Figure 58).

Temporary construction-related effects may include minor visual, auditory, and dust-related disturbances; however, these effects will be short-term and will cease upon completion of construction. Permanent improvements, including drainage infrastructure and curbing, will result in little to no perceptible change to the park’s overall appearance, as subsurface elements will be regraded and restored in kind with the existing lawn and drainage inlets will be limited and unobtrusive.

The introduction of a sidewalk along the west boundary will constitute a new feature; however, given the park’s limited built features and its primary characterization as open, mown green space with scattered trees, this addition will not alter character-defining features or introduce elements

incompatible with the surrounding urban setting. The sidewalk will be confined to the park edge and will not subdivide or diminish the central open space that defines the property.

Individually and cumulatively, the proposed improvements will not directly or indirectly alter characteristics that qualify the property for eligibility, nor will they diminish the integrity of location, design, materials, workmanship, feeling, setting, or association. Accordingly, the undertaking will result in a finding of **No Adverse Effect** for Desert Vista Park.

Figure 57. Desert Vista Park Entrance, View West



Figure 58. Proposed Improvements at Desert Vista Park



4.4 Category C: Potential to Affect Character-Defining Features (4 Properties)

A total of four properties 45 years of age or older within the APE are subject to ROW acquisition or are otherwise anticipated to experience direct impacts that have the potential to affect character defining features. Properties in this category were intensively surveyed and documented using the appropriate OAHP inventory forms. Each resource was formally evaluated for eligibility for listing in the NRHP and assessed individually for project effects in accordance with the criteria set forth in 36 CFR Part 800 (Table 5; Figure 59).

These resources include two properties with minor ROW acquisitions (5ME.23922—1600 Ute Avenue and 5ME.23913—857–859 Pitkin Avenue), one linear feature (5ME.24074.2—Grand Junction and Grand River Valley Railway [GJ&GRV]), and 5ME.15082—Emerson Park, which will undergo changes to its perimeter sidewalks under two TCEs. Of these four properties, three were determined not eligible for the NRHP, while the linear resource was found to support the eligibility of a larger historic system. The project will have **No Adverse Effect** on 5ME.24074.

Table 5. Category C: Potential to Affect Character-Defining Features (4 Properties)

Site Number, Name, PN	Address	Current or Historic Use	Const. Date	Significance	NRHP Eligibility	Impacts	Effects
5ME.23922 Union Carbide Nuclear Company – Western Colorado 2945-133-00-046	1600 Ute Avenue	Religious	1957	Industry (Criterion A)	Not Eligible, 2026	ROW take of 471 sq ft on the southwest corner (RW-396) TCEs totaling 2166 sq ft along the southern boundary of the property (TE-396)	No Historic Properties Affected
5ME.15082 Emerson Park 2945-144-34-001	9th Street (W) 10th Street (E) Ute Avenue (N) Pitkin Avenue (S)	Public Park	1887	Civic Planning (Criterion A)	Not Eligible, 2026	TCEs totaling 8387 sq ft along the park perimeter for sidewalk repair (TE-168 & TE-268)	No Historic Properties Affected

Site Number, Name, PN	Address	Current or Historic Use	Const. Date	Significance	NRHP Eligibility	Impacts	Effects
5ME.24074.2 Grand Junction and Grand River Valley Railway (GJ&GRV)		Municipal Railway & Streetcar System	1890-1935	Transportation (Criterion A)	*Eligible, 2022* Supporting, 2026	Roadway work at the expected location of this resource will be new asphalt overlay and this will not alter the current condition of the resource as it already exists under a layer of asphalt roadway.	No Adverse Effect
5ME.23913 C & F Foods 2945-144-40-007 2945-144-40-006 2945-144-40-005	859-857 Pitkin	Commercial grocery and gas	1979	N/A	Not Eligible, 2026	TCEs totaling 1377 sq ft TCE on the north and east sides of the property for driveway and sidewalk repair (TE-184, TE-185, & TE-185A). ROW acquisition on the northeast corner of 290 sq ft. (RW-185)	No Historic Properties Affected

Figure 59. Category C Properties

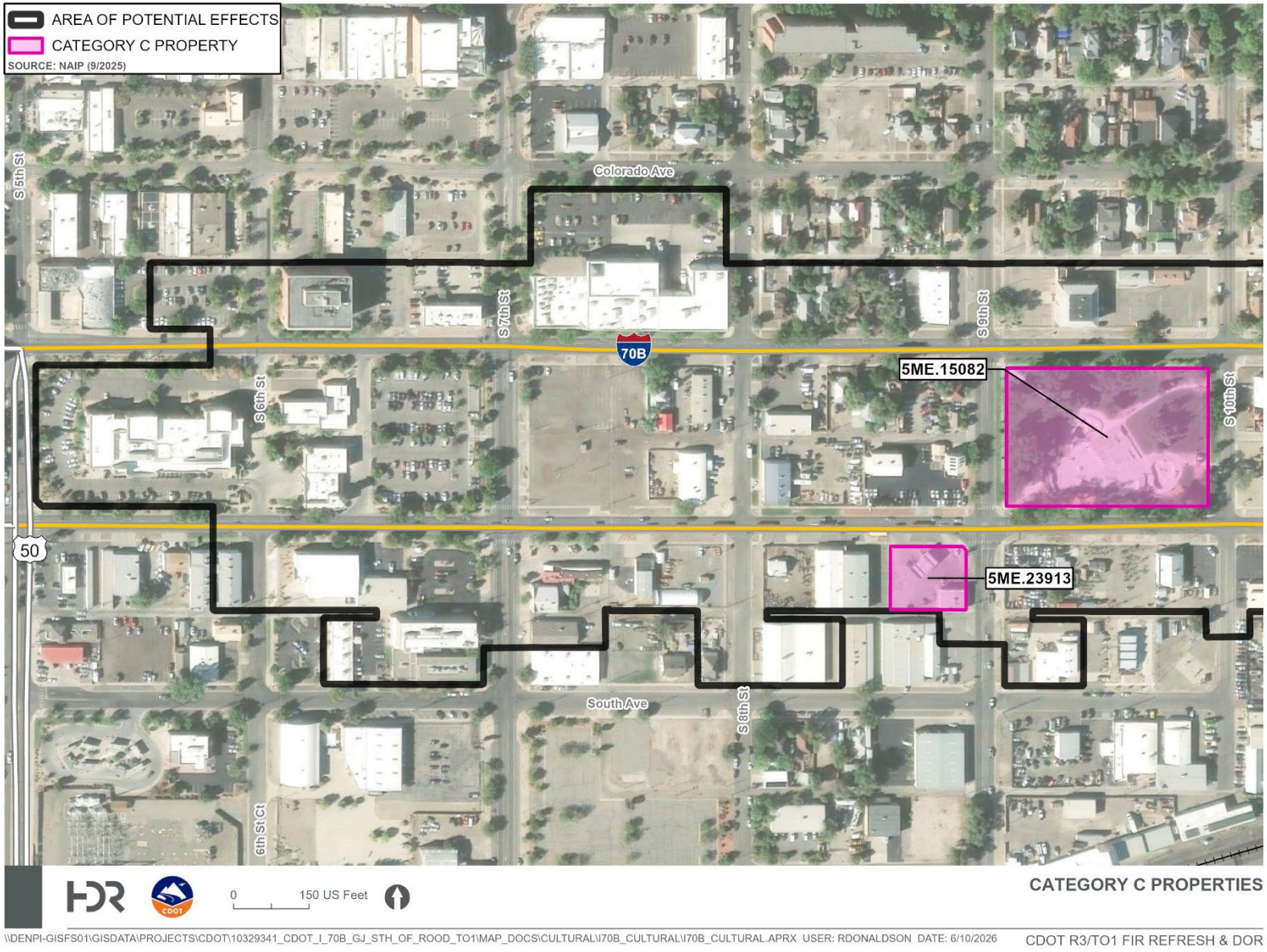


Figure 59. Category C Properties (cont.)

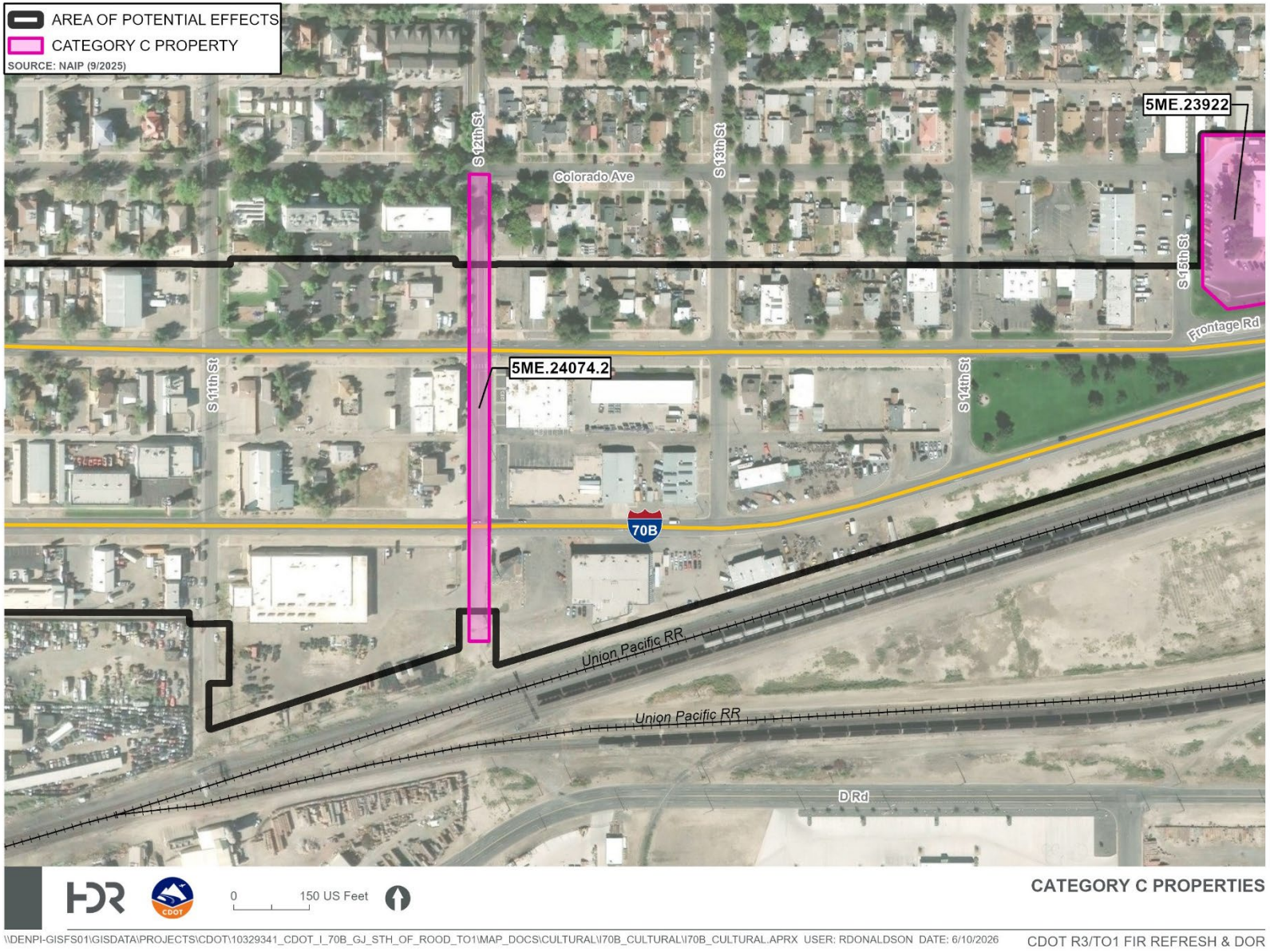
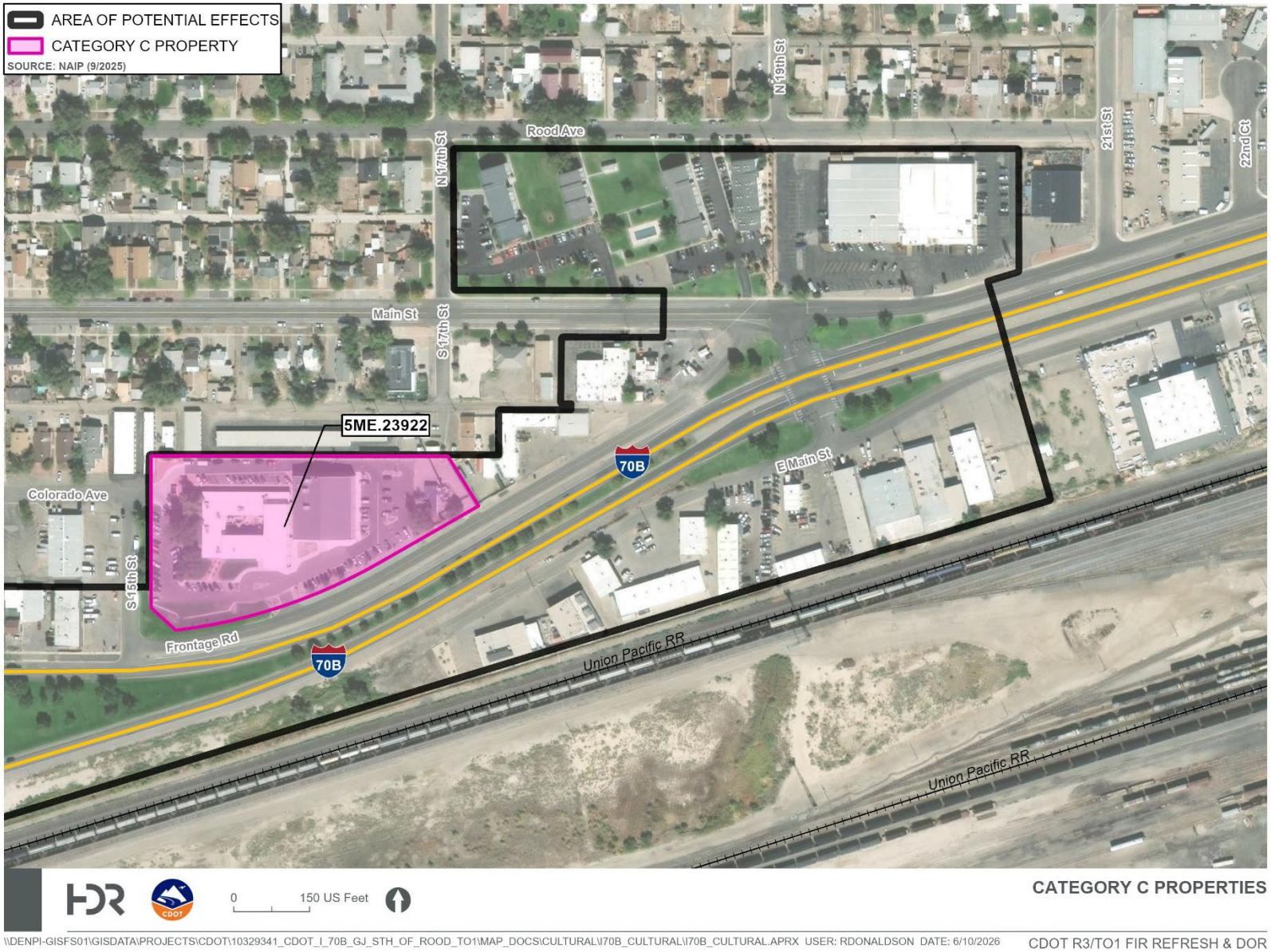


Figure 59. Category C Properties (cont.)



4.4.1 Evaluation Methods

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

To be listed in or considered eligible for listing in the NRHP, a property must be 50 years of age or older and meet at least one of the four Criteria for Evaluation (A through C):

A. The property is associated with events that have made a significant contribution to the broad pattern of history (Criterion A).

B. The property is associated with the lives of people significant in the past (Criterion B).

C. The property embodies distinctive characteristics of a type, period, or method of construction; represents the work of a master; possesses high artistic value; or represents a significant and distinguishable entity whose components may lack individual distinction (Criterion C).

D. The property has yielded, or may be likely to yield, information important in prehistory or history (Criterion D).

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

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

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

The following NRHP bulletins were used as guides to evaluate properties in the project area:

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

4.4.2 5ME.23922 – 1600 Ute Avenue (Union Carbide Nuclear Company – Western Colorado Headquarters)

Description

This property has not been previously surveyed or evaluated for NRHP eligibility. Developed in 1957 as a three-building, mid-century Modern campus, the property originally comprised a two-story, T-shaped office building at the west, a two-story, rectangular laboratory building at the center, and a small, one-story, rectangular support building at the east. Aerial views from 1958 show the building group set within manicured lawns and a curvilinear pedestrian path system, with parking concentrated at the north and west perimeters. The west office served as the architectural anchor, presenting long, rectilinear massing beneath a low, flat roof, with horizontal window bands within shallow recessed bays of symmetrical paneled walls and concrete masonry unit end caps typical of mid-century corporate design. The center laboratory echoed the office's scale and materials and cadence. The east building was a much more modest flat-roofed service building.

Between 1973 and 1983, the office acquired one-story additions on the west and north, greatly enlarging the footprint while leaving the original two-story volumes visible above. Between 1983 and 1993, the central laboratory was removed, opening the campus core to hardscape and surface parking. In 2022, a large metal-clad pole building was constructed at the former location of the lab building, where inter-building views had formerly connected the office to the lab and the small east building. Most historic lawn areas and the pedestrian path network have been replaced by expanded asphalt circulation and parking. Today, the surviving two-story west office remains the principal resource. It retains its flat roof, CMU wall planes, and ribbon-style glazing, while the later one-story wings read as clearly differentiated additions but with similar glazing, panel, and wall bay patterns. The small concrete block east building persists in its utilitarian condition but is visually subordinated by the newer pole building, fencing, and parking (Figure 60).

Figure 60. 5ME.23922 – 1600 Ute Avenue (Union Carbide Nuclear Company – Western Colorado Headquarters), View Northwest



Significance and Eligibility

Union Carbide and its predecessors/subsidiaries (U.S. Vanadium; later Umetco) were central private actors in western Colorado's uranium/vanadium economy, operating major facilities at Uravan (a mill and company town active from the 1910s through the Cold War) and at Slick Rock, where Union Carbide began operating a mill in 1957 that upgraded ore for further processing at Rifle, Colorado (CDPHE, n.d.; DOE, 2022). Grand Junction itself—through the Manhattan Engineer District refinery (1943–1946) and later Atomic Energy Commission (AEC) programs—evolved into a national hub for domestic uranium procurement, pilot milling from 1953 to 1958, and assay/sampling operations, creating the federal framework in which corporate headquarters like Union Carbide's coordinated exploration, mining, upgrading, and milling across the Plateau (Colorado Encyclopedia, n.d.; DOE Office of Legacy Management, 2026; U.S. Department of Labor, 2013). This office at 1600 Ute Avenue served as the headquarters and laboratory for the region's mining and milling operations in Grand Junction, Rifle, Slick Rock, and Uravan, Colorado and Green River, Utah. After Union Carbide's departure in the mid-1970s, the complex transitioned to multi-tenant commercial office use, with incremental interior and site adaptations to accommodate a changing roster of occupants. In 2009, the property was rezoned and converted to religious use; it continues in that function today, with subsequent site alterations—including expanded parking and the 2022 pole building.

The property is significant under Criterion A at the local/regional level for association with the postwar uranium boom and Union Carbide's corporate administration and research in western

Colorado. Established in 1957, the headquarters functioned during the period when Grand Junction and the Uravan Mineral Belt supplied ore and concentrates to national nuclear weapons and energy programs. The period of significance is 1957 through the mid-1960s, aligning with the apex of regional uranium production.

Research into past ownership indicates that the property is not associated with individuals important to history and it is therefore not significant under Criterion B.

The office illustrates mid-century Modern corporate design (flat roof, paneled ribbon glazing, recessed bays, and concrete block construction). However, the building is of common design, lacks distinction, and does not self-evidently convey the significant themes associated with the development of the area. Furthermore, the loss of the central lab, the one-story office additions (1970s–1980s) that reconfigured the ground-level plan, the removal of designed landscaping and pedestrian paths, and the construction of a large 2022 pole building substantially diminish the property's ability to convey the original 1957 headquarters composition. On balance, while the office building alone may modestly illustrate mid-century corporate design, the headquarters as a multi-building ensemble is not maintained and no longer represents a noteworthy example of the property type. This property does not represent the work of a master architect, nor does it embody distinctive characteristics of a type, period, or method of construction, nor does it possess high artistic values. The property is therefore not significant under Criterion C.

The property and its construction are well understood and not likely to yield additional important information in history; therefore, the property is not significant under Criterion D.

The headquarters remains at its original site and continues to convey an association with the mid-century uranium industry in western Colorado, albeit now through one of the original primary buildings and a reorganized site plan. Regarding design, materials, and workmanship, the two-story west office retains its essential modernist massing, horizontal window bands, flat roof, panels, recessed bays, and concrete block walls; however, the 1970s–1980s one story additions alter the original T plan at grade and introduce later materials and detailing along the principal elevations. More critically, the demolition of the two-story central laboratory (between 1983 and 1993) removed one of the three defining elements of the original 1957 composition. The 2022 pole building further obscures the historic west to east spatial sequence and view corridors. Collectively, these changes diminish integrity of design, materials, and workmanship for the property as a whole. The loss of the manicured lawns and pedestrian paths and the conversion to extensive surface parking erodes the original campus feeling and the property's mid-century corporate ambiance. The setting now reads as a contemporary institutional/parking complex rather than a landscaped headquarters campus.

This property has historical significance but lacks historic integrity and is recommended **Not Eligible** for the NRHP.

Effects

5ME.23922 – 1600 Ute Avenue is located on the north side of Frontage Road, west of South 15th Street. Frontage Road is a relatively short roadway extending from South 15th Street to Main Street at its northeast end and was likely constructed in the late 1950s as support infrastructure for the Union Carbide research complex and a few additional commercial properties. The parcel contains three buildings—a church, a pole building, and a small utilitarian building along the eastern portion of

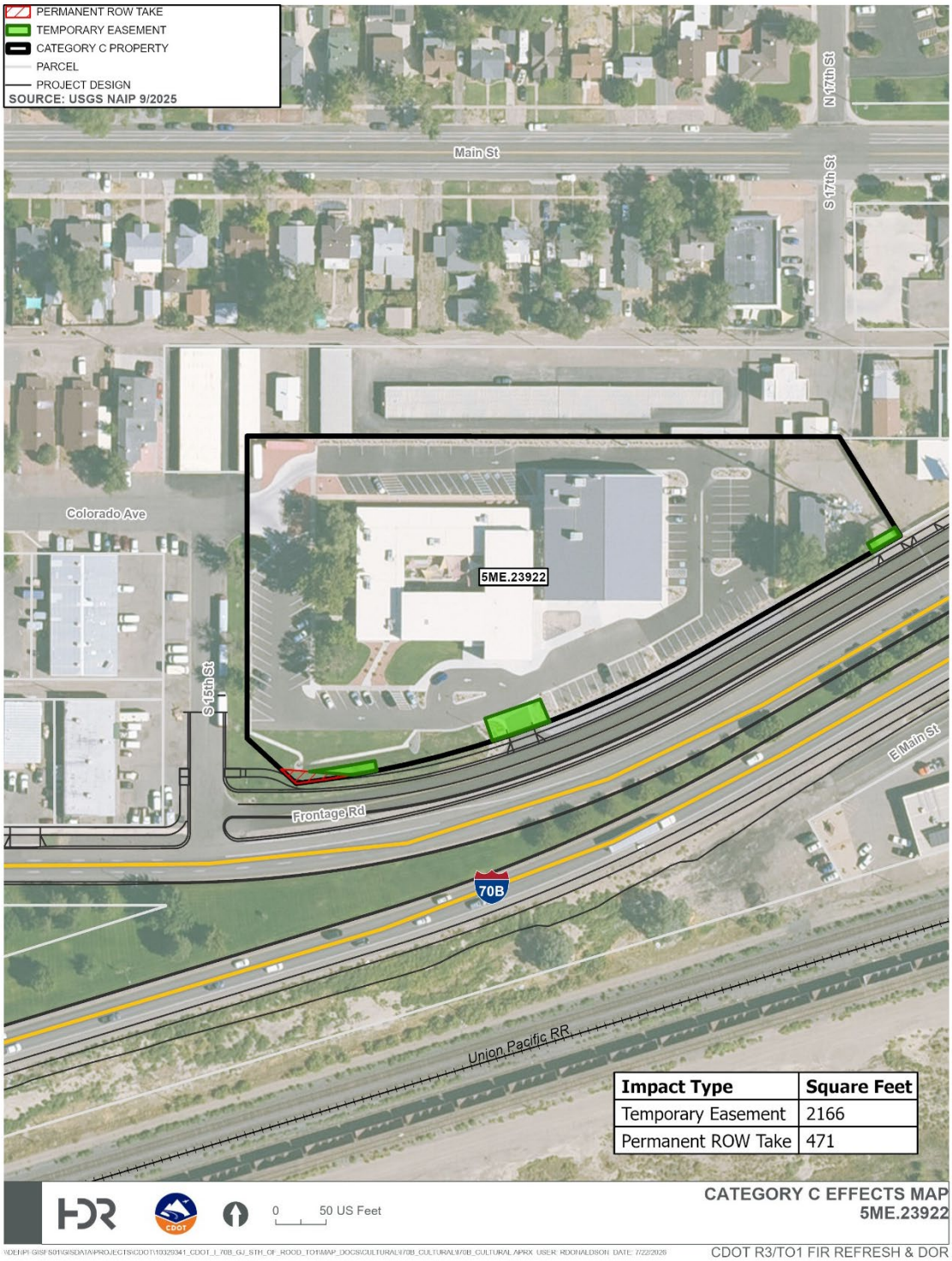
the site. These are set back from the roadway and separated from Frontage Road by landscaped areas, xeriscape treatments, and modern parking and circulation infrastructure.

The proposed work at this location includes roadway repairs to Frontage Road, which will be redesigned to terminate in a cul-de-sac at its northeast end, eliminating its current intersection with Main Street. Additional work includes construction of a new sidewalk along the southern parcel boundary and reconstruction of driveways serving the site. These improvements will require multiple TCEs and a small permanent ROW acquisition along the southern edge of the parcel, primarily within areas currently used for landscaping or paved access. Specifically, the project will require TCEs totaling 2166 square feet for driveway repairs and sidewalk construction. A permanent ROW acquisition of 471 square feet will also be required near the southwest corner for a portion of the new sidewalk, within a recently modified landscaped area incorporating drainage infrastructure (Figure 61).

Temporary construction-related effects may include dust, visual, and auditory disturbances; however, these impacts will be short-term and will not persist beyond the construction period. Upon completion, the roadway reconfiguration, cul-de-sac, reconstructed driveways, and new sidewalk will represent an indiscernible to negligible change from existing conditions. While the addition of sidewalk improvements along the southern parcel boundary will result in a minor change to the property's immediate setting, these changes will not affect any character-defining features of the buildings or substantially alter the recently modified landscape.

The property has been evaluated as Not Eligible as part of the current study. Accordingly, the undertaking will result in a **No Historic Properties Affected** finding for 5ME.23922 – 1600 Ute Avenue.

Figure 61. Proposed Easements and Improvements at 5ME.23922 – 1600 Ute Avenue



4.4.3 5ME.15082 – Emerson Park

Description

Emerson Park occupies a full city block in downtown Grand Junction, bounded by Ute Avenue to the north, Pitkin Avenue to the south, and South 9th and South 10th Streets to the west and east, respectively. The park is generally flat and encompasses approximately 2.48 acres, measuring roughly 400 feet east–west by 270 feet north–south. A concrete sidewalk defines the park perimeter on all four sides, establishing a clear visual and functional boundary between the park interior and the surrounding street grid.

Until recently, the park retained a long-standing internal circulation pattern that strongly influenced its appearance and use. The dominant landscape feature consisted of asphalt walkways arranged in an X-pattern connecting each corner of the block. These diagonal paths intersected a centrally located, rounded rectangular asphalt walkway, forming a focal node near the center of the park. This circulation system was present by at least the early twentieth century, appearing on a 1919 Sanborn Map as a simple X configuration and on a 1939 aerial photograph with the addition of the central rounded rectangle. The path layout guided visitor movement and reinforced the park's symmetrical, formally organized spatial structure.

Immediately north of the central node stood a small rectangular brick restroom building with a hip roof clad in asphalt composition shingles. City records indicate a construction date of approximately 1971. While not part of the park's early development, the structure was modest in scale and minimally intrusive, serving as a functional and familiar element of the landscape. Seven lampposts were distributed along the asphalt pathways, exhibiting a modern postwar aesthetic; their precise installation date is unknown but they likely date to the mid-twentieth century.

Vegetation historically consisted of a mix of mature and juvenile deciduous and coniferous trees dispersed throughout the park without a clearly defined formal planting scheme. Archival sources indicate that tree planting began around 1926. Open lawn areas filled the remainder of the park interior, contributing to its character as a neighborhood green space within the downtown grid.

As of 2022, aerial imagery and photographs indicate that the park continued to convey these defining characteristics. The X-pattern walkway remained intact, mature trees framed open lawn areas, playground equipment occupied a portion of the interior, and the park retained its function as a communal landscape.

In 2024, Emerson Park underwent a comprehensive redevelopment. All interior landscape features within the perimeter sidewalk were removed, including the diagonal walkway system, the central rounded path, the restroom building, and numerous mature trees. The park interior was regraded and reconstructed to accommodate a new skate park facility, consisting of poured concrete skating surfaces, sculpted forms, and associated contemporary site elements. Although the park remains a public open space in its original location, its internal organization, circulation, vegetation, materials, and overall character have been substantially altered (Figure 62; Figure 63; Figure 64).

Figure 60. 5ME.15082 – Emerson Park aerial images. The left image shows the park in 2023 and the right image is from 2025. (images courtesy of Google Earth)

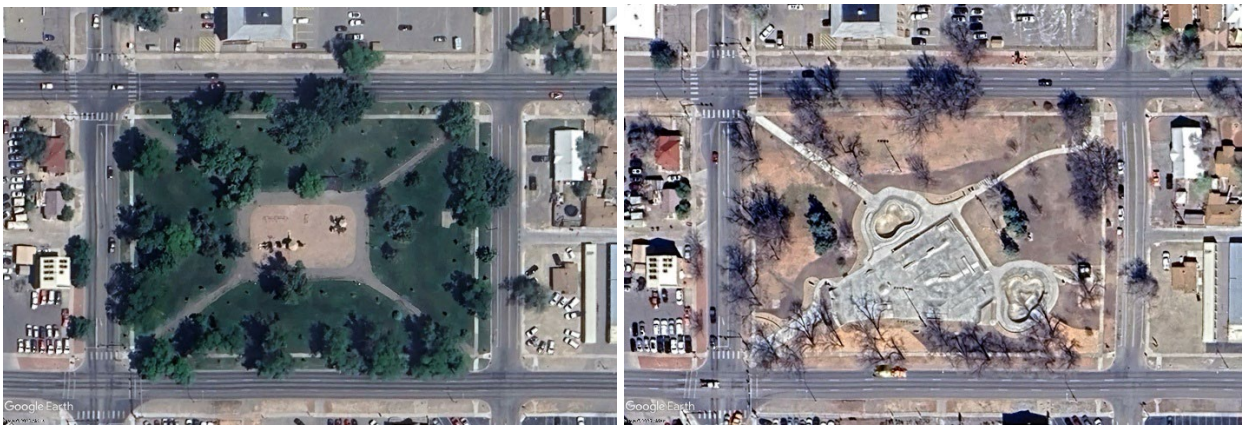


Figure 61. 5ME.15082 – Emerson Park. The Park in 2022, View Southeast



Figure 62. 5ME.15082 – Emerson Park. The Park in 2026, View Southeast (Same View as Figure 63).



Significance

Emerson Park is significant under Criterion A for its association with the early civic planning and development of Grand Junction. The park was established as part of the city's original 1882 plat, which set aside specific parcels for schools, churches, public buildings, and parks, reflecting progressive late nineteenth-century planning principles that emphasized order, civic improvement, and access to public open space. Within Section 14, four full city blocks—each located near the center of a quarter section—were reserved for public parks: Walnut Park to the northwest, Chestnut Park to the northeast, Cottonwood Park to the southwest, and Maple Park to the southeast. Emerson Park occupies the block originally designated as Maple Park.

In 1883, a city ordinance transposed the names of Maple Park and Cottonwood Park, resulting in Maple Park becoming Cottonwood Park and Cottonwood Park becoming Maple Park. Development of Cottonwood Park (formerly Maple Park) commenced in 1889 with the planting of grass; however, further improvements stalled for several decades due to limited funding and municipal resources. Substantive development resumed around 1911, consistent with a broader period of civic investment and urban improvement in Grand Junction during the early twentieth century.

Early landscaping plans for the park demonstrate a deliberate approach to municipal park design. Tree plantings were specified to be arranged at regular intervals of 12½ feet, with trees described as "straight, vigorous, and thrifty", measuring one to two inches in diameter, cut back to six feet in

height, and with trunk forks beginning no lower than five feet (Buckley 1990). These specifications reflect formal planning ideals and an intent to create a well-ordered and visually cohesive public landscape. Although later tree plantings do not clearly adhere to this original spacing, the documentation establishes the park's early role as a planned civic improvement rather than an informal or ad hoc open space.

In 1916, by city ordinance #249, Cottonwood Park was renamed Emerson Park in honor of Ralph Waldo Emerson. At the same time, the remaining three original parks were renamed as part of a cohesive civic rebranding effort: Walnut Park became Hawthorne Park, Chestnut Park became Washington Park, and Maple Park became Whitman Park. This renaming reflects the city's continued commitment to its park system and its use of public landscapes to express cultural identity and civic values.

Through much of the twentieth century, Emerson Park functioned as a neighborhood and downtown open space, embodying the city's early park planning framework through its full-block form, diagonal walkway system, open lawns, modest recreational elements, and informally developed tree canopy. As one of the four original planned parks established at the city's founding, Emerson Park represents an important component of Grand Junction's historic municipal development under Criterion A.

Emerson Park is not significant under Criterion B. While renamed to honor Ralph Waldo Emerson, there is no documented association between the park and the life or activities of any individual whose contributions rise to the level of historical significance as defined by the NRHP.

The park is not significant under Criterion C. Although the historic path layout and overall form once reflected early twentieth-century park planning principles, Emerson Park was not a distinguished example of landscape architecture, did not embody the work of a master designer, and did not represent a unique or high-style design. Furthermore, the removal of the historic circulation system, vegetation, and structures has eliminated the physical characteristics that could have conveyed design significance.

Emerson Park is not significant under Criterion D, as it is not known or expected to yield information important to history or prehistory.

Although Emerson Park retains integrity of location, the extensive 2024 redevelopment has resulted in the loss of integrity of design, materials, workmanship, feeling, association, and setting. The historic landscape features that conveyed its early twentieth-century function and identity have been removed, and the park no longer reflects its historic appearance or spatial organization. As a result, while Emerson Park remains historically significant under Criterion A for its role in Grand Junction's original park system, it no longer retains sufficient integrity to convey that historical significance. Accordingly, 5ME.15082 – Emerson Park is recommended **Not Eligible** for the NRHP.

Effects

Emerson Park has been recommended not eligible for listing in the NRHP due to the loss of integrity associated with the comprehensive redevelopment completed in 2024. The historic landscape elements that previously conveyed the park's significance—including its internal circulation system,

vegetation patterns, and associated features—have been removed. As a result, the park no longer retains integrity of design, materials, workmanship, feeling, or association.

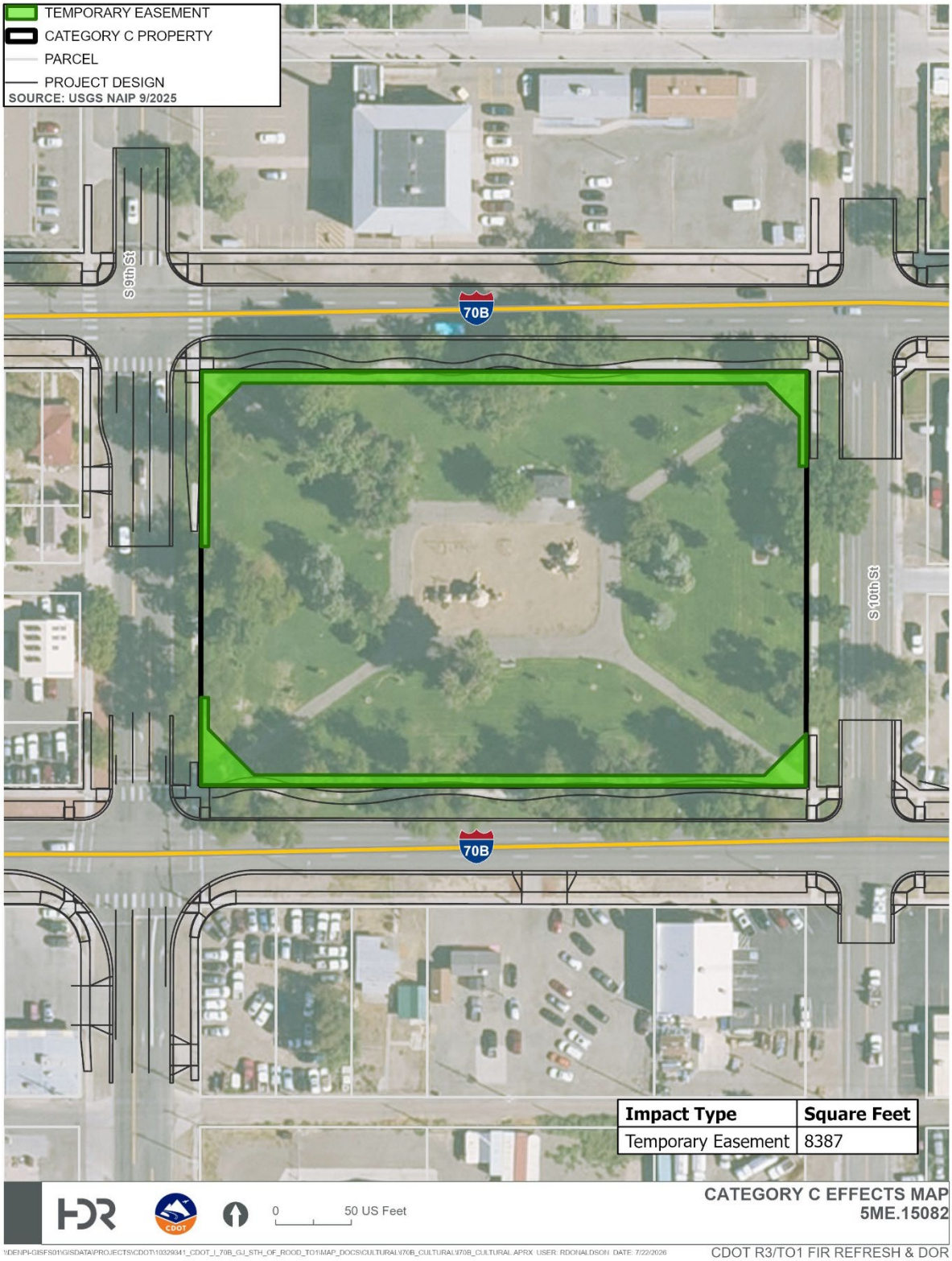
The proposed undertaking includes roadway and pedestrian infrastructure improvements adjacent to Emerson Park that will require two TCEs along the park perimeter totaling 8387 square feet. These easements affect portions of the perimeter sidewalk. Proposed work includes localized sidewalk modifications, such as widening, realignment from a generally straight to slightly curvilinear configuration, and improvements at the park corners associated with adjacent intersections (Figure 65).

Temporary construction-related effects may include dust, visual, and auditory disturbances; however, these impacts will be short-term and will not extend beyond the construction period. Upon completion, the sidewalk improvements will provide upgraded pedestrian infrastructure consistent with adjacent roadway enhancements.

Although the perimeter sidewalk historically functioned as a defining boundary feature when the historic landscape was intact, the loss of overall integrity means that this feature no longer conveys significance. As such, the proposed modifications will not affect historic characteristics or further diminish the integrity of a historic property.

Accordingly, the undertaking will result in a **No Historic Properties Affected** finding for 5ME.15082 – Emerson Park.

Figure 63. Proposed Easements and Improvements at 5ME.15082 – Emerson Park



4.4.4 5ME.24074.2 – Grand Junction and Grand River Valley Railway (GJ&GRV).

Description

Between 1890 and 1910, the Grand Junction Street Car Company (later the Grand Junction Street Railway Company) operated horse-drawn cars on dedicated narrow-gauge rail through downtown (See inventory form). This line existed along the following streets:

- The line extended from the D&RG railroad depot at 119 Pitkin Avenue north along South 2nd Street to Main Street.
- The line extended all along Main Street from the intersections of Main Street/Crosby Avenue in the west to Main Street/7th Street to the east.
- From Main Street one block south along South 4th Street to Colorado Avenue.
- From Main Street one block south along South 5th Street to Colorado Avenue.
- From Main Street north along North 1st Street (US 50) to White Avenue.

Later, in 1908, the Grand Junction and Grand River Valley Railway Company (GJ&GRV) operated an electrically powered streetcar system to replace the horse-drawn system. In most cases, this operation utilized the existing narrow-gauge rail from the horse-drawn line and expanded into new routes (see Figure 66). This line existed along the following streets:

- The line extended from the D&RG railroad depot at 119 Pitkin Avenue north along South 2nd Street to Main Street.
- East along South Avenue from the railroad depot to South 12th Street
- The line extended along Main Street from the intersections of Main Street/2nd Street in the west to Main Street/12th Street to the east.
- From Main Street south along South 4th Street to South Avenue.
- From Main Street north along North 4th Street to Gunnison Avenue.
- From Main Street north along North 10th Street to Gunnison Avenue.
- The line extended along Gunnison Avenue from the intersections of Gunnison Avenue/N. 4th Street in the west to Gunnison Avenue/N. 12th Street to the east.
- A short spur line connected the Main Street line to the GJ&GRV Office/Depot at the southwest corner of Main Street and S. 3rd Street.
- The line extended along 12th Street from the intersection of South Avenue/S. 12th Street to just north of Patterson Avenue where the line meandered in a northwesterly direction all the way to the Town of Fruita (see Figure 67).

Figure 64. Map of Downtown Streetcar Systems in Grand Junction (segment location indicated)

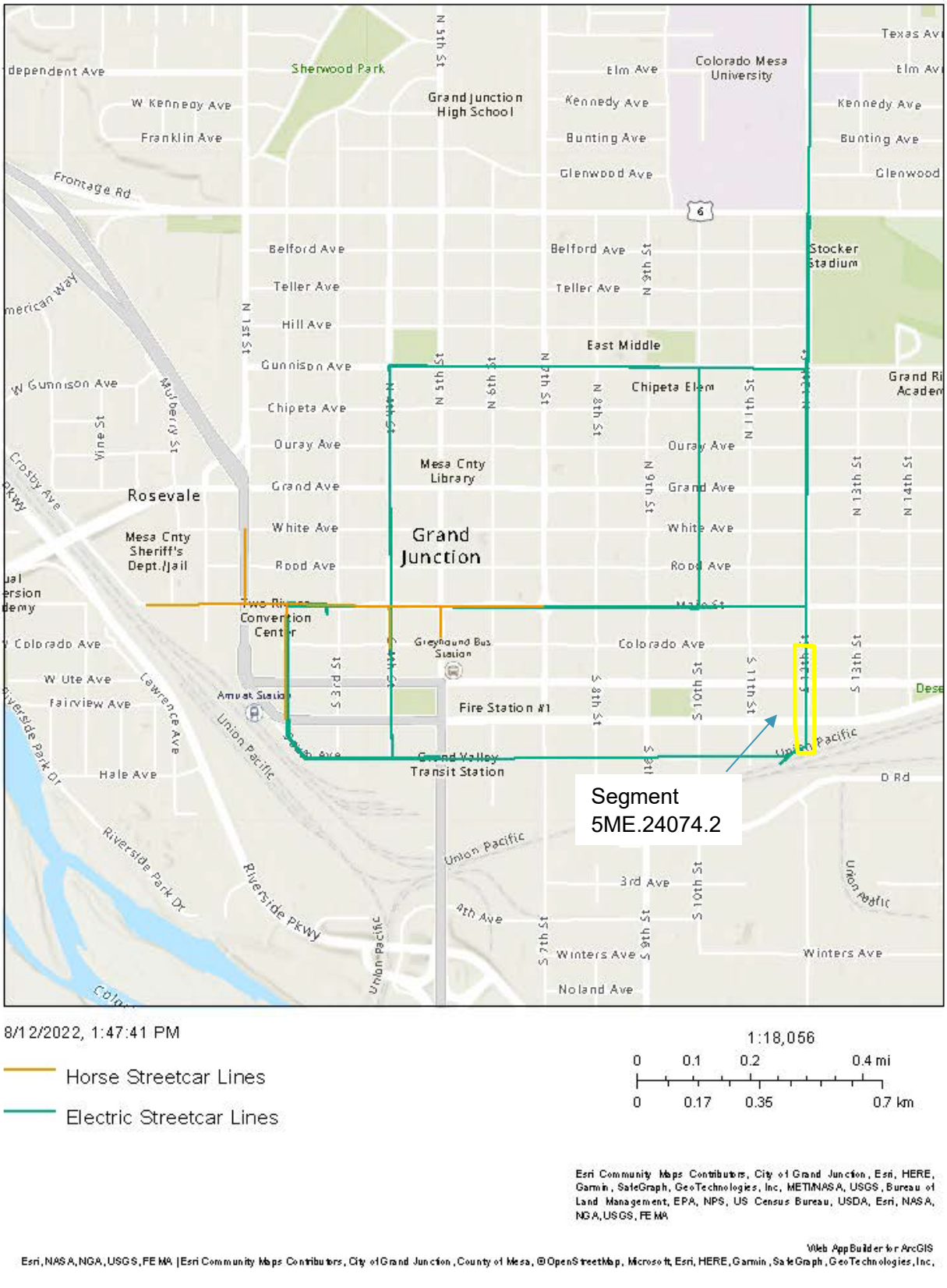
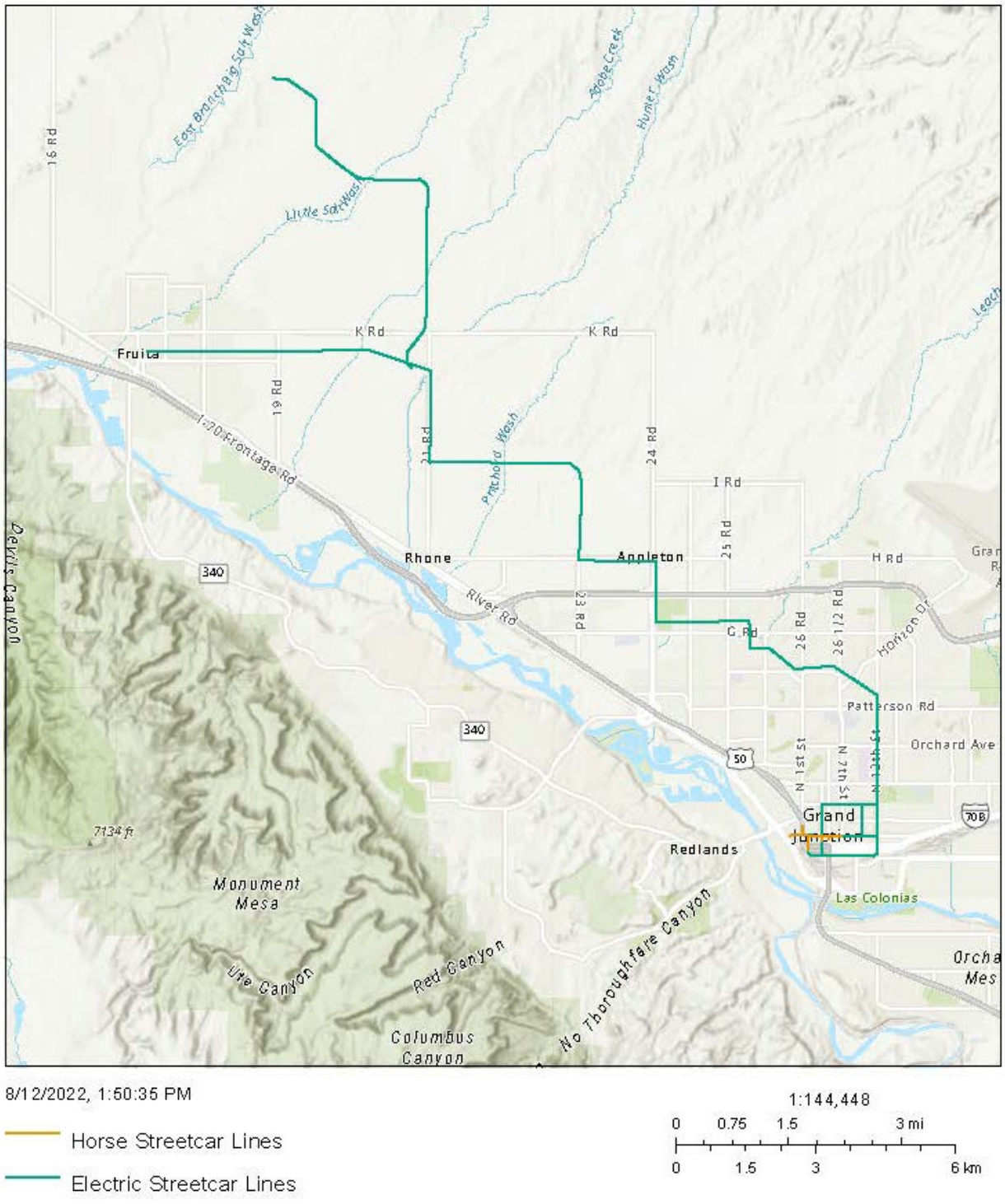


Figure 65. Map of Regional Extent of Grand Junction Streetcar System



Segment 2 (5ME.24074.2) of the GJ&GRV extends from the intersection of Colorado Avenue and South 12th Street south along South 12th Street to its intersection with the property boundary of the Union Pacific Railroad. This segment totals approximately 956 feet (0.18 miles) and consists of an approximately 5-foot-wide railroad grade, including the presumed 3-foot narrow-gauge rail alignment and adjacent buffer for associated ties set perpendicular to the rails, now buried beneath asphalt pavement.

Although no rail elements are currently visible at the surface, it is probable that portions of the track remain beneath the existing pavement. Parallel cracks observed in the southbound travel lane along the 300 block of South 12th Street, between Ute and Pitkin Avenues, align with the approximate width of a narrow-gauge track (Figure 68). Similar cracking patterns were documented along Segment 1 (5ME.24074.1), where such features terminated at an exposed section of rail at the intersection of South 4th Street and South Avenue, west of the current APE (Figure 69).

Based on these observations, the underlying rail components within Segment 2 are presumed to remain intact but encapsulated within layers of asphalt and concrete. Because these materials are not directly observable, it is not possible to adequately assess integrity for this segment. However, it is presumed that Segment 2 retains remnants of the narrow-gauge rail system, including 3-foot-gauge rails, associated ties, and supporting roadbed.

Figure 66. 5ME.24074.2. Roughly parallel cracks can be seen in the pavement along the 300 block of 12th Street between Ute and Pitkin Avenues, View North



Figure 67. Exposed streetcar tracks (5ME.24074.1) at the northwest corner of 4th Street and South Avenue west of the current APE, View Northeast



Significance and Integrity

The GJ&GRV (5ME.24074) was determined officially eligible for the NRHP in 2022. Constructed in phases between 1890 and 1903, the streetcar/interurban railway is locally significant under Criterion A for its association with the development of early transportation systems in the Grand Junction area. The period of significance extends from its initial construction as a horse-drawn line in 1890 through 1935, when interurban streetcar operations ceased.

Segment 2 is understood to contribute to this broader historic context. Although the rail elements are not visible at the surface, available evidence suggests that portions of the original track may remain intact beneath the existing pavement. As such, the segment is presumed to retain integrity of location, design, materials, and workmanship to the extent that these features survive in place. It also continues to convey association and feeling as part of the larger streetcar system.

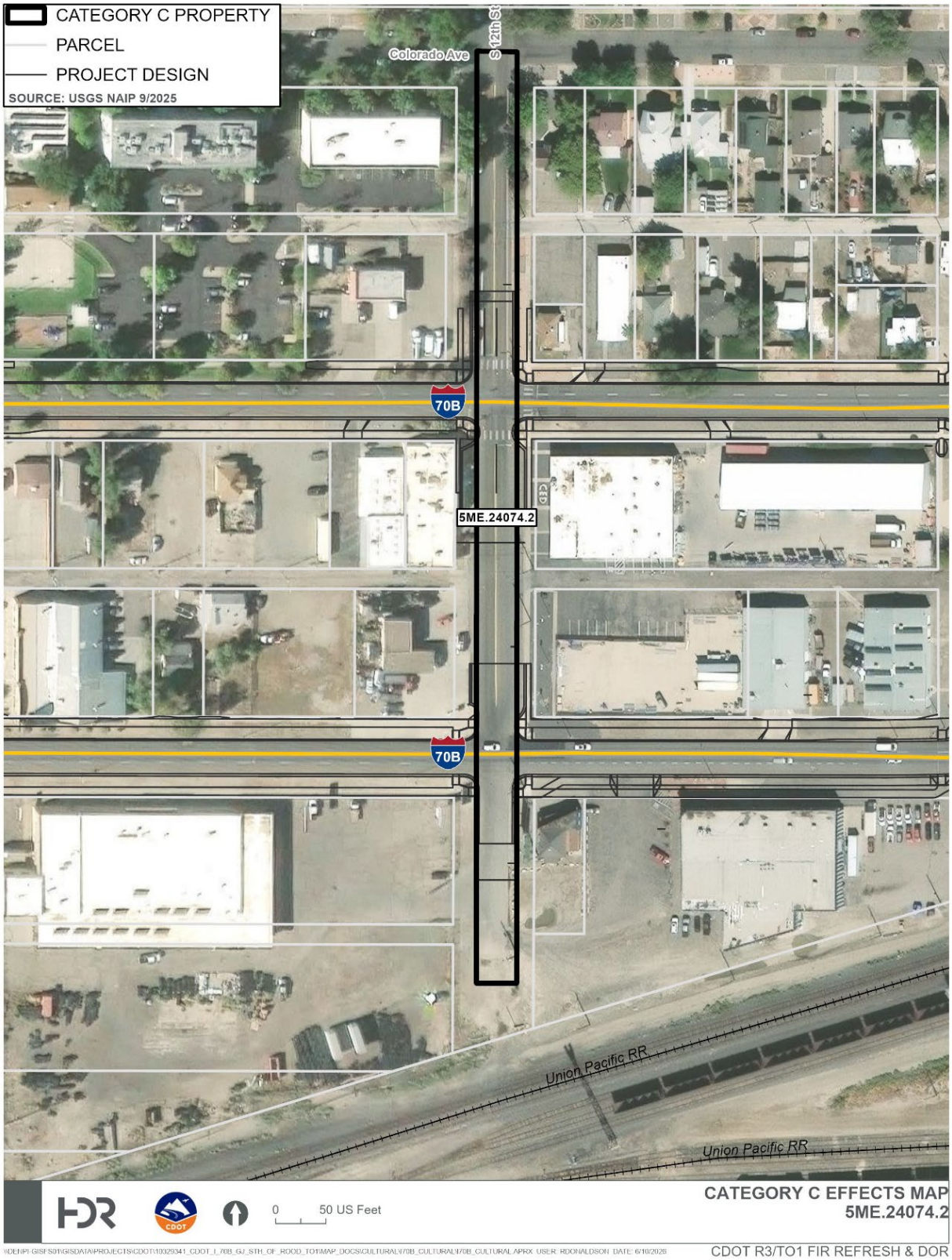
Integrity of setting has been diminished due to substantial changes in the surrounding built environment, which has transitioned from a primarily residential area during the period of significance to a more intensively developed commercial corridor. Despite this alteration, Segment 2 remains physically aligned with its historic route and, assuming the presence of subsurface rail components, continues to support the significance of the GJ&GRV as a whole.

Effects

At this time, no proposed project activities within the APE have the potential to directly affect the subsurface linear features associated with Segment 2, which are presumed to exist beneath the current pavement. As these potential historic features will remain undisturbed, the undertaking will result in **No Adverse Effect** (Figure 70).

If, during project implementation, activities are proposed that could result in ground disturbance sufficient to impact the subsurface rail components, CDOT will reinitiate consultation to evaluate potential effects and determine appropriate treatment in accordance with Section 106.

Figure 70. Proposed Improvements at 5ME.24074.2 – GJ&GRV



4.4.5 5ME.23913 – 857-859 Pitkin Avenue (C & F Food Store)

Description

The C & F Food Store and gas station is a one-story commercial property constructed in 1979 and located on the south side of Pitkin Avenue. The primary retail building is situated on a paved parcel within an automobile-oriented commercial corridor. The immediate setting consists of a paved forecourt, a fuel pump island (constructed after 1983), and associated commercial signage.

The food store building has a rectangular footprint and is constructed of concrete masonry units. It features a low-pitched front gable roof clad in raised-seam metal, which is concealed on the front elevation by a shallow false mansard parapet. The front elevation exterior wall is finished with brick veneer. A rectangular sign reading “C & F FOOD STORE,” with white lettering on a red background, is centered on the canopy. Beneath the canopy, the primary elevation consists of a continuous band of aluminum-framed plate-glass storefront windows and a centrally located glazed entry door. Secondary elevations are utilitarian in character and largely unadorned.

Located to the northwest of the food store building is a detached gas pump canopy supported by steel columns and capped by a flat roof with green and white fascia panels. Multiple fuel dispensers are arranged beneath the canopy, and a freestanding pylon sign near the street displays fuel branding, pricing information, and references to the C & F Food Store.

Overall, the property reflects a utilitarian late-twentieth-century commercial design characteristic of independent convenience stores constructed during the 1970s. The building does not exhibit a formal architectural style but demonstrates planning, massing, and design features typical of the period, including simplified forms, prominently placed signage, and an emphasis on vehicular access (Figure 71).

Figure 71. 5ME.23913 – 857-859 Pitkin Avenue (C & F Food Stores), View Northwest, May 2026



Significance

C & F Food Store is a locally established convenience store chain founded in 1979 by Carl J. Felts and Frank Childs, whose surnames provided the initials for the business name, reflecting the growth of independent, automobile-oriented retail enterprises in the Grand Valley during the late twentieth century. Felts was a local hotel manager, and Childs previously managed a Circle K store before the two partners established C & F Food Store. The store at 857 Pitkin Avenue was constructed in 1979 as a stand-alone convenience food store and represents an early, purpose-built facility associated with the company's expansion. By 1988, C & F Food Stores operated seven locations in the Grand Junction area, demonstrating sustained local growth. The Pitkin Avenue store did not originally include fuel service; gasoline sales were added after 1983, consistent with broader industry trends in which convenience stores increasingly incorporated fuel services to remain competitive. The store initially operated as a Conoco dealer and later transitioned to Sinclair branding.

The property is not significant under NRHP Criterion A. Although the C & F Food Store and gas station reflect late-twentieth-century automobile-oriented commercial development along Pitkin Avenue, research did not identify associations with events or broad patterns of history that have made a significant contribution to the history of Grand Junction or the Grand Valley. The property represents a common convenience store model that was already well established by the late 1970s and widely replicated throughout the region. The later addition of fuel services reflects a widespread industry trend rather than a locally significant development. The commercial activities historically and currently accommodated by the property do not demonstrate a meaningful association with significant themes such as transportation, economic development, or commercial innovation beyond its routine role as a neighborhood convenience store.

The property is not significant under NRHP Criterion B. Research did not identify associations with individuals whose activities were demonstrably important to local, state, or national history. While founders Carl J. Felts and Frank Childs were local business operators, they do not appear to have achieved documented historical significance, and the property is not directly associated with achievements that would elevate either individual to significance under National Register standards.

The property is not significant under NRHP Criterion C. The building does not represent the work of a master architect or designer, nor does it embody distinctive characteristics of a type, period, or method of construction. The design is utilitarian in nature, reflecting common late-1970s convenience store architecture characterized by simple massing, concrete masonry construction, applied brick veneer, minimal ornamentation, and an emphasis on signage and vehicular access. These features are typical of the period and lack architectural distinction, high artistic value, or the ability to convey broader architectural trends in a manner sufficient to support significance. The detached gas canopy and associated signage are likewise standard commercial features and do not contribute architectural distinction.

The property is not significant under NRHP Criterion D, as it is unlikely to yield information important to history. The construction materials, building forms, and site features are well documented for late-twentieth-century commercial properties in the region, and additional investigation is not expected to provide new or unique historical information.

The property does not meet the criteria for significance under any of the four National Register criteria and is therefore recommended **Not Eligible** for listing in the NRHP.

Effects

5ME.23913 – 857-859 Pitkin Avenue is located at the southwest corner of the Pitkin Avenue/South 9th Street intersection and encompasses three adjacent parcels. The property includes a commercial store building and a gas station canopy, both of which are surrounded by asphalt parking and circulation areas.

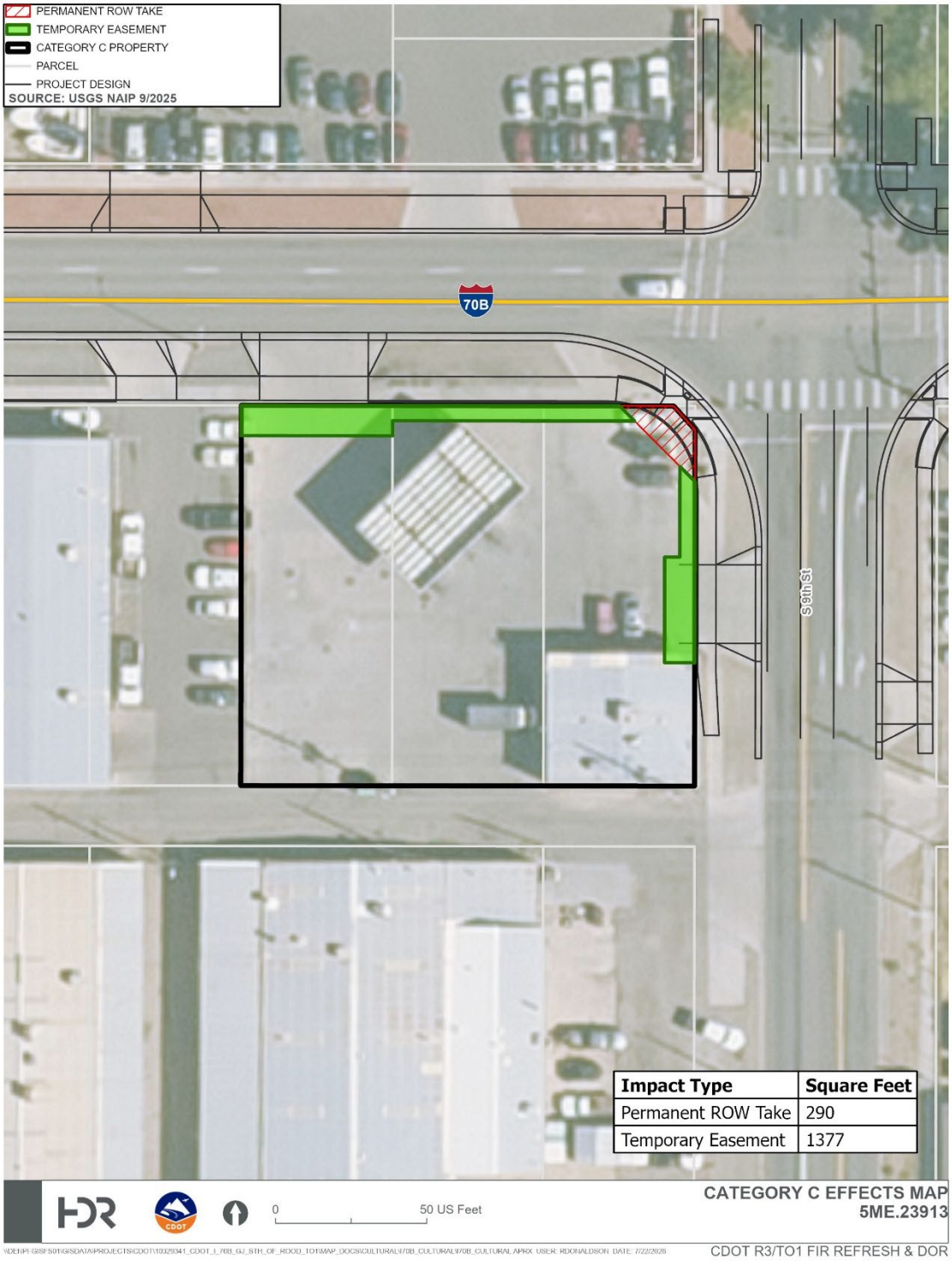
Proposed work at this location includes roadway repair along Pitkin Avenue, reconstruction of the sidewalk along the north and east parcel boundaries, barrier curb installation, and reconstruction of the north and east driveways. These improvements will require multiple TCEs totaling 1377 square feet and a small permanent ROW acquisition of 290 square feet for sidewalk reconstruction at the northeast corner (Figure 72).

Temporary construction-related effects may include dust, visual, and auditory disturbances; however, these impacts will be short-term and will not persist beyond the construction period. Upon completion, the reconstructed roadway, driveway, and sidewalk improvements will represent an indiscernible to negligible change from existing conditions. While the sidewalk modifications at the northeast corner will result in a minor change to the property's immediate setting, these changes will not affect any character-defining features of the building. The store building, in particular, is set well to the south of the proposed ROW acquisition and will not be directly impacted.

The proposed work will not alter any characteristics that could contribute to eligibility in a manner that diminishes integrity of location, design, materials, workmanship, feeling, setting, or association.

The property at 857–859 Pitkin Avenue has been evaluated as Not Eligible as part of the current study. Accordingly, the undertaking will result in a **No Historic Properties Affected** finding for 5ME.23913 – 857-859 Pitkin Avenue.

Figure 68. Proposed Easements and Improvements at 5ME.23913 – 857-859 Pitkin Avenue



4.5 Summary of Effects Recommendations

This survey identified 108 properties 45 years of age or older within the APE. Of these, 104 are *treated as eligible* for the NRHP for the purposes of Section 106, three were intensively surveyed

and determined Not Eligible for the NRHP, and 5ME.24074.2 – GJ&GRV was determined to support the NRHP eligibility of the larger linear resource. The proposed undertaking will not alter any of the characteristics that qualify the 104 properties treated as eligible, or the officially eligible 5ME.24074 – GJ&GRV, for listing in the NRHP.

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Appendix A.
OAHP Inventory Forms

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Resource Number: 5ME.23922
Temporary Resource Number:

OAHP1403
Rev. 9/98

COLORADO CULTURAL RESOURCE SURVEY

Architectural Inventory Form

Official eligibility determination
(OAHP use only)
Date Initials
Determined Eligible- NR
Determined Not Eligible- NR
Determined Eligible- SR
Determined Not Eligible- SR
Need Data
Contributes to eligible NR District
Noncontributing to eligible NR District

I. IDENTIFICATION

1. Resource number: 5ME.23922
2. Temporary resource number:
3. County: Mesa
4. City: Grand Junction
5. Historic building name: Union Carbide Nuclear Company – Western Colorado Headquarters
6. Current building name: Landmark Baptist Church
7. Building address: 1600 Ute Avenue
8. Owner name and address: Landmark Baptist Church of Grand Junction, Inc., 1600 Ute Avenue, Grand Junction, CO 81501

II. GEOGRAPHIC INFORMATION

9. P.M. Ute Township 1S Range 1W
NW ¼ of NW ¼ of SE ¼ of SW ¼ of section 13
10. UTM reference
Zone 12 ; 712272 mE 4326987 mN
11. USGS quad name: Grand Junction
Year: 2019 Map scale: 7.5' X 15' _____ Attach photo copy of appropriate map section.
12. Lot(s): _____ Block: _____
Addition: _____ Year of Addition: _____
13. Boundary Description and Justification: The extent of legal boundaries: 1600 Ute Avenue is part of the Area 10 Spec Purpose subdivision on parcel number 2945-133-00-046. It is located on the north side of Frontage Road. Frontage Road is a relatively short roadway extending from South 15th Street to Main Street at its northeast end and was likely constructed in the late 1950s as support infrastructure for the Union Carbide research complex and a few other nearby commercial developments. The parcel contains three buildings—a church, a pole building, and a small utilitarian building along the eastern portion of the site. These are set back from the roadway and separated from Frontage Road by landscaped areas, xeriscape treatments, and modern parking and circulation infrastructure. The western boundary of this parcel is South 15th Street. The southern boundary is Frontage Road. The eastern boundary is 1700 I-70 Business Loop #6. The northern boundary is a series of commercial parcels fronting a portion of South 17th Street where it diverts to an east-west gravel alleyway. The legal parcel description is: BEG 82.6FT S 89DEG57' E FROM NW CORSE4SW4 SEC 13 1S 1W UM S 300.16FT S 47DEG52' E 67.10FT ALG CRV TO L RAD 1073FT CHD BRS N 71DEG26' E 427.8FT N 59DEG56' E 415.30FT N 89DEG57' W 814.75FT TO POB EXC BEG 670.6FT S 89DEG57' E FROM NW COR SE4SW4 SEC 13 1S 1W UM S 89DEG57' E 226.8FT S 59DEG56' W 192.7FT N 31DEG49' W 113.85FT TO POB.

III. Architectural Description

14. Building plan (footprint, shape): Irregular (Church Building)

15. Dimensions in feet: Length 149 feet x Width 175 feet

16. Number of stories: Two

17. Primary external wall material(s): Concrete Masonry Units

18. Roof configuration: Flat (varied height)

19. Primary external roof material: Rubber Membrane

20. Special features: Long, rectilinear massing beneath a low, flat roof, with horizontal ribbon window bands within shallow recessed bays of symmetrical paneled walls and concrete masonry unit end caps typical of mid-century corporate design.

21. General architectural description:

Developed in 1957 as a three-building, mid-century Modern campus, the property originally comprised a two-story, T-shaped office building at the west, a two-story, rectangular laboratory building at the center, and a small, one-story, rectangular support building at the east. Aerial views from 1958 show the building group set within manicured lawns and a curvilinear pedestrian path system, with parking concentrated at the north and west perimeters. The west office served as the architectural anchor, presenting long, rectilinear massing beneath a low, flat roof, with horizontal window bands within shallow recessed bays of symmetrical paneled walls and concrete masonry unit end caps typical of mid-century corporate design. The center laboratory echoed the office's scale and materials and cadence. The east building was a much more modest flat-roofed service building.

Between 1973 and 1983, the office building acquired one-story additions on the west and north, greatly enlarging the footprint while leaving the original two-story volumes visible above. Between 1983 and 1993, the central laboratory was removed, opening the campus core to hardscape and surface parking. In 2022, a large metal-clad pole building was constructed at the former location of the lab building, where inter-building views had formerly connected the office to the lab and the small east building. Most historic lawn areas and the pedestrian path network have been replaced by expanded asphalt circulation and parking. Today, the surviving two-story west office building remains the principal resource. It retains its flat roof, CMU wall planes, and ribbon-style glazing, while the later one-story wings read as clearly differentiated additions but with similar glazing, panel, and wall bay patterns. The small concrete block east building persists in its utilitarian condition but is visually subordinated by the newer pole building, fencing, and parking.

22. Architectural style/building type: Modern Movements

23. Landscaping or special setting features: The property is located on the north side of Frontage Road, west of South 15th Street. Frontage Road is a relatively short roadway extending from South 15th Street to Main Street at its northeast end and was likely constructed in the late 1950s as support infrastructure for the Union Carbide research complex and a few other nearby commercial developments. The parcel contains three buildings—a church, a pole building, and a small utilitarian building along the eastern portion of the site. These are set back from the roadway and separated from Frontage Road by landscaped areas, xeriscape treatments, and modern parking and circulation infrastructure.

24. Associated buildings, features, or objects: Three buildings—a church, a pole building, and a small utilitarian building along the eastern portion of the site.

IV. ARCHITECTURAL HISTORY

25. Date of Construction: Estimate: _____ Actual: 1957

Source of information: The Daily Sentinel, Grand Junction, Colorado, "1957—Another Year of Decision for Union Carbide", Display Advertisement: January 22, 1958:4; Mesa County Assessor

26. Architect: Unknown

Source of information:

27. Builder/Contractor: Unknown

Resource Number: 5ME.23922
Temporary Resource Number:

Source of information:

28. Original owner: Union Carbide Nuclear Company

Source of information: The Daily Sentinel, Grand Junction, Colorado, “1957—Another Year of Decision for Union Carbide”, Display Advertisement: January 22, 1958:4

29. Construction history (include description and dates of major additions, alterations, or demolitions): The property was developed in 1957 as a three-building, mid-century Modern campus, and originally comprised a two-story, T-shaped office building at the west, a two-story, rectangular laboratory building at the center, and a small, one-story, rectangular support building at the east. Between 1973 and 1983, the office acquired one-story additions on the west and north, greatly enlarging the footprint while leaving the original two-story volumes visible above. Between 1983 and 1993, the central laboratory was removed, opening the campus core to hardscape and surface parking. In 2022, a large metal-clad pole building was constructed at the former location of the lab building, where inter-building views had formerly connected the office to the lab and the small east building. Most historic lawn areas and the pedestrian path network have been replaced by expanded asphalt circulation and parking. Today, the surviving two-story west office remains the principal resource. The small concrete block east building persists in its utilitarian condition but is visually subordinated by the newer pole building, fencing, and parking.

30. Original location _X_____ Moved _____ Date of move(s):

V. Historical Associations

31. Original use(s): Industrial: Office/Laboratory

32. Intermediate use(s): Commercial: Office

33. Current use(s): Religious

34. Site type(s): Three building complex

35. Historical background:

The City of Grand Junction officially incorporated in 1882 and formed a municipal government. Rail service followed shortly thereafter when the Denver and Rio Grande Railroad arrived that fall. The town developed quickly and served as a trading center for miners and farmers located throughout the Grand Valley. Local farmers played a key role in the business development of Grand Junction, supplying not only goods for sale but also ready markets for the town’s new businesses. Within a year, downtown Grand Junction emerged as the principal supply center for local miners, farmers, and ranchers. Town development was further enabled by a variety of transportation systems including rail and horse-drawn wagon over newly developing supply roads (Alexandroff et al,1995).

Grand Junction quickly grew as a major shipping and distribution center for agricultural products and, as such, downtown evolved into the region’s primer business district. Colorado Avenue was the town’s first major commercial center. In 1882, Colorado Avenue featured a general store and a hotel. Other early businesses included saloons and shops sometimes operating out of stone and/or wood-frame buildings but, more often than not, they conducted business out of tents and other temporary structures. That year, a sawmill was established to process river cottonwood trees for building construction. The December 2, 1882, edition of the Grand Junction News reported that the town contained “three butcher shops, five grocery and merchandise store, two bakeries, four clothing stores, two hotels, eight restaurants, twenty saloons, one hardware store, one drug store, one bank, four livery and transfer stables, two lumber yards, one furniture store, three blacksmiths shops and one printing office, and a good representation of the professions, trades and laborers.” With this huge boom in commercial building came an equally large boom in residential development. The town’s commercial areas expanded north from Colorado Avenue to Main Street. Most residential neighborhoods at this time were being constructed to the north and east of downtown. Infrastructural improvements included electric lights (in operation by 1888), a horse-drawn streetcar system was established in 1890 and, by the end of that year, the downtown area featured sidewalks. Also near downtown, a flour mill was built in 1887, the Durham Stockyards were established in 1894, and the Colorado Sugar Manufacturing Company (later acquired by Holly Sugar) was there in 1899. In addition to the commercial development taking place in downtown, Grand Junction’s early prosperity was greatly assisted by Denver & Rio Grande Railroad which

established Grand Junction as a major division point of the railroad—establishing repair and maintenance shops that provided employment (Alexandroff et al.1995).

With a growing population and a stable outlook for the new town, cultural activities started to flourish. Locals established literary societies, churches, fraternal lodges, bands and orchestras, and acting troops. Musicals and plays became a regular pastime for town residents. In 1892, the large and ornate Park Opera House opened was at 430 Ute Avenue, directly facing the new park (what would be named Whitman Park). The site of the opera house is now the parking lot for the Museum of Western Colorado. The Opera house remained in service until the 1920s and featured theatrical events, lectures, concerts, and traveling acting companies—including appearances from the Barrymores and the vaudeville act known as the Four Cohans (museumofwesternco.com 2022).

By 1900, Grand Junction had become a small city of 3,503. And it could boast almost all the same types of societal and cultural attributes, businesses and industries, and forms of transportation as many other larger cities throughout the U.S. However, as its population grew, and it evolved from a frontier town to a stable community of families, education became a priority. The original town plat had established specific lots dedicated to school buildings and these were located adjacent to the original plat's four public parks. The Park School, (the name would eventually be changed to Emerson Grade School) was built in 1903 at 9th Street and Ute Avenue—directly across the street from the park that would become Emerson Park—due east of the current project APE (Buckley 1990).

Construction throughout town continued at a rapid pace. In 1904, over $500,000 was spent on new buildings. The next year, at least one hundred new homes were built, each costing between $1,500 to $6,000. Also in 1905, at least $600,000 was spent on commercial building construction including the development of two large business blocks and a new electric plant. This growth impacted every industry in Mesa County and the Grand Valley. The region's fruit growers reported a "banner crop" in 1905 and the Chamber of Commerce doubled its membership. Grand Junction's estimated population was 7,000 (Ashbeck 1992).

As the first decade of the twentieth century ended, Grand Junction was coming to resemble a small city. Downtown Grand Junction boasted several large commercial buildings including the Margery Building and the new D&RG railroad depot (1906), the Schiesswohl Building (1908), and, in 1910, the five-story First National Bank Building. Of course, several saloons and gambling establishments were part of downtown life as well (Alexandroff et al.1995). In 1910, Grand Junction's population was 7,754— a 120 percent increase in one decade.

Often called "The Roaring Twenties," Grand Junction's experience during these years can best be characterized as uncertain due to the decline in its two principal industries, fruit and coal mining. In 1922, the city adopted the council and city manager form of government that continues to the present day. There continued to be a lot of building construction, including a new courthouse, the Avalon Theatre, and several schools. The population reached 8,665 by 1920— an increase of nearly 12 percent from 1910. This influx of residents necessitated the construction of new homes. In response to demand, local lumber companies began erecting new dwellings for rent or for sale on credit (museumofwesternco.com 2022; Reid 2006, 33; Rait 1988, 12).

People continued to arrive in the valley with the hopes of making their fortunes in mining or the fruit industry, only to find that these markets were only experiencing a temporary boom associated with WWI demand. This prosperity did not last long (Reid 2006, 33; Rait 1988, 8). As one historian notes:

> Over the years other mines opened and closed around Grand Junction but it was World War I that led to increased coal production, reaching its highest level in 1918. Because of their small size most of the Mesa County mines were not unionized and during 1918 and 1919 coal miner's strikes in other Colorado fields coupled with heavy wartime demand caused increased output in the valley. This prosperity was short-lived. The War's end, along with the abandonment of the Colorado Midland Railroad in 1919, resulted in temporary curtailment of coal mining around Grand Junction (Reid 2006, 33-34; Mehls 1982).

Unfortunately, these two principal sectors of Grand Junction's economy, agriculture and mining, declined nationally in the years following the war (Mehls 1982; Reid 2006, 34).

Significant changes in modes of transportation also occurred during this time. Busses replaced streetcars and private automobile use was on the rise. In response to demand, in 1925, local business leader Ray Schiesswohl opened the Super Service Station at 6th and Colorado (later called Schiesswohl Oil). Also in 1925, Grand Junction Junior College (now Colorado Mesa University) was established in the old Lowell School at 5th Street and Rood Avenue (The college is now located at 12th Street and North Avenue where it moved in 1940). And despite adverse economic conditions, many other new construction projects and business ventures continued. For example, in March 1922 a group of locals incorporated the Grand Junction Clay Products Company. By the end of the decade this brick plant was producing much of the bricks and tile used to build local homes and businesses (museumofwesternco.com 2022; Reid 2006, 34-35; Rait 1988, 13; Alderman 1994, 17-18).

The Great Depression of the 1930s affected all Americans, but Grand Junction weathered the economic decline better that much of the nation. By the 1930s, Grand Junction's population was around 10,000. This region of Colorado was not highly industrialized at the time, and "this added a degree of stability during the Depression." Furthermore, the D&RGW Railroad (D&RG re-incorporated in 1920 under the new name Denver & Rio Grande Western) provided steady employment for many of Grand Junction's citizens; and despite layoffs, D&RGW's payroll helped keep the local economy relatively stable—at least early on in the decade (Reddin 1986, 3; Reid 2006, 35-36).

Eventually, however, the ongoing effects of the declines in the fruit and some of the mining industries began to slow growth. Insect infestation, competition from California growers, rising labor and transportation costs, and a decimated national market eventually reverberated through the region's fruit industry. Also, the precious metals mining industry declined, which adversely affected the wholesale and retail businesses of Grand Junction. Coal mining, however, began to recover from its 1920s losses during this period and grew to become a major industry in the area. Because of this, Grand Junction became a regional hub for mine owners and mining supplies (Alexandroff et al 1995).

Grand Junction, like the rest of the U.S. during WWII, grew accustomed to living under war-time rationing of sugar, coffee, and gasoline. Speed limits around town were reduced, and to save on fuel, few people traveled beyond the city limits. If a family was lucky enough to own a car, these cars could not be repaired easily or maintained due to the scarcity of replacement parts. But the impact of the automobile on Grand Junction's built environment had become readily apparent. This era saw major changes in area transportation patterns that began trending away from railroad use with the construction of more and better roads and highways. With the need to store and protect new vehicles, most dwellings were built with detached single-car garages or carports. Older properties often incorporated new garage buildings (usually located behind the principle dwelling and accessible via the ally). By 1940, the city's population had increased to approximately 12,500, a 22 percent increase from 1930 (Lindeman 1997, 2; museumofwesternco.com 2022; Reid 2006, 36; Mehls 1982).

The rise of automobile culture in Grand Junction led to more of a diffusion of commercial enterprises throughout the city and this caused a shift away from downtown as the primary commercial center in the city. As such, the historic downtown became a less desirable location for businesses and began to go into decline. The buildings of the period reflect this shift away from downtown. Areas outside of the city center, especially along Highways 6, 50, and 24, became popular locations for gas stations, auto dealerships, auto repair shops, restaurants, hamburger drive-ins, and motels. Many of these new commercial and retail buildings were constructed with long, low proportions in the strip-mall form because space was no longer a constraint. In 1947, the town's first drive-in movie theater, the Starlight, opened. Loyd Files built the Starlight at 24th Street and North Avenue and this was the second drive-in theater in the state (Reid 2006, 37-38).

Following the war, a rapidly growing consumer economy emerged in Grand Junction. As the city:

grew in size and prosperity….the number of cars on the road grew. By the end of the forties, gas rationing ended, speed limits were raised and a record number of cars crowded the roads. In 1949 the number of cars licensed in Mesa County increased by 1,900 and by 1950, that number had risen by another 1,500….Many people bought a second car…(Lindeman 1997, 5; Reid 2006, 37).

World War II ended the Great Depression for the Grand Junction area's farmers, businesses, and regional mining enterprises. Wartime demand for food production, transportation, and labor virtually eliminated unemployment. Farming, especially in Mesa County, continued to be the principle economic driver. During this time, Mesa County led Colorado in fruit production. And area fruit growers had gained national recognition for the quality of their produce (Mehls 1982; Struthers 1963, 1 and 6; Smith 1949, 113).

Also during WWII, Grand Junction experienced an economic boom associated with Uranium mining and the nation's intra-war Manhattan Project and associated nuclear weapons production and armament. This new economic driver led to a huge population increase and a resultant expansion of city limits. Many new homes were built to accommodate the increased population from the mid-1940s through the 1950s. By 1947, the Atomic Energy Commission (AEC) established the Grand Junction Projects Office in town. The AEC offered area miners incentives and rewards for the discovery of quality uranium ore, and "amateur prospectors could send 55 cents to the U.S. Government Printing Office for a how-to pamphlet, buy a Geiger counter in Grand Junction or Moab, Utah, and set out in search of yellow carnotite ore" (Abbott et al 1982, 307; Reid 2006, 36-37).

In 1950, Grand Junction's population reached 14,500, a 16 percent increase from 1940. Rail passenger and freight service continued to decline in the area as more and more roads were built, more people acquired cars, and commercial shipping came to rely more on trucks. Perhaps the most significant cause for this shift was the massive highway and interstate construction campaign begun during the Eisenhower administration. Businesses often found it easier, cheaper, and more convenient to "load trucks at a warehouse or plant and have these items transported directly to the recipient, rather than ship part way by rail, only to have the material unloaded from the train and then hauled by truck." Area business grew considerably during the 1950s. Grand Junction's wholesale companies that supported almost all of western Colorado, were second only to Denver in the size and scope of their business (museumofwesternco.com 2022; Reading Club of Rifle, Colorado 1973, 227).

The availability of affordable automobiles and a robust post-war/Cold War economy ushered in "a period of infrastructure investment and expansive growth, leading, within a few decades, to paved and well maintained roads that connected ever expanding cities." In 1956, the new Interstate Highway System was authorized by Congress under the Federal Aid Highway Act. President Dwight D. Eisenhower championed the legislation as critical to the country's national defense and argued that the extant two-lane blacktop highway system was "insufficient for moving military equipment and troops if needed." The result was a proposed 42,500-mile highway and interstate system that would connect population centers to "areas of national strategic importance" (CDOT 2002; Clinco 2009).

Grand Junction, like so many other cities and towns in the West, became an easy-to-reach destination. The city grew in all directions and cars provided freedom and led to the development of new auto-related infrastructure throughout town. By 1956, Grand Junction hosted several motels and many car-related enterprises including gas stations, car washes, car dealers and showrooms, and auto repair shops on or near Pitkin Avenue and Ute Avenue. National gasoline companies like Gulf, Texaco, and Phillips 66, to name a few, insisted upon standardized building designs and required franchisees to prominently display corporate logos, use particular color palates, and provide a standard set of services. Building designs tended to follow the popular international style and utilized abundant glass and concrete block laid out with clean lines and futuristic storefronts (Jones 2003; Clinco 2009; Powell 2011; Randl 2008; Reid 2006, 38-39; History Colorado 2022).

Also during this time, uranium extraction became a huge economic driver for Grand Junction. Uranium mines were developed in the surrounding area and the ore was brought to Grand Junction to be processed and shipped. Local boosters began calling the city the "Uranium Capital of the World," and this claim, along with an artistic rendering of an atomic particle, could be found on official city stationery, signs around town, and police car doors. The uranium boom brought to Grand Junction a large influx of prospectors, geologists, and other professions in support of the industry. The AEC expanded its local programs with a new uranium processing mill in town. And the Grand Junction area was soon home to at least 35 mining companies—some of them major national mining corporations. By 1960, mining had become the county's second largest employer after agriculture (Reid 2006, 39; museumofwesternco.com 2022; Alexandroff et al 1995; Struthers 1963, 6).

However, despite the economic boom and the influx of new residents to the area, the residential character in the south part of downtown began to diminish. New arrivals to the Grand Junction area chose to live in newer tract housing developments outside of the old city center. There was high demand for this type of housing and new subdivisions sprouted up all over Grand Junction and surrounding areas. With this, the area around downtown, and particularly along Pitkin and Ute Avenues, began to shift away from residential space to become more commercially oriented. This trend would continue throughout subsequent decades up to the present day. Newer tract developments provided Grand Junction's growing middle-class with inexpensive housing—and houses in these developments eschewed the Victorian, Craftsman and Tudor details of earlier downtown homes in favor of simple rectangular plans and low-pitched hip roofs. This pattern of residential development away from city centers was happening all over the nation, completely changing the way Americans lived and worked and often to the detriment of downtown spaces all over the country (Reid 2006, 40).

Grand Junction grew at a tremendous rate during the 1950s and the uranium prospecting boom continued until 1957 when the AEC decided that they would no longer subsidize the development of new mining prospects and would only purchase ore from established operations. This abruptly ended the uranium boom in the Grand Valley and the influx of new prospectors to the area. However, Uranium continued to be a significant part of the local economy for years to come (Reid 2006, 42).

In 1960, Grand Junction had grown to around 18,700 residents, a near 29 percent population increase from 1950. One popular and unique initiative early in the decade was to find a way to revitalize the aging and neglected downtown area. In spring of 1962, the city (with the help of government grants) implemented "Operation Foresight," a major redevelopment of downtown Main Street. Improvements included new, wider sidewalks, a narrowed serpentine street, extensive landscaping (large planters, trees, and flower boxes), covered benches, and more parking. Upon completion of the project, in May 1963, Look Magazine awarded the city with "All America City" recognition for the new downtown "shopping park." At the time in the United States, a downtown revitalization project like this was very uncommon and it helped refocus attention to downtown businesses after years of marginalization (museumofwesternco.com 2022; Alexandroff et al 1995; Reid 2006, 38).

In 1965, Interstate 70 reached Grand Junction from the west with the completion of the interchange at Horizon Drive. I-70 skirted the city along the north side and the principal route completely avoided the downtown area. However, by 1966, the I-70B route through downtown was complete. The new interstate shared much of its principal route and business loop with Highway 6 and Highway 50. At Exit 26 to the northwest of town, Highway 6 crossed over I-70 from the north to the south side and continued east to join Highway 50 and I-70B toward downtown. The three routes then headed southeast as an expressway, where at North Avenue an interchange was built, and Highway 6 continued east along North Avenue. I-70B/Highway 50 continued southeast to 1st Street as a four-lane commercial boulevard (expressway) to the one-way couplet of Pitkin and Ute Avenues through downtown Grand Junction. At the intersection of Ute/Pitkin and 5th street in downtown, Highway 50 turned south and out of Grand Junction. I-70B continued east along the couplets of Ute/Pitkin until at 14th Street the business loop again became an expressway. I-70B then rejoined Highway 6 at Fruitvale, northeast of downtown. The two roads continued northeast and rejoined I-70 at Clifton (Exit 37). By 1989, all of Mesa County's I-70 construction projects were complete. However, I-70 through Glenwood Canyon, the final link in the national interstate system, would not be finished until the early 1990s (museumofwesternco.com 2022; MESalek.com 2006)

The arrival of the I-70B along Ute/Pitkin Avenues significantly altered the architectural character of this part of downtown. Once predominantly residential, these avenues between 1st Street to the west and 14th Street to the east became predominantly commercial properties. In particular, the route east of 5th Street has seen most of its residential properties demolished or replaced with commercial buildings. Most of these replacement commercial properties were relatively simple, functional structures that served as retail storefronts, offices, or warehouses. Most new commercial buildings were single-story rectangles or simple shapes. They featured flat or low-pitched gable roofs with little-to-no ornamentation and either plain, nearly flush fascia (close rakes) or overhanging boxed-in soffits or eaves. Concrete block and metal siding predominated. Many of the commercial buildings were auto related. Today, the area has multiple auto repair shops, detail shops, parts stores, gas stations, and car washes dating to

within the historic period. Interspersed among these newer commercial buildings is the occasional residential remnant.

During the 1970s, the city's boundaries continued to expand beyond the original downtown area, and while the commercial center around Main Street largely retained its historic character, the southern portion of the original town plat, especially along Ute and Pitkin Avenues, continued to evolve more and more into a commercial and light industrial corridor. Since most of the town's residents now lived in newer suburbs away from this older part of town, architecture became highly utilitarian, functionalist, reductive, and auto-friendly; with several instances of entire city blocks of residential neighborhoods demolished to construct simple commercial buildings and large parking lots. In many instances during the 1970s, Queen Anne, Craftsman, Minimal Traditional, and other early twentieth century-type dwellings, once part of the old and mostly residential neighborhoods, found themselves adjacent to, up against, or encompassed by large unadorned or minimally adorned commercial buildings. As a result of this, by 1980, the entire corridor's built environment looked and felt more haphazard than planned—and this trend continues to this day. With this part of downtown shifting away from residential space, the entire look and feel of the corridor shifted to a place of utilitarian convenience—a place to simply conduct business before getting in the car and driving back to the suburbs. The construction of I-70B appears to be a principal cause of this shift in the historic built environment since the business loop increased traffic and improved access to this part of town. Historic aerial maps and county parcel records show that this trend dramatically increased following the arrival of I-70 and its business loop (I-70B). And the presence of this large and busy expressway, continuously feeding this part of Grand Junction with auto traffic promises to further encourage this trend into the future. It is also worth noting that many of the remaining historic residential properties are in advanced states of disrepair and many appear abandoned.

In 1970, Grand Junction had a population of 20,000, only an 8 percent increase from 1960. And while the uranium industry continued its decline that began in the 1960s, the 1970s saw huge corporate investment in the development of shale oil and natural gas projects in the area. Grand Junction's prospects greatly improved when Exxon located one its regional headquarters in town. Early in the decade, U.S. oil consumption steadily increased while domestic production dwindled. The economic vulnerabilities caused by this foreign-dependent consumption became clear in 1973 when the Organization of Petroleum Exporting Countries (OPEC) instituted an oil embargo. While the embargo caused fuel shortages and higher prices for much of the country, it also created business opportunities for oil producing regions like the Grand Junction area. As a result, Grand Junction's population exploded during the decade with a nearly 39 percent increase. (museumofwesternco.com 2022; Alexandroff et al 1995; Reid 2006, 43-44; Jones 2016, 8-1.).

Oil prices remained high throughout the 1970s. However, significant price declines early in the 1980s resulted in Exxon's abrupt decision to abandon its investment in the region. The loss of Exxon took a significant toll on the local economy. And considering its high production costs, the shale oil industry was no longer viable. (museumofwesternco.com 2022; Alexandroff et al 1995; Reid 2006, 43-44; Jones 2016, 8-1.).

Today, Grand Junction has a population of around 65,500 (2020 Census) and is still the region's primary city. Its agricultural economy, supplemented by a large tourism industry, continues to thrive. Furthermore, it has become a popular place to live for retirees and this has become a significant economic driver for the region.

Union Carbide and its predecessors/subsidiaries (U.S. Vanadium; later Umetco) were central private actors in western Colorado's uranium/vanadium economy, operating major facilities at Uravan (a mill and company town active from the 1910s through the Cold War) and at Slick Rock, where Union Carbide began operating a mill in 1957 that upgraded ore for further processing at Rifle, Colorado (CDPHE, n.d.; DOE, 2022). Grand Junction itself—through the Manhattan Engineer District refinery (1943–1946) and later Atomic Energy Commission (AEC) programs—evolved into a national hub for domestic uranium procurement, pilot milling from 1953 to 1958, and assay/sampling operations, creating the federal framework in which corporate headquarters like Union Carbide's coordinated exploration, mining, upgrading, and milling across the Plateau (Colorado Encyclopedia, n.d.; DOE Office of Legacy Management, 2026; U.S. Department of Labor, 2013). This office at 1600 Ute Avenue served as the headquarters and laboratory for the region's mining and milling operations in Grand Junction, Rifle, Slick Rock, and

Uravan, Colorado and Green River, Utah. After Union Carbide's departure in the mid 1970s, the complex transitioned to multi tenant commercial office use, with incremental interior and site adaptations to accommodate a changing roster of occupants. In 2009, the property was rezoned and converted to religious use; it continues in that function today, with subsequent site alterations—including expanded parking and the 2022 pole building.

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VI. SIGNIFICANCE

37. Local landmark designation: Yes _____ No ___X___ Date of designation: _____

    Designating authority:

38. Applicable National Register Criteria:

___X___ A. Associated with events that have made a significant contribution to the broad pattern of our history;

_____ B. Associated with the lives of persons significant in our past;

_____

_____ C. Embodies the distinctive characteristics of a type, period, or method of construction, or represents the work of a master, or that possess high artistic values, or represents a significant and distinguishable entity whose components may lack individual distinction; or

_____ D. Has yielded, or may be likely to yield, information important in history or prehistory.

_____ Qualifies under Criteria Considerations A through G (see Manual)

_____ Does not meet any of the above National Register criteria

39. Area(s) of significance: Industry
40. Period of significance: 1957 through the mid-1960s, aligning with the apex of regional uranium production.
41. Level of significance: National _____ State _____ Local ____X____
42. Statement of significance: The property is significant Under Criterion A at the local/regional level for association with the postwar uranium boom and Union Carbide's corporate administration and research in western Colorado. Established in 1957, the headquarters functioned during the period when Grand Junction and the Uravan Mineral Belt supplied ore and concentrates to national nuclear weapons and energy programs. The period of significance is 1957 through the mid 1960s, aligning with the apex of regional uranium production.

    Research into past ownership indicates that the property is not associated with individuals important to history and it is therefore not significant under Criterion B.

    The office illustrates mid-century Modern corporate design (flat roof, paneled ribbon glazing, recessed bays, and concrete block construction). However, the building is of common design, lacks distinction, and does not self-evidently convey the significant themes associated with the development of the area. Furthermore, the loss of the central lab, the one-story office additions (1970s–1980s) that reconfigured the ground-level plan, the removal of designed landscaping and pedestrian paths, and the construction of a large 2022 pole building substantially diminish the property's ability to convey the original 1957 headquarters composition. On balance, while the office building alone may modestly illustrate mid-century corporate design, the headquarters as a multi-building ensemble is not maintained and no longer represents a noteworthy example of the property type. This property does not represent the work of a master architect, nor does it embody distinctive characteristics of a type, period, or method of construction, nor does it possess high artistic values. The property is therefore not significant under Criterion C.

    The property and its construction are well understood and not likely to yield additional important information in history; therefore, the property is not significant under Criterion D.

43. Assessment of historic physical integrity related to significance: The headquarters remains at its original site and continues to convey an association with the mid-century uranium industry in western Colorado, albeit now through one of the original primary buildings and a reorganized site plan. Regarding design, materials, and workmanship, the two-story west office retains its essential modernist massing, horizontal window bands, flat roof, panels, recessed bays, and concrete block walls; however, the 1970s–1980s one story additions alter the original T plan at grade and introduce later materials and detailing along the principal elevations. More critically, the demolition of the two-story central laboratory (between 1983 and 1993) removed one of the three defining elements of the original 1957 composition. The 2022 pole building further obscures the historic west to east spatial sequence and view corridors. Collectively, these changes diminish integrity of design, materials, and workmanship for the property as a whole. The loss of the manicured lawns and pedestrian paths and the conversion to extensive surface parking erodes the original campus feeling and the property's mid-century corporate ambiance. The setting now reads as a contemporary institutional/parking complex rather than a landscaped headquarters campus.

VII. National Register Eligibility Assessment

44. National Register eligibility field assessment:

    Eligible _____ Not Eligible ___X___ Need Data _____

45. Is there National Register district potential? Yes _____ No ___X___

    Discuss: Although this property retains associations with the mid-century uranium industry, it does not possess historic district potential either individually or as a contributor to a larger district. The property was originally designed

as a cohesive, multi-building corporate campus with integrated landscaping, circulation patterns, and spatial organization that conveyed its historic function and setting. Subsequent alterations—including demolition of the central laboratory building, construction of substantial additions, removal of designed landscape features, and introduction of a large modern pole building—have significantly compromised the integrity of design, setting, feeling, and association of the complex as a unified whole.

Within the surrounding landscape of mixed commercial and residential development, the property does not contribute to a discernible concentration of resources that collectively convey a cohesive historic theme, period, or pattern of development. Adjacent properties reflect varied uses, construction periods, and levels of integrity and do not form a unified historic context with this resource. As a result, the property lacks the integrity and contextual relationships necessary to support district eligibility or to contribute to a potential historic district.

If there is National Register district potential, is this building: Contributing _____ Noncontributing _____

46. If the building is in existing National Register district, is it: Contributing _____ Noncontributing _____

VIII. RECORDING INFORMATION

47. Photograph numbers: I 70b Phase 8\East\Ute AVE\even\1600 (479-488; 83-92; 97-115; 145-150)
Negatives filed at: HDR

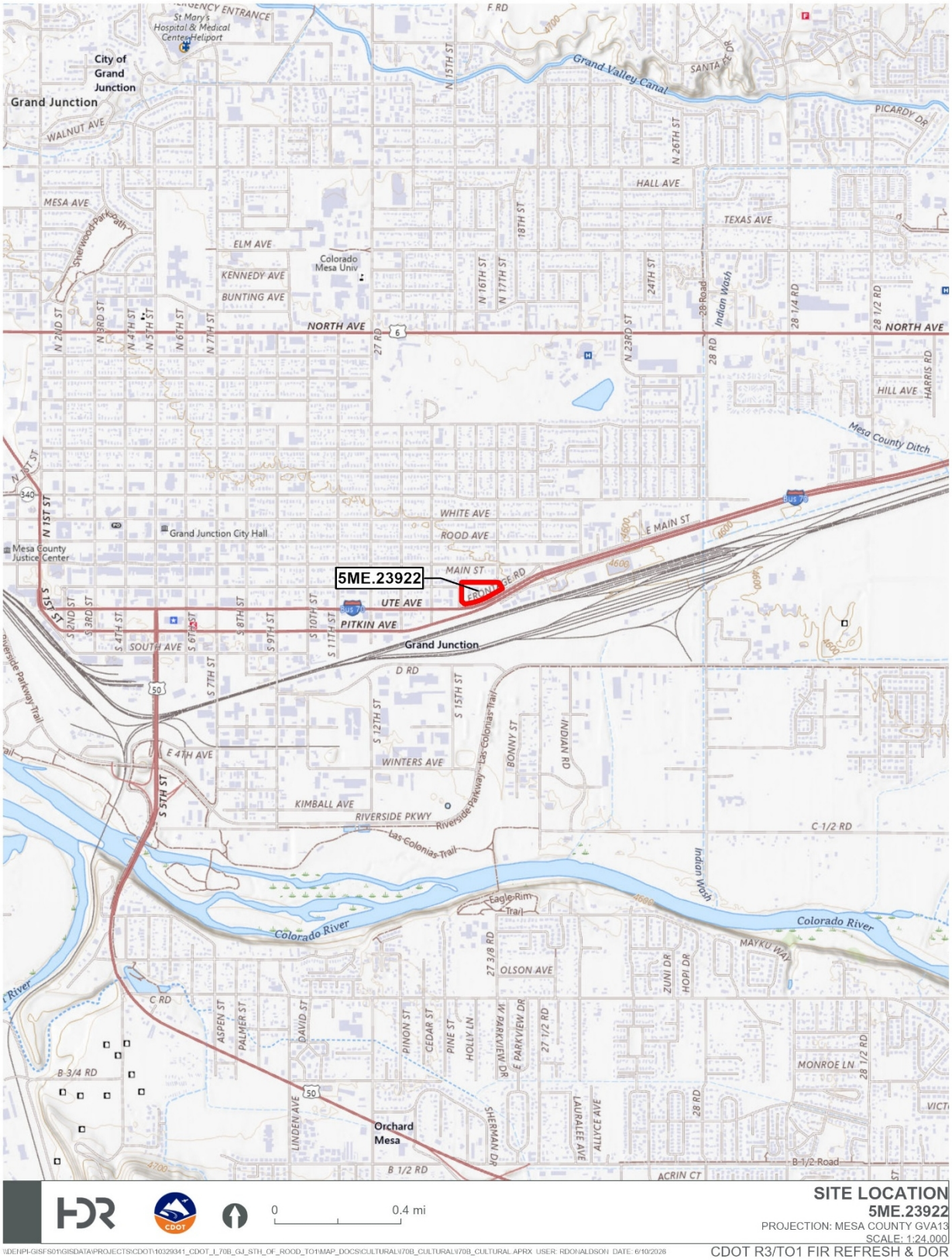
48. Report title: Section 106 Determination of Eligibility and Effect Analysis for the Re-Evaluation of I-70B Corridor Traffic Improvements
49. Date(s): June 2026
50. Recorder(s): John Ferguson
51. Organization: HDR
52. Address: 1679 Broadway, Suite 3400 Denver, CO 80202
53. Phone number(s): 970-416-4413

NOTE: Please include a sketch map, a photocopy of the USGS quad map indicating resource location, and photographs.

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

Resource Number: 5ME.23922
Temporary Resource Number:

5ME.23922 location map.



Resource Number: 5ME.23922
Temporary Resource Number:

5ME.23922 sketch map.



5ME.23922 photographs



Figure 1. 1600 Ute Avenue. View northwest (479.jpg).



Figure 2. 1600 Ute Avenue. View northeast (480.jpg).



Figure 3. 1600 Ute Avenue. 2022 Pole Building. View north (107.jpg).



Figure 4. 1600 Ute Avenue. Support building. View northeast (110.jpg).



Figure 5. 1600 Ute Avenue. Support building. View northwest (86.jpg).

Management Data Form

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

1. **Resource Number**: 5ME.24074.2.

2. **Temporary Resource Number**:

3. **Attachments (check as many as apply)**

☐ Prehistoric Archaeological Component
☐ Historic Archaeological Component
☒ Linear Component
☒ Sketch/Instrument Map (required)
☒ U.S.G.S. Map Photocopy (required)
☒ Photograph(s) (required)
☒ Other, specify:

4. **Official determination (OAHP use only)**

☐ Determined Eligible NR\SR
☐ Determined Not Eligible NR\SR
☐ Nominated
☐ Need Data NR\SR
☐ Contributing to NR Dist.\SR Dist.
☐ Not Contributing to NR Dist.\SR Dist.
☐ Supports overall linear eligibility NR\SR
☐ Does not support overall linear eligibility NR\SR

I. IDENTIFICATION

5. **Resource Name**: Grand Junction and Grand River Valley Railway (GJ&GRV). Aka the Grand Junction Street Car Company (later the Grand Junction Street Railway Company), 1890-1903 (Horse Streetcar Lines) and the Grand Junction and Grand River Valley Railway (Electric Streetcar Line), 1908-1935

6. **Project Name/Number**: Section 106 Determination of Eligibility & Effect Analysis for the Re-Evaluation of I-70B Corridor Traffic Improvements, 2026

7. **Government Involvement**: ☐ Local ☒ State ☒ Federal
Agency: Colorado Department of Transportation (CDOT), Region 3 and the Federal Highway Administration (FHWA)

8. **Site Categories (check as many as apply)**:

Prehistoric: ☐ archaeological site ☐ paleontological site ☐ In existing National Register District
National Register District name:

Historic: ☐ archaeology site ☐ building(s) ☒ structure(s) ☐ object(s) ☐ In existing National Register District
National Register District name:

9. **Owner(s) Name and Address**: City of Grand Junction. Grand Junction City Hall, 250 North 5th Street, Grand Junction, CO 81501

10. **Boundary Description and Justification**: Between 1890 and 1903, the Grand Junction Street Car Company (later the Grand Junction Street Railway Company) operated horse-drawn cars on dedicated narrow-gauge rail through downtown (See maps in Continuation Sheet). This line existed along the following streets:

- The line extended from the D&RG railroad depot at 119 Pitkin Avenue north along South 2nd Street to Main Street.
- The line extended all along Main Street from the intersections of Main St./Crosby Avenue in the west to Main St./7th Street to the east.
- From Main St. one block south along South 4th Street to Colorado Avenue.
- From Main St. one block south along South 5th Street to Colorado Avenue.
- From Main St. north along North 1st Street (US 50) to White Avenue.

Later, in 1908, the Grand Junction and Grand River Valley Railway Company (GJ&GRV) operated an electrically powered streetcar system to replace the horse-drawn system. In most cases, this operation utilized the existing narrow-gauge rail from the horse-drawn line and expanded into new routes (See maps in Continuation Sheet). This line existed along the following streets:

- The line extended from the D&RG railroad depot at 119 Pitkin Avenue north along South 2nd Street to Main Street.
- East along South Avenue from the railroad depot to South 12th Street
- The line extended along Main Street from the intersections of Main Street/2nd Street in the west to Main Street/12th Street to the east.

Management Data Form

Resource Number: 5ME.24074.2. **Temporary Resource Number**:

- From Main Street south along South 4th Street to South Avenue.
- From Main Street north along North 4th Street to Gunnison Avenue.
- From Main Street north along North 10th Street to Gunnison Avenue.
- The line extended along Gunnison Avenue from the intersections of Gunnison Avenue/North 4th Street in the west to Gunnison Avenue/North 12th Street to the east.
- A short spur line connected the Main Street line to the GJ&GRV Office/Depot at the southwest corner of Main Street and South 3rd Street.
- The line extended along 12th street from the intersection of South Avenue/South 12th Street to just north of Patterson Avenue where the line meandered in a northwesterly direction all the way to the Town of Fruita.

Segment 2 (5ME.24074.2) of the GJ&GRV extends from the intersection of Colorado Avenue and South 12th Street south along South 12th Street to its intersection with the property boundary of the Union Pacific Railroad. This segment totals approximately 956 feet (0.18 miles) and consists of an approximately 5-foot-wide railroad grade, including the presumed 3-foot narrow-gauge rail alignment and adjacent buffer for associated ties set perpendicular to the rails, now buried beneath asphalt pavement (See sketch and location maps in Continuation Sheet).

11. **Site/Property Dimensions** Length: 291m Width: 1.5m Area: 437m^2 Acres (m^2/4047): .107

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

II. LOCATION

12. **Legal Location**

PM Ute Township 1S Range 1W Section 14 SW ¼ SW ¼

If section is irregular, explain alignment method:

13. **USGS Quad**: Shadow Mountain (1994) 14. **County**: Grand

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

A. Zone	12S;	711747	mE	4326986	mN
B. Zone	12S;	711759	mE	4326986	mN
C. Zone	12S;	711764	mE	4326693	mN
D. Zone	12S;	711759	mE	4326693	mN

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

Other (explain): Google Earth. This segment is approximately straight and linear. UTM points were collected at the southwest and southeast corners of Colorado Avenue and South 12th Street, as well as on the southeast and southwest sides of the terminus of South 12th Street at the railroad right-of-way.

17. **Site elevation** (feet): 4593 (approximate). This is the official elevation of Grand Junction

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

19. **Location/Access**: Located in Grand Junction along South 12th Street

III. NATURAL ENVIRONMENT/SITE CONDITION

20. **General Description** (should include both on site as well as geographical setting with aspect, landforms, vegetation, soils, depositional environment, water, ground visibility): This segment of the GJ&GRV line in presumed to be remnants of narrow-gauge rail measuring 3 feet wide (travel width). Although no rail elements are currently visible at the surface, it is probable that portions of the track remain beneath the existing pavement. Parallel cracks observed in the southbound travel lane along the 300 block of South 12th Street, between Ute and Pitkin Avenues, align with the approximate width of a narrow-gauge track. Similar cracking patterns were documented along Segment 1 (5ME.24074.1), where such features terminated at an exposed section of rail at the intersection of South 4th Street

and South Avenue, west of the current APE. Based on these observations, the underlying rail components within Segment 2 are presumed to remain intact but encapsulated within layers of asphalt and concrete. Because these materials are not directly observable, it is not possible to adequately assess integrity for this segment. However, it is presumed that Segment 2 retains remnants of the narrow-gauge rail system, including 3-foot-gauge rails, associated ties, and supporting roadbed.

21. **Soil depth (cm) and description.** N/A. Concrete and asphalt overlay throughout Segment 2 (5ME.24074.2).

22. **Condition**

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

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

23. **Describe condition**: No condition assessment can be made since all rails (if they exist) are completely hidden by the asphalt road surface.

24. **Vandalism**: ☐ Yes ☒ No
Describe:

IV. NATIONAL/STATE REGISTER ELIGIBILITY ASSESSMENT

25. **Context or Theme**: Mead & Hunt and Arch Professionals for the Colorado Department of Transportation. Historic Streetcar Systems of Colorado, September 2020. Historic Streetcar Systems of Colorado_Part 1.pdf (historycolorado.org).

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

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

28. **Area(s) of significance**: Transportation

29. **Period(s) of significance**: 1890-1935

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

31. **Statement of significance**: Completed in phases from 1890-1910, the entire Grand Junction and Grand River Valley Railway is locally significant under Criterion A for its association with early transportation in the Grand Junction area. The period of significance is from its initial construction as a horse-drawn line in 1890 through 1935 when the streetcar system ceased all interurban operations.

32. **Statement of historic integrity related to significance**: Although the rail elements are not visible at the surface, available evidence suggests that portions of the original track may remain intact beneath the existing pavement. As such, the segment is presumed to retain integrity of location, design, materials, and workmanship to the extent that these

features survive in place. It also continues to convey association and feeling as part of the larger streetcar system. Integrity of setting has been diminished due to substantial changes in the surrounding built environment, which has transitioned from a primarily residential area during the period of significance to a more intensively developed commercial corridor. Despite this alteration, Segment 2 remains physically aligned with its historic route and, assuming the presence of subsurface rail components, continues to support the significance of the GJ&GRV as a whole.

33. **National Register Eligibility Field Assessment**: ☒ Eligible ☐ Not eligible ☐ Need data
Linear Segment Evaluation (if applicable): ☒ Supporting ☐ Non Supporting
34. **Status in an Existing National Register Distric**t: ☐ Contributing ☐ Non-contributing
35. **State Register Eligibility Field Assessmen**t: ☒ Eligible ☐ Not eligible ☐ Need data
36. **Status in an Existing State Register District**: ☐ Contributing ☐ Non-contributing
37. **National/State Register District Potential**: ☐ Yes ☒ No Describe: Segment 2 (5ME.24074.2) does not exist within a significant concentration or continuity of sites, buildings, structures, or objects united historically or aesthetically by plan or physical development.

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

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

V. MANAGEMENT AND ADMINISTRATIVE DATA

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

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

Comments: Although hidden by the asphalt roadway throughout most of its extents, this resource is likely preserved by its enclosure.

42. **Local landmark designation**: None 43. **Easement**: None

44. **Recorder's Management Recommendations**: The larger GJ&GRV system has yet to be intensively surveyed. It is recommended that a qualified cultural resource monitor be present during any roadwork that has the potential to expose or adversely affect Segment 5ME.24074.2 or any other segment of this linear resource. However, at this time, no proposed project activities within the area of potential effects (APE) have the potential to directly affect the subsurface linear features associated with Segment 2.

VI. DOCUMENTATION

45. **Previous actions accomplished at the site**: ☐ Tested ☐ Partial excavation ☐ Complete excavation

Date(s): N/A

a. Excavations: N/A

b. Stabilization: N/A Date(s):

c. HABS/HAER documentation [date(s) and numbers]: N/A

d. Other: N/A

46. **Known collections/reports/interviews and other references (list)**:

Alexandroff, Marty and Winter & Company (1995). Survey of Historic Structures, Phase 1, City of Grand Junction.

Ashbeck, Kristin (1992). National Register of Historic Places nomination: Denver and Rio Grande Western Railroad Depot, Mesa County, Colorado. Grand Junction, CO: City of Grand Junction.

Buckley, Phyllis (1990, Summer) Grand Junction's City Parks: A History of Community Cooperation. Journal of the

Western Slope vol. 5, no. 3. Mesa State College Historical Society, Grand Junction, CO.

Bergner, Merton Nolen (1937). *The Development of Fruita and the Lower Valley of the Colorado River From 1884 to 1937.* M.A. Thesis, University of Colorado, Boulder.

CDOT. Historic Streetcars of Colorado: Grand Junction. 2022 https://cdot.maps.arcgis.com/apps/MapSeries/index.html?appid=3e33bb458ab54c6086556fd4a320449a

City of Grand Junction Public Records Database. https://trim-web.gjcity.org/GJ_WebDrawer/Search?type=__default

Grand Junction City Directories (1955-2006). R. L. Polk and Company Publishers Co.

Jordan, Kathy (n.d.). Little Italy a lively place in southwest downtown. https://historic 7thstreet.org.

Lampert, Lyndon J. and McLeod, Robert W. (1984). *Little Book Cliff Railway: The Life and Times of a Colorado Narrow Gauge*. Pruett Publishing Co., Boulder, CO.

Mesa County Assessor Parcel Records. https://emap.mesacounty.us/assessor_lookup/Assessor_Parcel_Report.aspx?

McGuire, William L. and Teed, Charles (1981). *The Fruit Belt Route: The Railways of Grand Junction, Colorado 1890-1935.* National Railway Historical Society, Rio Grande Chapter, Grand Junction, CO.

Mehls, Steven F. (1982). *The Valley of Opportunity: A History of West-Central Colorado.* Bureau of Land Management.

Museum of Western Colorado, Museum Group Staff (1996, May). Colorado Historical Society Historic Building Inventory Form, OAHP1403 for 5ME.8641

Museum of Western Colorado (2022). Grand Junction History. https://museumofwesternco.com/grand-junction-history/

Ormes, Robert M. (1963). *Railroads and the Rockies, A Record of Lines in and Near Colorado.* Sage Books, Denver, CO.

Parris, Rachel (2012). National Register of Historic Places nomination: Stranges Grocery, Mesa County, Colorado. Grand Junction, CO: Colorado Preservation, Inc.

Reid, Suzannah & Herron, Lynda (2006). *City of Grand Junction, Phase Three Historic Survey Report.* Prepared for Grand Junction Community Development Department.

Sexton, Joyce (1986). *History of the Fruit Industry in Mesa County.* https://aes.colostate.edu/wcrc/stations/orchard-mesa/history-of-the-fruit-industry-in-mesa-county/

(1899) Sanborn Fire Insurance Map from Grand Junction, Mesa County, Colorado. Sanborn Map Company, Nov.

(1904) Sanborn Fire Insurance Map from Grand Junction, Mesa County, Colorado. Sanborn Map Company, June.

(1912) Sanborn Fire Insurance Map from Grand Junction, Mesa County, Colorado. Sanborn Map Company, Oct.

(1919) Sanborn Fire Insurance Map from Grand Junction, Mesa County, Colorado. Sanborn Map Company, Sep.

(1926) Sanborn Fire Insurance Map from Grand Junction, Mesa County, Colorado. Sanborn Map Company, June.

47. **Primary location of additional data**: HDR, Inc. 369 Inverness Parkway Suite 325, Englewood CO 80112

48. **State or Federal Permit number**:

Management Data Form

Resource Number: 5ME.24074.2. **Temporary Resource Number**:

49. **Collection**: Artifact collection authorized: ☐ Yes ☒ No Were artifacts collected: ☐ Yes ☒ No

Artifact repository: N/A

Collection method: N/A ☐ Diagnostics ☐ Grab Sample ☐ Random Sample

Other (specify): N/A

50. **Photograph Numbers**:

Files or negatives stored at: HDR, 369 Inverness Parkway Suite 325, Englewood CO 80112

51. **Report title**: Section 106 Determination of Eligibility & Effect Analysis for the Re-Evaluation of I-70B Corridor Traffic Improvements, 2026

52. **Recorder(s)**: John Ferguson Date: 06/12/2026

53. **Recorder affiliation**: HDR

Phone number/Email: 970-416-4413

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

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

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

I. Resource Identification

1. **Resource Number**: 5ME.24074.2.5ME.24074.2) 2. T**emporary Resource Number**:

3. **Site Name**: Grand Junction and Grand River Valley Railway (GJ&GRV) Segment 2.

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

II. Resource Description

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

Other (specify): Municipal railway narrow-gauge track

6. **Component Description**:

Between 1890 and 1903, the Grand Junction Street Car Company (later the Grand Junction Street Railway Company) operated horse-drawn cars on dedicated narrow-gauge rail through downtown. Later, in 1908, the Grand Junction and Grand River Valley Railway Company (GJ&GRV) operated an electrically powered streetcar system to replace the horse-drawn system and in most cases utilized the existing narrow-gauge rail from the horse-drawn line. Together, these lines operated throughout town and even extended northwest to the town of Fruita, CO.

Segment 2 (5ME.24074.2) of the GJ&GRV extends from the intersection of Colorado Avenue and South 12th Street south along South 12th Street to its intersection with the property boundary of the Union Pacific Railroad. This segment totals approximately 956 feet (0.18 miles) and consists of an approximately 5-foot-wide railroad grade, including the presumed 3-foot narrow-gauge rail alignment and adjacent buffer for associated ties set perpendicular to the rails, now buried beneath asphalt pavement.

Although no rail elements are currently visible at the surface, it is probable that portions of the track remain beneath the existing pavement. Parallel cracks observed in the southbound travel lane along the 300 block of South 12th Street, between Ute and Pitkin Avenues, align with the approximate width of a narrow-gauge track (Figure 64). Similar cracking patterns were documented along Segment 1 (5ME.24074.1), where such features terminated at an exposed section of rail at the intersection of South 4th Street and South Avenue, west of the current APE.

Based on these observations, the underlying rail components within Segment 2 are presumed to remain intact but encapsulated within layers of asphalt and concrete. Because these materials are not directly observable, it is not possible to adequately assess integrity for this segment. However, it is presumed that Segment 2 retains remnants of the narrow-gauge rail system, including 3-foot-gauge rails, associated ties, and supporting roadbed.

7. **Original use**: Municipal horse-drawn and electric streetcar and interurban railway

8. **Current use**: None

9. **Modifications (describe and include dates)**: Streetcar service in Grand Junction ended in 1926; however, interurban service continued under the name Grand River Valley Railroad, utilizing the existing infrastructure until 1935. No modifications to the rail line within Segment 5ME.24074.2 are known. It is assumed that the line was encased in concrete and subsequently covered with asphalt, as observed at the exposed portion of track along Segment 1 at the intersection of South 4th Street and South Avenue, west of the current APE.

10. **Extent of Entire Resource**: Between 1890 and 1903, the Grand Junction Street Car Company (later the Grand Junction Street Railway Company) operated horse-drawn cars on dedicated narrow-gauge rail through downtown (See maps in Continuation Sheet showing the entire extent of the railway system). This line existed along the following streets:

- The line extended from the D&RG railroad depot at 119 Pitkin Avenue north along South 2nd Street to Main Street.
- The line extended all along Main Street from the intersections of Main Street/Crosby Avenue in the west to Main Street/7th Street to the east.
- From Main Street one block south along South 4th Street to Colorado Avenue.
- From Main Street one block south along South 5th Street to Colorado Avenue.
- From Main Street north along North 1st Street (US 50) to White Avenue.

Later, in 1908, the Grand Junction and Grand River Valley Railway Company (GJ&GRV) operated an electrically powered streetcar system to replace the horse-drawn system. In most cases, the line utilized the existing narrow-gauge rail from the horse-drawn line (See maps in Continuation Sheet showing the entire extent of the railway system). This line existed along the following streets:

- The line extended from the D&RG railroad depot at 119 Pitkin Avenue north along South 2nd Street to Main Street.
- East along South Avenue from the railroad depot to South 12th Street
- The line extended along Main Street from the intersections of Main Street/2nd Street in the west to Main Street/12th Street to the east.
- From Main Street south along South 4th Street to South Avenue.
- From Main Street north along North 4th Street to Gunnison Avenue.
- From Main Street north along North 10th Street to Gunnison Avenue.
- The line extended along Gunnison Avenue from the intersections of Gunnison Avenue/North 4th Street in the west to Gunnison Avenue/North 12th Street to the east.
- A short spur line connected the Main Street line to the GJ&GRV Office/Depot at the southwest corner of Main Street and South 3rd Street.
- The line extended along 12th Street from the intersection of South Avenue/South 12th Street to just north of Patterson Avenue where the line meandered in a northwesterly direction all the way to the Town of Fruita.

See Continuation Sheets for a map of the entire streetcar system in Grand Junction.

11. **Associated Artifacts**: None

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

III. Research Information

13. **Architect/Engineer**: None

Source(s) of Information:

14. **Builder**: Grand Junction Street Railway/Grand Junction and Grand River Valley Railway

Source(s) of Information: Mead & Hunt and Arch Professionals for CDOT. Historic Streetcar Systems of Colorado: Grand Junction. (September 2020). Online at Mitigation — Colorado Department of Transportation (codot.gov)

15. **Date of Construction / Date Range**: 1890-1910

Source(s) of Information: Mead & Hunt and Arch Professionals for CDOT. Historic Streetcar Systems of of Colorado: Grand Junction. (September 2020) Mitigation — Colorado Department of Transportation (codot.gov)

16. **Historical / Archival Data**: None.

17. **Cultural Affiliation and Justification**: N/A

IV. Management Recommendations

18. **Eligibility of Entire Resource**

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

Remarks / Justification: Grand Junction's GJ&GRV line is locally significant under Criterion A for its contribution to Grand Junction's transportation history.

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

☒ Supporting ☐ Non-supporting ☐ Not applicable

Remarks / Justification: Segment 2 is understood to contribute to this broader historic context. Although the rail elements are not visible at the surface, available evidence suggests that portions of the original track may remain intact beneath the existing pavement. As such, the segment is presumed to retain integrity of location, design, materials, and workmanship to the extent that these features survive in place. It also continues to convey association and feeling as

part of the larger streetcar system.

Integrity of setting has been diminished due to substantial changes in the surrounding built environment, which has transitioned from a primarily residential area during the period of significance to a more intensively developed commercial corridor. Despite this alteration, Segment 2 remains physically aligned with its historic route and, assuming the presence of subsurface rail components, continues to support the significance of the GJ&GRV as a whole.

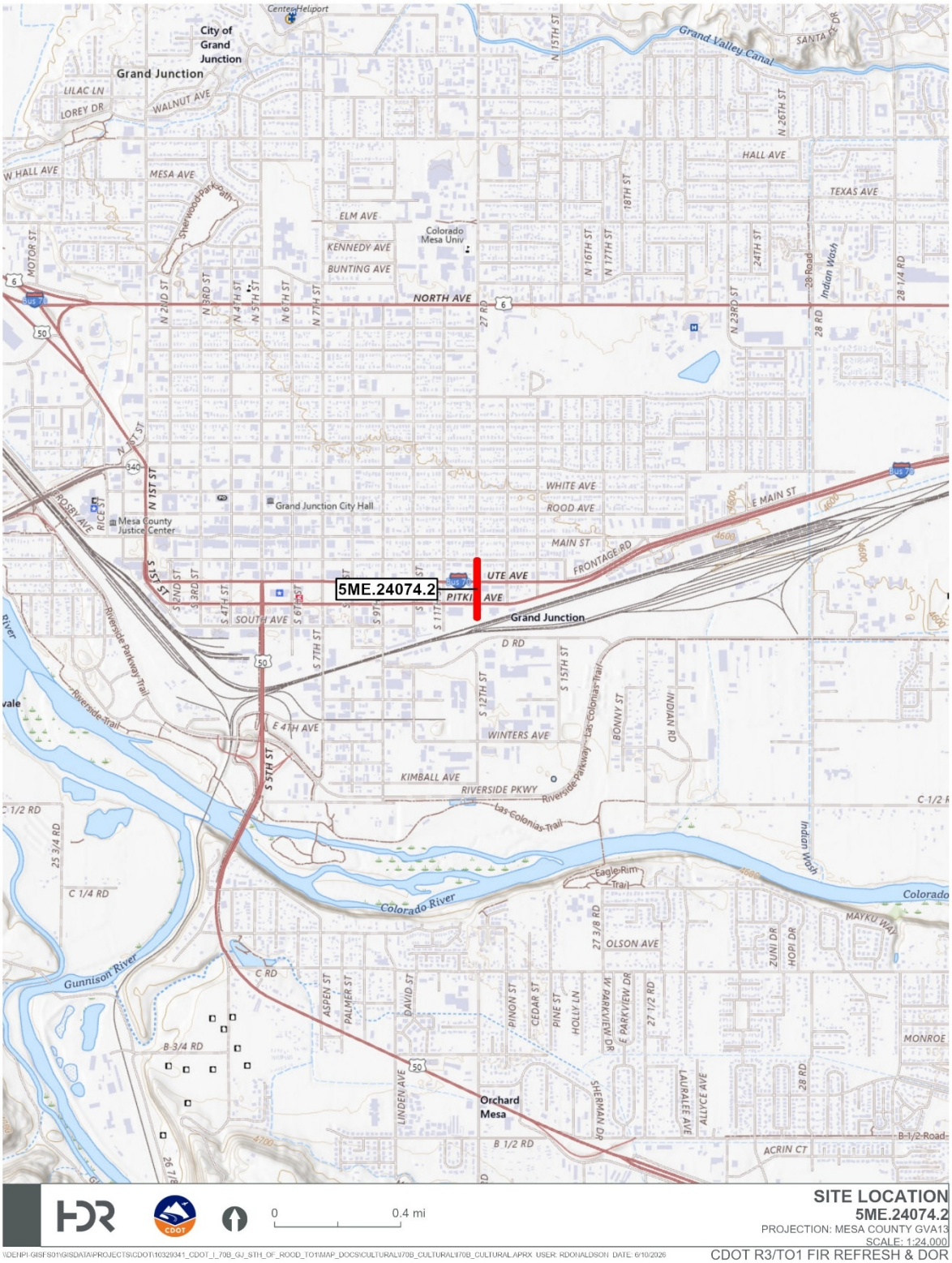
20. **Recorder(s)**: John FergusonJohn Ferguson 21. **Date**: 06/12/2026

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

Continuation Sheet

Resource Number: 5ME.24074.2. **Temporary Resource Number**:

5ME.24074.2 location map.



Continuation Sheet

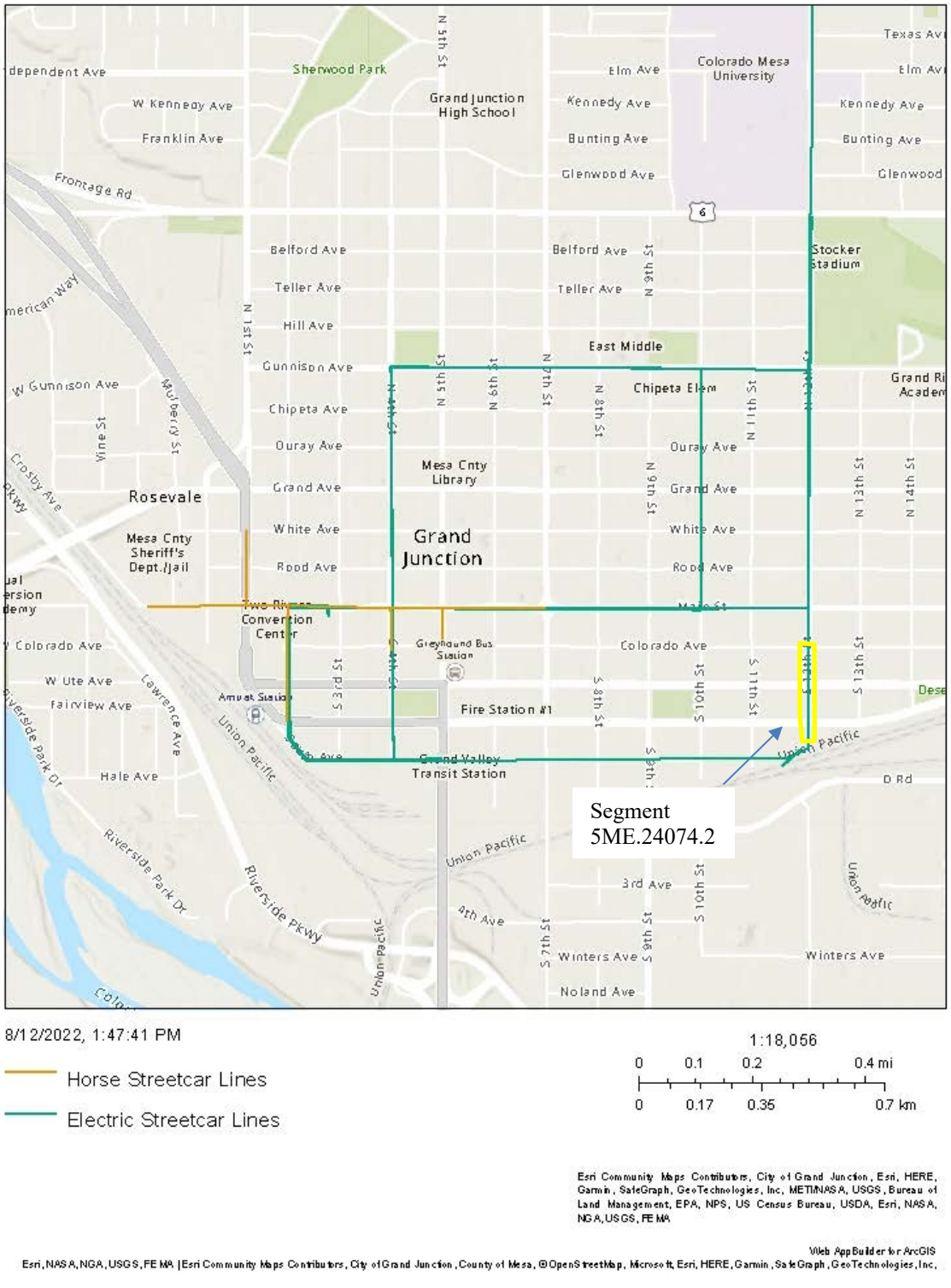
Resource Number: 5ME.24074.2. **Temporary Resource Number**:

5ME.24074.2 sketch map.



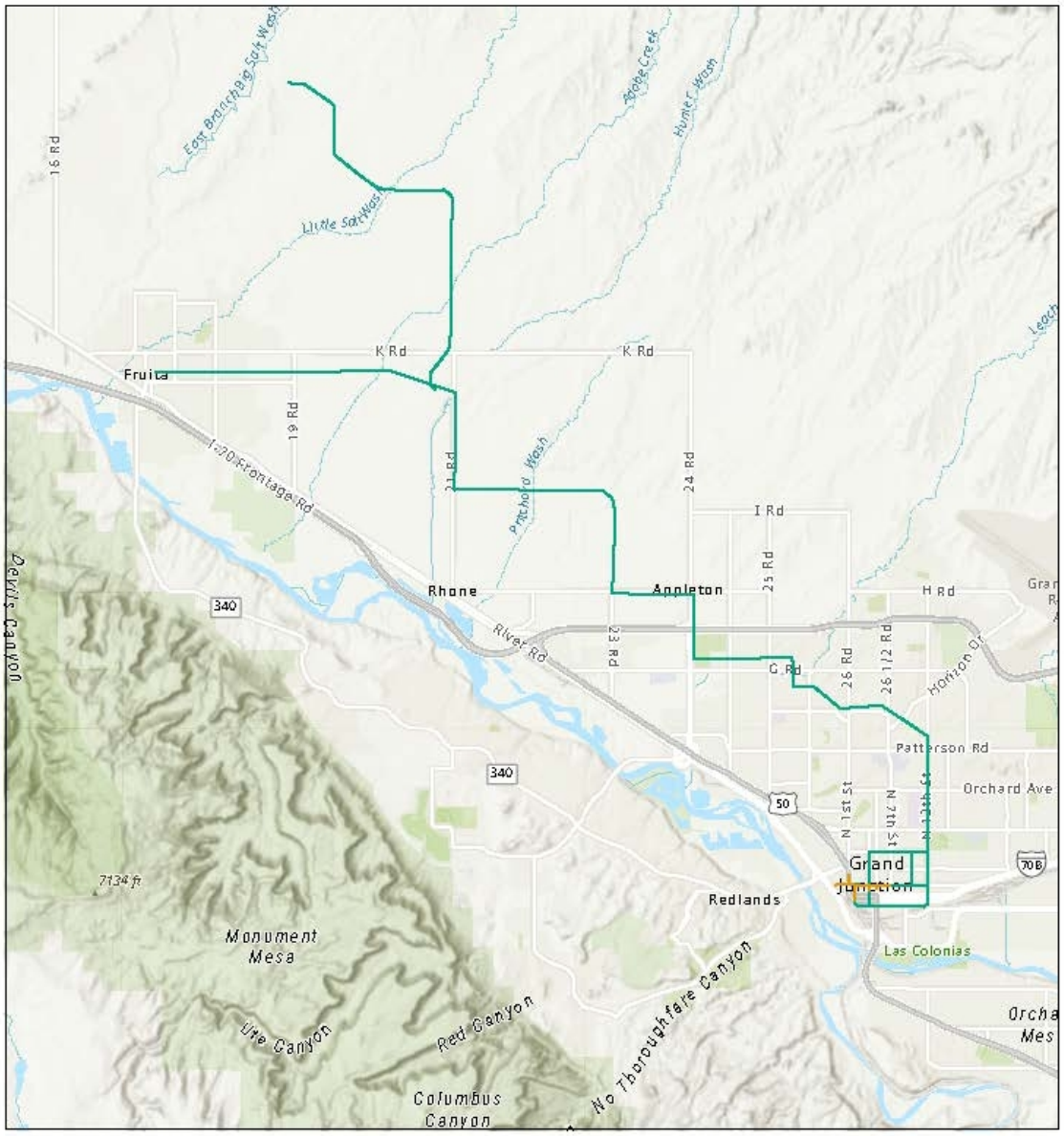
Resource Number: 5ME.24074.2. **Temporary Resource Number**:

5ME.24074.2 Map of downtown streetcar system (Segment location indicated)



Resource Number: 5ME.24074.2. **Temporary Resource Number**:

5ME.24074.2 Map of entire streetcar system



8/12/2022, 1:50:35 PM

Horse Streetcar Lines

Electric Streetcar Lines

1:144,448

0 0.75 1.5 3 mi

0 1.5 3 6 km

Esri, NASA, NGA, USGS, City of Grand Junction, Esri, HERE, Garmin, SafeGraph, GeoTechnologies, Inc, METI/NASA, USGS, Bureau of Land Management, EPA, NPS, USDA

Web AppBuilder for ArcGIS

Esri, NASA, NGA, USGS | City of Grand Junction, Esri, HERE, Garmin, SafeGraph, GeoTechnologies, Inc, METI/NASA, USGS, Bureau of Land Management, EPA, NPS, USDA |

5ME.24074.2 Photographs.



Figure 1. 5ME.24074.2. Parallel cracks can be seen in the pavement along the 300 block of South 12th Street between Ute and Pitkin avenues. View North.

COLORADO CULTURAL RESOURCES SURVEY
Historic Cultural Landscapes

This form, modeled on the Historic American Landscapes Survey (HALS) Short Format History Template, is intended to aid in documenting the identification and evaluation of many types of historical landscapes in Colorado, including historic archaeological landscapes. For guidance on completing this form and the required accompanying documentation (maps, photos), please refer to the instructions found at: http://www.historycolorado.org/sites/default/files/files/OAHP/crforms_edumat/word/1404i.doc and to the *Colorado Cultural Resources Survey Manual* at: www.historycolorado.org/archaeologists/survey-manual.

Prehistoric archaeological landscapes should still be recorded on the *OAHP Management Data Form* (#1400) and the appropriate component forms. Historic linear landscape features (ditches, roads, railroads, etc. in whole or part) documented independently of the surrounding landscape context during archaeological surveys should still be recorded on the *OAHP Management Data Form* (#1400), accompanied by the *OAHP Linear Component Form* (#1418). Post-World War II Subdivisions should be recorded on OAHP form #1403 b.

Official eligibility determination (OAHP use only)

Date _____Initials _____

_____ Determined Eligible- NR
_____ Determined Not Eligible- NR
_____ Determined Eligible- SR
_____ Determined Not Eligible- SR
_____ Need Data
_____ Eligible NR District -- contributing
_____ Eligible NR District -- noncontributing

Cultural Landscape Classification

Site *or* District

Historic Designed Landscape
or
Historic Vernacular Landscape
or
Ethnographic Landscape

Type of Landscape

☐ Garden (private)
☒ Park (public)
☐ Green/Common/Plaza

☐ Boulevard/Parkway/Trail
☐ Other Transportation

☐ Agricultural
☐ Exhibition/Fairgrounds

☐ Mine/Quarry
☐ Other Industrial

☐ Campus
☐ Sports/Recreation

☐ Cemetery
☐ Commemorative/Memorial

☐ Residential Subdivision (other than Post-World War II)
☐ Office Park

☐ Traditional Cultural Property (TCP)

☐ Natural Landform or other Geological Formation

☐ Other (please specify):

IDENTIFICATION

Property name: Emerson Park ☒ historic ☐ current ☐ other

Resource Count: buildings **1** structures objects sites

Ownership: ☐ federal ☐ state ☒ city ☐ county ☐ private ☐ unknown

Owner(s) contact info: **City of Grand Junction, 250 N 5th St, Grand Junction, CO 81501**

Previously recorded resources associated with property *(provide list of OAHP site numbers)*:

5ME.15082

LOCATION

Street Address: **N/A**

Municipality: **Grand Junction** ☐ vicinity

USGS quad (7.5'): **Grand Junction** year: **2019**

Parcel number: **2945-144-34-001**

Parcel information: Lot(s): **N/A** Block: **140**

Acreage: **2.48** ☒ actual ☐ estimated

PLSS information: Principal Meridian **Ute** Township **1S** Range **1W**

SW ¼ of **NW** ¼ of **SE** ¼ of **SE** ¼ of section **14**

SE ¼ of **NE** ¼ of **SW** ¼ of **SE** ¼ of section **14**

Boundary Description and Justification: ☒ historic ☒ legal ☐ other _____

Emerson Park occupies a full city block (Block 135) in downtown Grand Junction, bounded by Ute Avenue to the north, Pitkin Avenue to the south, and South 9th and South 10th Streets to the west and east, respectively. The park is generally flat and encompasses approximately 2.48 acres, measuring roughly 400 feet east–west by 270 feet north–south. A concrete sidewalk defines the park perimeter on all four sides, establishing a clear visual and functional boundary between the park interior and the surrounding street grid.

UTMs are:
12 S 711312m E, 4326860m N; 12 S 711440m E, 4326864m N; 12 S 711443m E, 4326775m N; 12S 711314m E, 4326771m N

DESCRIPTION

Until recently, the park retained a long-standing internal circulation pattern that strongly influenced its appearance and use. The dominant landscape feature consisted of asphalt walkways arranged in an X-pattern connecting each corner of the block. These diagonal paths intersected a centrally located, rounded rectangular asphalt walkway, forming a focal node near the center of the park. This circulation system was present by at least the early twentieth century, appearing on a 1919 Sanborn Map as a simple X configuration and on a 1939 aerial photograph with the addition of the central rounded rectangle. The path layout guided visitor movement and reinforced the park's symmetrical, formally organized spatial structure.

Immediately north of the central node stood a small rectangular brick restroom building with a hip roof clad in asphalt composition shingles. City records indicate a construction date of approximately 1971. While not part of the park's early development, the structure was modest in

scale and minimally intrusive, serving as a functional and familiar element of the landscape. Seven lampposts were distributed along the asphalt pathways, exhibiting a modern postwar aesthetic; their precise installation date is unknown but they likely dated to the mid-twentieth century.

Vegetation historically consisted of a mix of mature and juvenile deciduous and coniferous trees dispersed throughout the park without a clearly defined formal planting scheme. Archival sources indicate that tree planting began around 1926. Open lawn areas filled the remainder of the park interior, contributing to its character as a neighborhood green space within the downtown grid.

As of 2022, aerial imagery and photographs indicate that the park continued to convey these defining characteristics. The X-pattern walkway remained intact, mature trees framed open lawn areas, playground equipment occupied a portion of the interior, and the park retained its function as a communal landscape.

In 2024, Emerson Park underwent a comprehensive redevelopment. Nearly all interior landscape features within the perimeter sidewalk were removed, including the diagonal walkway system, the central rounded rectangle path, the restroom building, the historic lampposts, and numerous mature trees. The park interior was regraded and reconstructed to accommodate a new skate park facility, consisting of poured concrete skating surfaces, sculpted forms, and associated contemporary site elements. Additionally, all interior asphalt sidewalks were replaced with wider concrete sidewalks in either straight or meandering configurations and new irregular-shaped planting areas were constructed with decorative features such as brick walls and newer lighting features. Although the park remains a public open space in its original location, its internal organization, circulation, vegetation, materials, and overall character have been substantially altered.

DEVELOPMENTAL HISTORY

Location: ☒ original ☐ moved date(s) moved: _____

Development date(s): **1889** ☐ estimated ☐ actual source:

Designer(s) / builder(s): **None** ☐ attributed ☐ documented source:

Developmental history and evolution: *identify changes to landscape over time (additions, alterations, boundary alterations, demolitions):*
The park was established as part of the city's original 1882 plat, which set aside specific parcels for schools, churches, public buildings, and parks, reflecting progressive late nineteenth-century planning principles that emphasized order, civic improvement, and access to public open space. Within Section 14, four full city blocks—each located near the center of a quarter section—were reserved for public parks: Walnut Park to the northwest, Chestnut Park to the northeast, Cottonwood Park to the southwest, and Maple Park to the southeast. Emerson Park occupies the block originally designated as Maple Park.

In 1883, a city ordinance transposed the names of Maple Park and Cottonwood Park, resulting in Maple Park becoming Cottonwood Park and Cottonwood Park becoming Maple Park. Development of Cottonwood Park (formerly Maple Park) commenced in 1889 with the planting of grass; however, further improvements stalled for several decades due to limited funding and municipal resources. Substantive development resumed around 1911, consistent with a broader period of civic investment and urban improvement in Grand Junction during the early twentieth century.

Early landscaping plans for the park demonstrate a deliberate approach to municipal park design. Tree plantings were specified to be arranged at regular intervals of 12½ feet, with trees described as "straight, vigorous, and thrifty", measuring one to two inches in diameter, cut back to six feet in height, and with trunk forks beginning no lower than five feet (Buckley 1990). These specifications reflect formal planning ideals and an intent to create a well-ordered and visually cohesive public landscape. Although later tree plantings do not clearly adhere to this original spacing, the documentation establishes the park's early role as a planned civic improvement rather than an informal or ad hoc open space.

In 1916, by city ordinance #249, Cottonwood Park was renamed Emerson Park in honor of Ralph Waldo Emerson. At the same time, the remaining three original parks were renamed as part of a cohesive civic rebranding effort: Walnut Park became Hawthorne Park, Chestnut Park became Washington Park, and Maple Park became Whitman Park. This renaming reflects the city's continued commitment to its park system and its use of public landscapes to express cultural identity and civic values.

Through much of the twentieth century, Emerson Park functioned as a neighborhood and downtown open space, embodying the city's early park planning framework through its full-block form, diagonal walkway system, open lawns, modest recreational elements, and informally developed tree canopy.

HISTORICAL ASSOCIATIONS

Original/historic use: **Park** Current use: **Park**

Historical Background/Overview (identify sources of information):

Grand Junction is located on the Colorado River near the state's western border. Platted and developed in the early 1880s in the arid Grand Valley of Colorado, "Junction" as locals affectionally call it, was an unlikely spot for a thriving agricultural community to flourish—but that's what happened. Made possible through massive irrigation projects, the fruit orchards and fields surrounding the city became the basis for an economy that continues to experience steady growth despite its history of occasional boom-and-bust cycles. Coal mining, and later, uranium mining in support of U.S. nuclear buildup during World War II and the cold war, were also powerful economic drivers for the town and region. Later still, shale oil created a boom and bust for the city. And all this growth was made possible through the efforts of local entrepreneurs and, of course, state support for road building and bridge construction and federal intervention through Indian removal campaigns, water infrastructure projects, and strategic investment in materials and transportation. And, perhaps most importantly, it was the railroad that ran through Grand Junction connecting the city to markets in the east and west that made growth possible in the first place.

Today, Grand Junction is a community of 65,000 people. It is bounded by the Book Cliffs to the north, the confluence of the Gunnison and Colorado Rivers to the southwest, and Grand Mesa to the east. Interstate 70, Colorado's predominant east-west connection, roughly parallels the Colorado River and the former Denver & Rio Grande railroad through Glenwood Canyon to the east. Just east of Grand Junction in the small town of Palisade, the river, the pavement, and tracks separate—I-70 continues due west, crossing the city on the north side, and the railroad moves down along the city's southern end. The I-70 Business Loop, the subject of this study, exits the freeway at Clifton and continues adjacent to the railroad into city's historic downtown corridor approximately where the Gunnison River enters the Colorado River at its southernmost point. The City of Grand Junction sits at 4,600 feet and is approximately four square miles in size. The original 1882 town plat was one square mile and the western portion of the project APE for this study is located within this original portion of the city. As the county seat and regional hub, suburban development surrounds the city and extends for miles to the south, east, and west (Reid 2006, 1-4, 21).

Ute Indian bands occupied the region around Grand Junction for centuries until Federal Indian-removal campaigns decimated the Ute's way of life. During the 1800s, it is estimated that about 3,000 Utes resided in west-central Colorado, mostly located in the high desert plateaus. Spain also laid claim to this region and, as early as 1776, the explorers Antanasio Dominguez and Silvestre Escalante visited the Grand Valley. By 1821, after its independence from Spain, the area fell under the jurisdiction of Mexico. In the late 1840s, following the Mexican-American War, the region officially became part of the United States with the Treaty of Guadalupe Hidalgo in 1848. U.S. military reports from the early 1850s characterized this part of the country as "for the most part a desert, covered with a sparse growth of stunted sage brush, which grows in a stiff alkaline soil made from the Book Cliffs" (Reid 2006, 22; McCreanor 2002, 43; Tope 1995 2).

An article written in July 1880 supports these early characterizations:

> The whole country, with the exception of some small valleys along the North Fork and the Grand is too rugged and mountainous to possess any value for agriculture and grazing purposes. Goats and mountain sheep might find it to their taste and no one who has seen it can begrudge its quiet possession to the Utes. For civilized man it is apparently about as valuable as would be a representative section of the Desert of Sahara. To parties contemplating a visit to this region, our advice would be don't go. Except to the seeker of excitement in toilsome and dangerous mountain climbing, or the ardent sportsman, or the lover of the picturesque and grand in nature, there is absolutely nothing to tempt anyone to the northwestern section of the reservation (Reid 2006, 23; Steinel 1926, 504-505).

However, as early as the mid-1870s, surveyors of the area reported that the problems associated with the Grand Valley's aridity could be solved by redirecting water through a canal system (Mehls 1982, 134; Reid 2006, 23).

In 1880, Ouray, the leader of the Utes, died. Ouray's death preceded Ute removal from the Grand Valley region in September 1881. European-American settlement of the valley followed in earnest. On Sept. 26, 1881, the new town's location of was selected and stockholders in the enterprise established the Grand Junction Town and Improvement Company. Grand Junction, initially in Gunnison County, was platted at the confluence of the Gunnison and Grand rivers. The name "Grand Junction" was proposed by the new town's chief developer and booster, George A. Crawford [1827-1891]. Crawford, an experienced town developer, had also founded three towns in Kansas and he founded Delta, Colorado. Crawford, considered "the father of Grand Junction," served as President of the newly-established Grand Junction Town Company and supervised the planning of the original one-square-mile plat located just north of the river confluence. The plat oriented the Streets (1st through 12th) in a north-south direction and Avenues in an east-west direction with North and South Avenues making up the avenue boundaries (Reid 2006, 23-24). And built that year from local cottonwood trees, the town company office was Grand Junction's first building. It was a small log cabin located at 2nd Street and Ute Avenue. This building also served as the first pose office.

In late November of 1881, George Crawford and the Grand Junction Town Company entered negotiations with the Denver and Rio Grande railroad. Crawford wrote to railroad officials and referred to Grand Junction as "the city of the future of the Grand River." On November 22, 1882, the D&RG arrived in Grand Junction on narrow gauge track (tracks would be retrofitted with standard gauge by 1890)—thus bringing to the fledgling new town the main line of one of the region's largest railroads (Ashbeck 1992).

The railroad, by providing Grand Junction with a link to other towns and cities of the west, was arguably the most important factor in the town's development. The railroad brought new residents and laborers, businesses, goods, and information. And it took away commodities and other products of the valley to be sold elsewhere in the west, thus creating additional markets for Grand Junction. Because of the D&RG, more families came to the area and helped change the town from an outpost to a functioning community. The railroad was primarily responsible for turning Grand Junction into the major market and transportation center of western Colorado. However, the railroad also brought a seedier element including cattle rustlers, horse thieves, and gun fighters to the young town. As one historian notes, "When the railroad reached town the crews went wild drinking, celebrating, and carousing. Grand Junction experienced many of the same problems of lawless behavior normally associated with a Kansas cow town or the 'Hell on Wheels' tent towns that followed Union Pacific construction crews across Nebraska and Wyoming" (Ashbeck 1992; Mehls 1982; Rait 1988, 16, 25-26; Athearn 1962, 121-122).

The City of Grand Junction officially incorporated in 1882 and formed a municipal government. Rail service followed shortly thereafter when the Denver and Rio Grande Railroad arrived that fall. The town developed quickly and served as a trading center for miners and farmers located throughout the Grand Valley. Local farmers played a key role in the business development of Grand Junction, supplying not only goods for sale but also ready markets for the town's new businesses. Within a year, downtown Grand Junction emerged as the principal supply center for local miners, farmers, and ranchers. Town development was further enabled by a variety of transportation systems including rail and horse-drawn wagon over newly developing supply roads (Alexandroff et al,1995).

Following the new rail service to Grand Junction, D&RG continued rail construction to the Utah state line. Rails reached Utah in December of 1882, and by March of 1883, the line was connected to Salt Lake City, linking Grand Junction to a transcontinental railroad. In 1883, Grand Junction was made the western terminus of the D&RG and the eastern terminus of the Rio Grande Western. Investing in, and banking on, the new city's future prosperity, the D&RG purchased a large share of Grand Junction Town Company stock and enough land to build its major repair facility and switchyard with a roundhouse, major shops, and engine servicing facilities (located southwest of 1st Street and Pitkin Avenue). In short order, the railroad became one of Grand Junction's largest employers. The first railroad depot was a simple log building that was replaced in 1884 by a wood-framed Queen Anne style station (Ashbeck 1992; Chapell 1977, 67-74; Mehls 1982).

Grand Junction quickly grew as a major shipping and distribution center for agricultural products and, as such, downtown evolved into the region's primer business district. Colorado Avenue was the town's first major commercial center. In 1882, Colorado Avenue featured a general store and a hotel. Other early businesses included saloons and shops sometimes operating out of stone and/or wood-frame buildings but, more often than not, they conducted business out of tents and other temporary structures. That year, a sawmill was established to process river cottonwood trees for building construction. The December 2, 1882 edition of the Grand Junction News reported that the town contained "three butcher shops, five grocery and merchandise store, two bakeries, four clothing stores, two hotels, eight restaurants, twenty saloons, one hardware store, one drug store, one bank, four livery and transfer stables, two lumber yards, one furniture store, three blacksmiths shops and one printing office, and a good representation of the professions, trades and laborers." With this huge boom in commercial building came an equally large boom in residential development. The town's commercial areas expanded north from Colorado Avenue to Main Street. Most residential neighborhoods at this time were being constructed to the north and east of downtown. Infrastructural improvements included electric lights (in operation by 1888), a horse-drawn streetcar system was established in 1890 and, by the end of that year, the downtown area featured sidewalks. Also near downtown, a flour mill was built in 1887, the Durham Stockyards were established in 1894, and the Colorado Sugar Manufacturing Company (later acquired by Holly Sugar) was there in 1899. In addition to the commercial development taking place in downtown, Grand Junction's early prosperity was greatly assisted by Denver & Rio Grande Railroad which established Grand Junction as a major division point of the railroad—establishing repair and maintenance shops that provided employment (Alexandroff et al,1995).

With a growing population and a stable outlook for the new town, cultural activities started to flourish. Locals established literary societies, churches, fraternal lodges, bands and orchestras, and acting troops. Musicals and plays became a regular pastime for town residents. In 1892, the large and ornate Park Opera House opened was at 430 Ute Avenue, directly facing the new park (what would be named Whitman Park). The site of the opera house is now the parking lot for the Museum of Western Colorado. The Opera house remained in service until the 1920s and featured theatrical events, lectures, concerts, and traveling acting companies—including appearances from the Barrymores and the vaudeville act known as the Four Cohans (museumofwesternco.com 2022).

By 1900, Grand Junction had become a small city of 3,503. And it could boast almost all the same types of societal and cultural attributes, businesses and industries, and forms of transportation as many other larger cities throughout the U.S. However, as its population grew, and it evolved from a frontier town to a stable community of families, education became a priority. The original town plat had established specific lots dedicated to school buildings and these were located adjacent to the original plat's four public parks. The Park School, (the name would eventually be changed to Emerson Grade School) was built in 1903 at 9th Street and Ute Avenue—directly across the street from the park that would become Emerson Park (Buckley 1990).

Construction throughout town continued at a rapid pace. In 1904, over $500,000 was spent on new buildings. The next year, at least one hundred new homes were built, each costing between $1,500 to $6,000. Also in 1905, at least $600,000 was spent on commercial building construction including the development of two large business blocks and a new electric plant. This growth impacted every industry in Mesa County and the Grand Valley. The region's fruit growers reported a "banner crop" in 1905 and the Chamber of Commerce doubled its membership. Grand Junction's estimated population was 7,000 (Ashbeck 1992).

By 1905, the D&RG, the Colorado Midland Railroad, and two smaller railroad lines were headquartered in Grand Junction. In fact, Grand Junction's importance to these railroad lines was so great that construction of a new, grand depot was planned. Construction of the new depot, just south of the wood-framed depot building, began on April 6, 1905. Designed by Chicago architect, Henry J. Schlack and built by the William Simpson Construction Company of Denver, new depot building cost $60,000, making it one of the most expensive railroad stations in the West. After sixteen months of construction, the depot was completed, and the Grand Junction Daily Sentinel reported it to be " a credit to a city five times as large. The putting into service of this splendid railroad building marks an important era of local history" (Ashbeck 1992).

As the first decade of the 20th century ended, Grand Junction was coming to resemble a small city. Downtown Grand Junction boasted several large commercial buildings including the Margery Building and the new D&RG railroad depot (1906), the Schiesswohl Building (1908), and, in 1910, the five-story First National Bank Building. Many organizations that provided support services for members were established downtown—among these were the BPOE #575, established in 1900 (it was not until 1913 that BPOE #575 completed their permanent home at 4th Street and Ute Avenue caddy corner to the northwest of Whitman Park). Of course, several saloons and gambling establishments were part of downtown life as well (Alexandroff et al,1995). In 1910, Grand Junction's population was 7,754— a 120 percent increase in one decade.

Often called "The Roaring Twenties," Grand Junction's experience during these years can best be characterized as uncertain due to the decline in its two principal industries, fruit and coal mining. In 1922, the city adopted the council and city manager form of government that continues to the present day. There continued to be a lot of building construction, including a new courthouse, the Avalon Theatre, and several schools. The population reached 8,665 by 1920— an increase of nearly 12 percent from 1910. This influx of residents necessitated the construction of new homes. In response to demand, local lumber companies began erecting new dwellings for rent or for sale on credit (museumofwesternco.com 2022; Reid 2006, 33; Rait 1988, 12).

People continued to arrive in the valley with the hopes of making their fortunes in mining or the fruit industry, only to find that these markets were only experiencing a temporary boom associated with WWI demand. This prosperity did not last long. (Reid 2006, 33; Rait 1988, 8). As one historian notes:

> Over the years other mines opened and closed around Grand Junction but it was World War I that led to increased coal production, reaching its highest level in 1918. Because of their small size most of the Mesa County mines were not unionized and during 1918 and 1919 coal miner's strikes in other Colorado fields coupled with heavy wartime demand caused increased output in the valley. This prosperity was short-lived. The War's end, along with the abandonment of the Colorado Midland Railroad in 1919, resulted in temporary curtailment of coal mining around Grand Junction (Reid 2006, 33-34; Mehls 1982).

Unfortunately, these two principal sectors of Grand Junction's economy, agriculture and mining, declined nationally in the years following the war (Mehls 1982; Reid 2006, 34).

Significant changes in modes of transportation also occurred during this time. Busses replaced streetcars and private automobile use was on the rise. In response to demand, in 1925, local business leader Ray Schiesswohl opened the Super Service Station at 6th and Colorado (later called Schiesswohl Oil). Also in 1925, Grand Junction Junior College (now Colorado Mesa University) was established in the old Lowell School at 5th Street and Rood Avenue (The college is now located at 12th Street and North Avenue where it moved in 1940). That same year, Whitman Elementary School and Lincoln Park School were built. The Whitman School was built directly across Ute Avenue from Whitman Park—the location as specified in the 1882 town plat. And despite adverse economic conditions, many other new construction projects and business ventures continued. For example, in March 1922 a group of locals incorporated the Grand Junction Clay Products Company. By the end of the decade this brick plant was producing much of the bricks and tile used to build local homes and businesses (museumofwesternco.com 2022; Reid 2006, 34-35; Rait 1988, 13; Alderman 1994, 17-18; Daily Sentinel 1934).

The Great Depression of the 1930s affected all Americans, but Grand Junction weathered the economic decline better that much of the nation. By the 1930s, Grand Junction's population was around 10,000. This region of Colorado was not highly industrialized at the time, and "this added a degree of stability during the Depression." Furthermore, the D&RGW Railroad (D&RG re-incorporated in 1920 under the new name Denver & Rio Grande Western) provided steady employment for many of Grand Junction's citizens; and despite layoffs, D&RGW's payroll helped keep the local economy relatively stable—at least early on in the decade (Reddin 1986, 3; Reid 2006, 35-36).

Eventually, however, the ongoing effects of the declines in the fruit and some of the mining industries began to slow growth. Insect infestation, competition from California growers, rising labor and transportation costs, and a decimated national market eventually reverberated through the region's fruit industry. Also, the precious metals mining industry declined, which adversely affected the wholesale and retail businesses of Grand Junction. Coal mining, however, began to recover from its 1920s losses during this period and grew to become a major industry in the area. Because of this, Grand Junction became a regional hub for mine owners and mining supplies (Alexandroff et al 1995).

Despite the national depression, Grand Junction's building construction boom continued. In 1931, for example, local building permits totaled over $41,000. Grand Junction at this time had become the second largest retail trade center in Colorado. Furthermore, the D&RGW Railway had officially made Grand Junction its division headquarters (McCreanor 2002, 59; Reid 2006, 36).

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HISTORIC CONTEXT EVALUATION*

Name of Historic Context: **Section 106 Determination of Eligibility and Effect Analysis for the Re-Evaluation of I-70B Corridor Traffic Improvements, 2026**

Area(s) of significance: **Civic Planning** Significant Person(s):

Period(s) of significance: **1882-Present** Significant Date(s): 2024

Level of significance: ☐ National ☐ State ☒ Local

Discuss presence or absence of character-defining features needed to convey significance within this context:
The park's character-defining features included lawns, trees, historic lampposts, perimeter sidewalks, and the asphalt pathway configuration. All these features have been recently removed except for the perimeter sidewalks, portions of lawn, and some of the trees.

Landscape retains Integrity of: ☒ location ☐ setting ☐ design ☐ materials ☐ workmanship ☐ association ☐ feeling

Discuss presence or absence of integrity within this context:
The park retains few of its character-defining historic features and no longer retains enough historic integrity to convey significance.

ELIGIBILITY ASSESSMENT

Existing designation? ☒ No ☐ Yes ☐ Individual property ☐ District

Designated property or district name:

Designating authority: Designation date: _____

If the property is within the boundaries of an existing designated district, is it: ☐ Contributing ☐ Noncontributing

Individual site: ☒ Eligible ☐ Not Eligible ☐ Needs Data

Applicable NR Criteria: **A** B C D Applicable Criteria Considerations: A B C D E F G

Applicable SR Criteria: **A** B C D E

Summary: Emerson Park has not been previously evaluated for NRHP eligibility. Emerson Park is significant under Criterion A for its association with the early civic planning and development of Grand Junction. The park was established as part of the city's original 1882 plat, which set aside specific parcels for schools, churches, public buildings, and parks, reflecting progressive late nineteenth-century planning principles that emphasized order, civic improvement, and access to public open space. Through much of the twentieth century, Emerson Park functioned as a neighborhood and downtown open space, embodying the city's early park planning framework through its full-block form, diagonal walkway system, open lawns, modest recreational elements, and informally developed tree canopy. As one of the four original planned parks established at the city's founding, Emerson Park represents an important component of Grand Junction's historic municipal development.

Emerson Park is not significant under Criterion B. While renamed to honor Ralph Waldo Emerson, there is no documented association between the park and the life or activities of any individual whose contributions rise to the level of historical significance as defined by the NRHP.

The park is not significant under Criterion C. Although the historic path layout and overall form once reflected early twentieth-century park planning principles, Emerson Park was not a distinguished example of landscape architecture, did not embody the work of a master designer, and did not represent a unique or high-style design. Furthermore, the removal of the historic circulation system, vegetation, and structures has eliminated the physical characteristics that could have conveyed design significance.

Emerson Park is not significant under Criterion D, as it is not known or expected to yield information important to history or prehistory.

Although Emerson Park retains integrity of location, the extensive 2024 redevelopment has resulted in the loss of integrity of design, materials, workmanship, feeling, association, and setting. The historic landscape features that conveyed its early twentieth-century function and identity have been removed, and the park no longer reflects its historic appearance or spatial organization. As a result, while Emerson Park remains historically significant under Criterion A for its role in Grand Junction's original park system, it no longer retains sufficient integrity to convey significance. Accordingly, 5ME.15082 – Emerson Park is not eligible for the NRHP.

Potential district: ☐ Eligible ☐ Not Eligible ☒ Needs Data

Applicable NR Criteria: A B C D Applicable Criteria Considerations: A B C D E F G

Applicable SR Criteria: A B C D E

Summary: Emerson Park is one of four parks established by the City of Grand Junction in the late nineteenth century as part of the original town plat. The four parks are Whitman Park (5ME.1186), Emerson Park (5ME.15082), Washington Park, and Hawthorn Park. While all four parks remain extant, only Whitman Park and Hawthorn Park appear to retain a sufficient degree of historic integrity to convey their original design and function. Although a comprehensive evaluation of a potential parks historic district is beyond the scope of this undertaking, a preliminary reconnaissance-level assessment suggests that such a district—if defined—would most likely be significant under Criterion A for its association with early civic planning and community development patterns. However, the evident loss of integrity across the park system as a whole raises substantial questions regarding the district's overall eligibility for listing in the NRHP. Within this context, Emerson Park, having experienced considerable alteration and loss of historic integrity, would likely be classified as a non-contributing resource within any potential district.

If there is NR district potential, itemize contributing and non-contributing resources: Whitman Park (5ME.1186), Emerson Park (5ME.15082), Washington Park, and Hawthorn Park.

RECORDING INFORMATION

Survey date: **June 2026**

Associated Report: **Section 106 Determination of Eligibility and Effect Analysis for the Re-Evaluation of I-70B Corridor Traffic Improvements, 2026**

Photo log: Digital Images on file at HDR.

Figure 1. Emerson Park. Asphalt pathway that is no longer extant. View northwest (736.jpg). John Ferguson, May 2022

Figure 2. Emerson Park. Perimeter sidewalk along S. 10th Street. View north (739.jpg). John Ferguson, May 2022

Figure 3. Emerson Park. Example of historic lamppost (no longer extant). View north (792.jpg). John Ferguson, May 2022

Figure 4. Emerson Park before 2024 developments. Brick Restroom no longer extant. View northwest (784.jpg). John Ferguson, May 2022

Figure 5. Emerson Park before 2024 developments. Central development within the rounded rectangle pathway (no longer extant). View southeast (778.jpg). John Ferguson, May 2022

Figure 6. Emerson Park. Post 2024 developments. Note the newer entrance signage, planting features, and sidewalk. View northeast (245.jpg). John Ferguson, June 2026

Figure 7. Emerson Park. Post 2024 developments. Note the newer widened concrete sidewalk, skate park, and lighting features. View southeast (253.jpg). John Ferguson, June 2026

Figure 8. Emerson Park. Post 2024 developments. Note the newer sidewalks and planting area features. View southwest (270.jpg). John Ferguson, June 2026

Figure 9. Emerson Park. Post 2024 developments. Note the newer lampposts and curved sidewalk. View west (273.jpg). John Ferguson, June 2026

Surveyed by (include contact info):

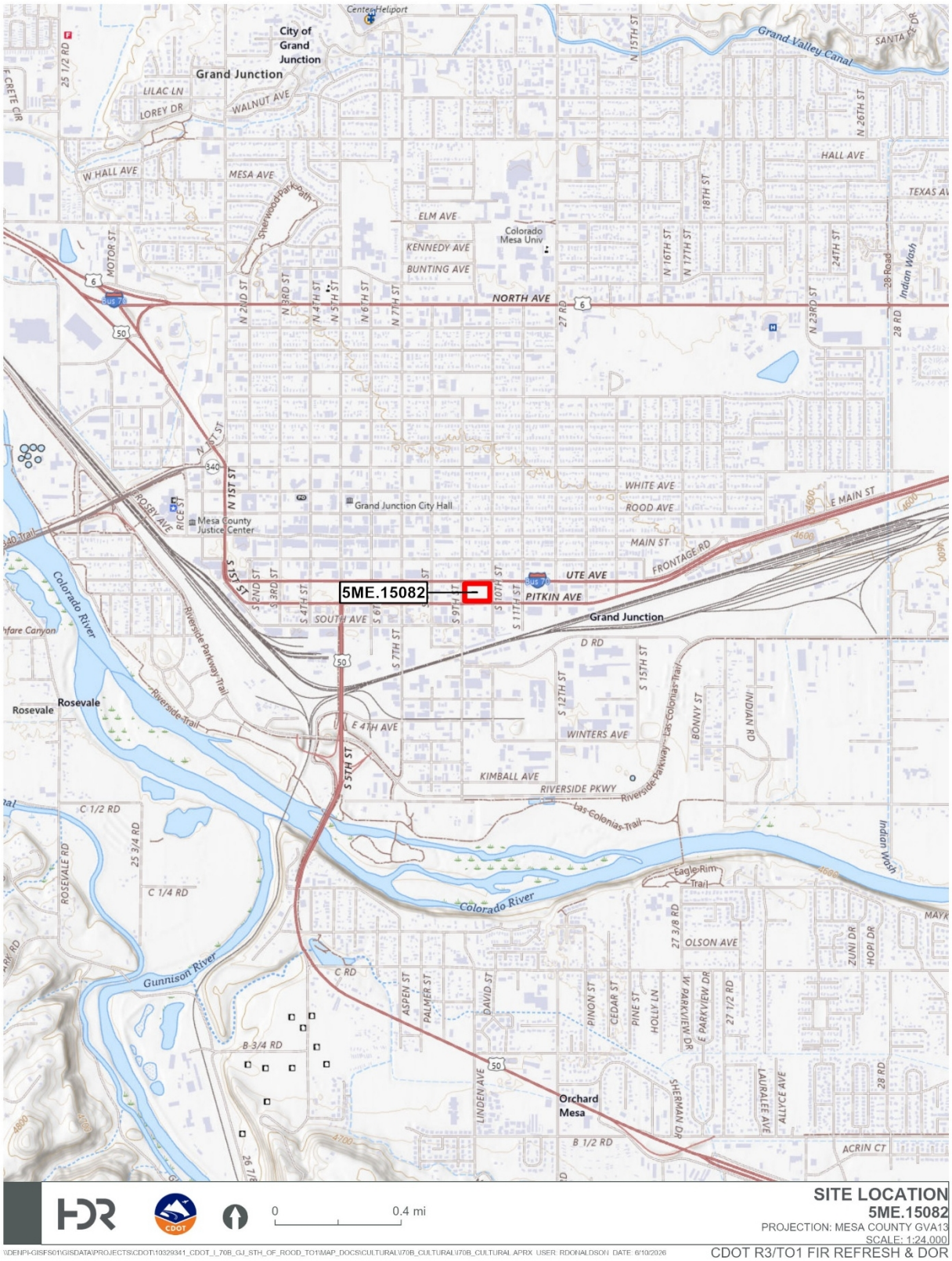
John Ferguson
HDR
970-416-4413
John.ferguson@hdrinc.com

Project sponsor (include contact info): **CDOT, Region 3**

*For additional guidance on documenting and evaluating historic cultural landscapes, refer to the following National Register bulletins: *Guidelines for Evaluating and Registering Cemeteries and Burial Places*; *How to Evaluate and Nominate Designed Historic Landscapes*; *Guidelines for Evaluating and Documenting Rural Historic Landscapes; Guidelines for Evaluating and Documenting Traditional Cultural Properties; and Guidelines for Identifying, Evaluating, and Registering Historic Mining Properties.*

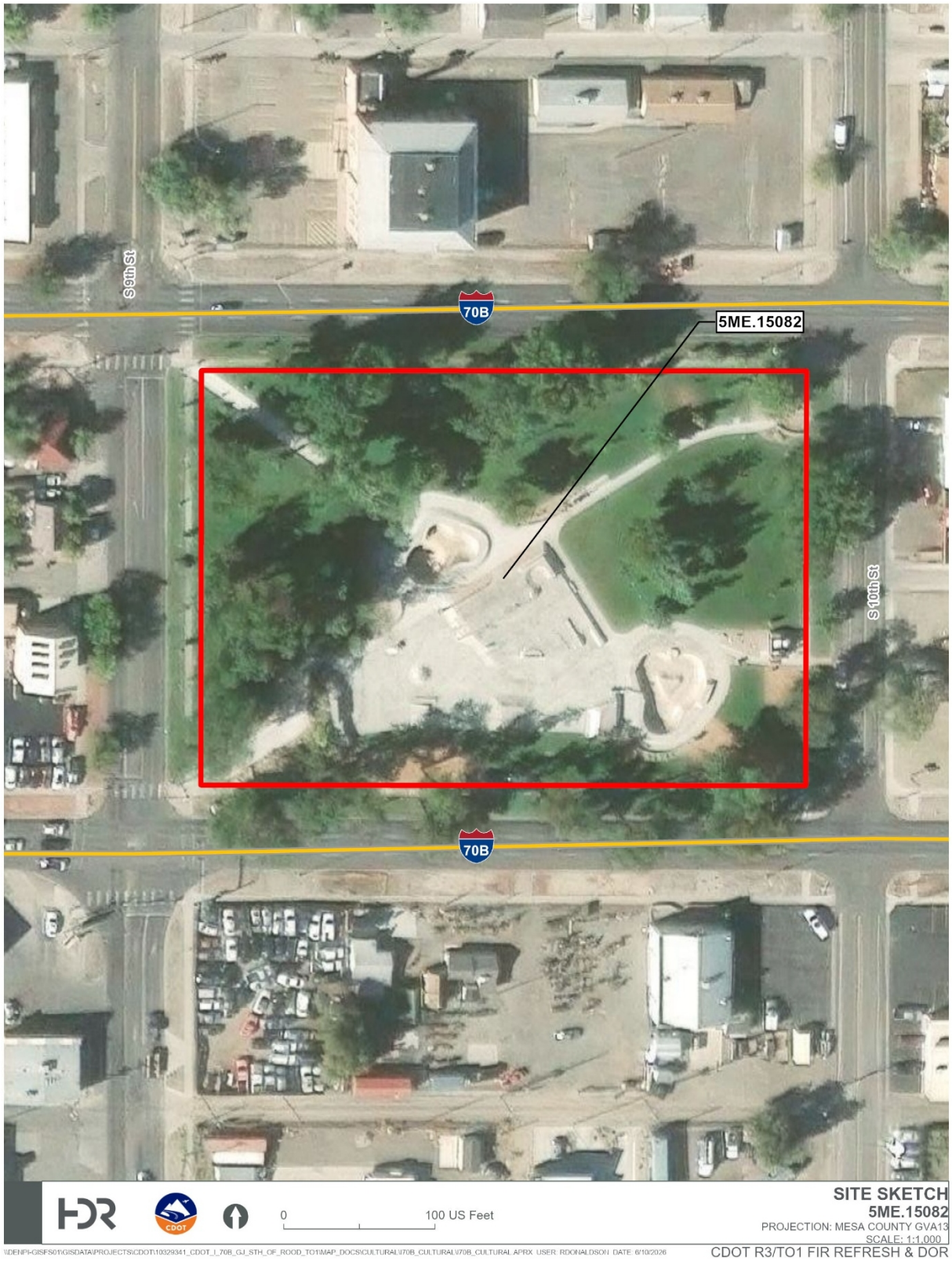
Resource Number: 5ME.15082 **Temporary Resource Number**:

5ME.15082 location map.



Resource Number: 5ME.15082 **Temporary Resource Number**:

5ME.15082 sketch map.



5ME.15082 Photographs



Figure 1. Emerson Park. Asphalt pathway that is no longer extant. View northwest (736.jpg). John Ferguson, May 2022



Figure 2. Emerson Park. Perimeter sidewalk along South 10th Street. View north (739.jpg). John Ferguson, May 2022



Figure 3. Emerson Park. Example of historic lamppost (no longer extant). View north (792.jpg). John Ferguson, May 2022



Figure 4. Emerson Park before 2024 developments. Brick Restroom no longer extant. View northwest (784.jpg). John Ferguson, May 2022



Figure 5. Emerson Park before 2024 developments. Central development within the rounded rectangle pathway (no longer extant). View southeast (778.jpg). John Ferguson, May 2022



Figure 6. Emerson Park. Post 2024 developments. Note the newer entrance signage, planting features, and sidewalk. View northeast (245.jpg). John Ferguson, June 2026



Figure 7. Emerson Park. Post 2024 developments. Note the newer widened concrete sidewalk, skate park, and lighting features. View southeast (253.jpg). John Ferguson, June 2026



Figure 8. Emerson Park. Post 2024 developments. Note the newer sidewalks and planting area features. View southwest (270.jpg). John Ferguson, June 2026



Figure 9. Emerson Park. Post 2024 developments. Note the newer lampposts and curved sidewalk. View west (273.jpg). John Ferguson, June 2026

OAHP1403
Rev. 9/98

COLORADO CULTURAL RESOURCE SURVEY

Architectural Inventory Form

Official eligibility determination
(OAHP use only)
Date Initials
Determined Eligible- NR
Determined Not Eligible- NR
Determined Eligible- SR
Determined Not Eligible- SR
Need Data
Contributes to eligible NR District
Noncontributing to eligible NR District

I. IDENTIFICATION

1. Resource number: 5ME.23913
2. Temporary resource number:
3. County: Mesa
4. City: Grand Junction
5. Historic building name: C & F Food Store
6. Current building name: C & F Food Store
7. Building address: 857-859 Pitkin Avenue
8. Owner name and address: C & F Food Store, Inc., 140 S 17th St Grand Junction, CO 81501

II. GEOGRAPHIC INFORMATION

9. P.M. Ute Township 1S Range 1W
NE ¼ of SE ¼ of SW ¼ of SE ¼ of section 14
10. UTM reference
Zone 12 ; 711282 mE 4326718 mN
11. USGS quad name: Grand Junction
Year: 2019 Map scale: 7.5' X 15' _____ Attach photo copy of appropriate map section.
12. Lot(s): 11 through 16 Block: 151
Addition: _____ Year of Addition: _____
13. Boundary Description and Justification: The extent of legal boundaries: 5ME. 23913 – 857-859 Pitkin Avenue is located at the southwest corner of the Pitkin Avenue/South 9th Street intersection and includes three adjacent parcels. The property includes a commercial store building and a gas station canopy, both of which are surrounded by asphalt parking and circulation areas. The following are legal descriptions for each of the three parcels:
    a. Parcel 2945-144-40-007: LOTS 15 + 16 BLK 151 CITY OF GRAND JUNCTION PART OF SECOND DIVISION RESURVEY AS AMENDED SEC 14 1S 1W UM RECD 1/22/1909 RECPT NO 80773 MESA CO RECDS EXC RD ROW ON N & E AS DESC B-1711 P-890 MESA CO RECDS
    b. Parcel 2945-144-40-006: LOTS 13 & 14 BLK 151 CITY OF GRAND JUNCTION PART OF SECOND DIVISION RESURVEY AS AMENDED SEC 14 1S 1W UM RECD 1/22/1909 RECPT NO 80773 MESA CO RECDS
    c. Parcel 2945-144-40-005: LOTS 11 & 12 BLK 151 CITY OF GRAND JUNCTION PART OF SECOND DIVISION RESURVEY AS AMENDED SEC 14 1S 1W UM RECD 1/22/1909 RECPT NO 80773 MESA CO RECDS

III. Architectural Description

14. Building plan (footprint, shape): Rectangular
15. Dimensions in feet: Length 44 feet x Width 51 feet

16. Number of stories: One
17. Primary external wall material(s): Concrete Masonry Units
18. Roof configuration: Gable (very low pitch)
19. Primary external roof material: Metal
20. Special features: None
21. General architectural description:

The C & F Food Store and gas station is a one-story commercial property constructed in 1979 and located on the south side of Pitkin Avenue. The primary retail building is situated on a paved parcel within an automobile-oriented commercial corridor. The immediate setting consists of a paved forecourt, a fuel pump island (constructed after 1983), and associated commercial signage.

The food store building has a rectangular footprint and is constructed of concrete masonry units. It features a low-pitched front gable roof clad in raised-seam metal, which is concealed on the front elevation by a shallow false mansard parapet. The front elevation exterior wall is finished with brick veneer. A rectangular sign reading “C & F FOOD STORE,” with white lettering on a red background, is centered on the canopy. Beneath the canopy, the primary elevation consists of a continuous band of aluminum-framed plate-glass storefront windows and a centrally located glazed entry door. Secondary elevations are utilitarian in character and largely unadorned.

Located to the northwest of the food store building is a detached gas pump canopy supported by steel columns and capped by a flat roof with green and white fascia panels. Multiple fuel dispensers are arranged beneath the canopy, and a freestanding pylon sign near the street displays fuel branding, pricing information, and references to the C & F Food Store.

Overall, the property reflects a utilitarian late-twentieth-century commercial design characteristic of independent convenience stores constructed during the 1970s. The building does not exhibit a formal architectural style but demonstrates planning, massing, and design features typical of the period, including simplified forms, prominently placed signage, and an emphasis on vehicular access.

22. Architectural style/building type: Commercial

23. Landscaping or special setting features: The property is located at the southwest corner of the Pitkin Avenue/South 9th Street intersection and includes three adjacent legal parcels. The property includes a commercial store building and a gas station canopy, both of which are surrounded by asphalt parking and circulation areas.
24. Associated buildings, features, or objects: The property also features a gas station canopy constructed after 1983.

IV. ARCHITECTURAL HISTORY

25. Date of Construction: Estimate: _____ Actual: 1979

    Source of information: Mesa County Assessor
26. Architect: Unknown

    Source of information:
27. Builder/Contractor: Unknown

    Source of information:
28. Original owner: Carl J. Felts and Frank Childs

    Source of information: The Daily Sentinel, Grand Junction, Colorado, Notice of Hearing: April 6, 1979:8
29. Construction history (include description and dates of major additions, alterations, or demolitions): The store at 857 Pitkin Avenue was constructed in 1979 as a stand-alone convenience food store and represents an early,

purpose built facility associated with the company's expansion. The gas pumps and canopy were added sometime after 1983. The store initially operated as a Conoco dealer and later transitioned to Sinclair branding.

30. Original location X Moved _____ Date of move(s):

V. HISTORICAL ASSOCIATIONS

31. Original use(s): Commercial: Grocery

32. Intermediate use(s): Commercial: Grocery/Gas Station

33. Current use(s): Commercial: Grocery/Gas Station

34. Site type(s): Commercial: Grocery/Gas Station

35. Historical background:

The City of Grand Junction officially incorporated in 1882 and formed a municipal government. Rail service followed shortly thereafter when the Denver and Rio Grande Railroad arrived that fall. The town developed quickly and served as a trading center for miners and farmers located throughout the Grand Valley. Local farmers played a key role in the business development of Grand Junction, supplying not only goods for sale but also ready markets for the town's new businesses. Within a year, downtown Grand Junction emerged as the principal supply center for local miners, farmers, and ranchers. Town development was further enabled by a variety of transportation systems including rail and horse-drawn wagon over newly developing supply roads (Alexandroff et al,1995).

Grand Junction quickly grew as a major shipping and distribution center for agricultural products and, as such, downtown evolved into the region's primer business district. Colorado Avenue was the town's first major commercial center. In 1882, Colorado Avenue featured a general store and a hotel. Other early businesses included saloons and shops sometimes operating out of stone and/or wood-frame buildings but, more often than not, they conducted business out of tents and other temporary structures. That year, a sawmill was established to process river cottonwood trees for building construction. The December 2, 1882, edition of the Grand Junction News reported that the town contained "three butcher shops, five grocery and merchandise store, two bakeries, four clothing stores, two hotels, eight restaurants, twenty saloons, one hardware store, one drug store, one bank, four livery and transfer stables, two lumber yards, one furniture store, three blacksmiths shops and one printing office, and a good representation of the professions, trades and laborers." With this huge boom in commercial building came an equally large boom in residential development. The town's commercial areas expanded north from Colorado Avenue to Main Street. Most residential neighborhoods at this time were being constructed to the north and east of downtown. Infrastructural improvements included electric lights (in operation by 1888), a horse-drawn streetcar system was established in 1890 and, by the end of that year, the downtown area featured sidewalks. Also near downtown, a flour mill was built in 1887, the Durham Stockyards were established in 1894, and the Colorado Sugar Manufacturing Company (later acquired by Holly Sugar) was there in 1899. In addition to the commercial development taking place in downtown, Grand Junction's early prosperity was greatly assisted by Denver & Rio Grande Railroad which established Grand Junction as a major division point of the railroad—establishing repair and maintenance shops that provided employment (Alexandroff et al.1995).

With a growing population and a stable outlook for the new town, cultural activities started to flourish. Locals established literary societies, churches, fraternal lodges, bands and orchestras, and acting troops. Musicals and plays became a regular pastime for town residents. In 1892, the large and ornate Park Opera House opened was at 430 Ute Avenue, directly facing the new park (what would be named Whitman Park). The site of the opera house is now the parking lot for the Museum of Western Colorado. The Opera house remained in service until the 1920s and featured theatrical events, lectures, concerts, and traveling acting companies—including appearances from the Barrymores and the vaudeville act known as the Four Cohans (museumofwesternco.com 2022).

By 1900, Grand Junction had become a small city of 3,503. And it could boast almost all the same types of societal and cultural attributes, businesses and industries, and forms of transportation as many other larger cities throughout the U.S. However, as its population grew, and it evolved from a frontier town to a stable community of families,

education became a priority. The original town plat had established specific lots dedicated to school buildings and these were located adjacent to the original plat's four public parks. The Park School, (the name would eventually be changed to Emerson Grade School) was built in 1903 at 9th Street and Ute Avenue—directly across the street from the park that would become Emerson Park—due east of the current project APE (Buckley 1990).

Construction throughout town continued at a rapid pace. In 1904, over $500,000 was spent on new buildings. The next year, at least one hundred new homes were built, each costing between $1,500 to $6,000. Also in 1905, at least $600,000 was spent on commercial building construction including the development of two large business blocks and a new electric plant. This growth impacted every industry in Mesa County and the Grand Valley. The region's fruit growers reported a "banner crop" in 1905 and the Chamber of Commerce doubled its membership. Grand Junction's estimated population was 7,000 (Ashbeck 1992).

As the first decade of the twentieth century ended, Grand Junction was coming to resemble a small city. Downtown Grand Junction boasted several large commercial buildings including the Margery Building and the new D&RG railroad depot (1906), the Schiesswohl Building (1908), and, in 1910, the five-story First National Bank Building. Of course, several saloons and gambling establishments were part of downtown life as well (Alexandroff et al.1995). In 1910, Grand Junction's population was 7,754— a 120 percent increase in one decade.

Often called "The Roaring Twenties," Grand Junction's experience during these years can best be characterized as uncertain due to the decline in its two principal industries, fruit and coal mining. In 1922, the city adopted the council and city manager form of government that continues to the present day. There continued to be a lot of building construction, including a new courthouse, the Avalon Theatre, and several schools. The population reached 8,665 by 1920— an increase of nearly 12 percent from 1910. This influx of residents necessitated the construction of new homes. In response to demand, local lumber companies began erecting new dwellings for rent or for sale on credit (museumofwesternco.com 2022; Reid 2006, 33; Rait 1988, 12).

People continued to arrive in the valley with the hopes of making their fortunes in mining or the fruit industry, only to find that these markets were only experiencing a temporary boom associated with WWI demand. This prosperity did not last long (Reid 2006, 33; Rait 1988, 8). As one historian notes:

> Over the years other mines opened and closed around Grand Junction but it was World War I that led to increased coal production, reaching its highest level in 1918. Because of their small size most of the Mesa County mines were not unionized and during 1918 and 1919 coal miner's strikes in other Colorado fields coupled with heavy wartime demand caused increased output in the valley. This prosperity was short-lived. The War's end, along with the abandonment of the Colorado Midland Railroad in 1919, resulted in temporary curtailment of coal mining around Grand Junction (Reid 2006, 33-34; Mehls 1982).

Unfortunately, these two principal sectors of Grand Junction's economy, agriculture and mining, declined nationally in the years following the war (Mehls 1982; Reid 2006, 34).

Significant changes in modes of transportation also occurred during this time. Busses replaced streetcars and private automobile use was on the rise. In response to demand, in 1925, local business leader Ray Schiesswohl opened the Super Service Station at 6th and Colorado (later called Schiesswohl Oil). Also in 1925, Grand Junction Junior College (now Colorado Mesa University) was established in the old Lowell School at 5th Street and Rood Avenue (The college is now located at 12th Street and North Avenue where it moved in 1940). And despite adverse economic conditions, many other new construction projects and business ventures continued. For example, in March 1922 a group of locals incorporated the Grand Junction Clay Products Company. By the end of the decade this brick plant was producing much of the bricks and tile used to build local homes and businesses (museumofwesternco.com 2022; Reid 2006, 34-35; Rait 1988, 13; Alderman 1994, 17-18).

The Great Depression of the 1930s affected all Americans, but Grand Junction weathered the economic decline better that much of the nation. By the 1930s, Grand Junction's population was around 10,000. This region of Colorado was not highly industrialized at the time, and "this added a degree of stability during the Depression."

Furthermore, the D&RGW Railroad (D&RG re-incorporated in 1920 under the new name Denver & Rio Grande Western) provided steady employment for many of Grand Junction's citizens; and despite layoffs, D&RGW's payroll helped keep the local economy relatively stable—at least early on in the decade (Reddin 1986, 3; Reid 2006, 35-36).

Eventually, however, the ongoing effects of the declines in the fruit and some of the mining industries began to slow growth. Insect infestation, competition from California growers, rising labor and transportation costs, and a decimated national market eventually reverberated through the region's fruit industry. Also, the precious metals mining industry declined, which adversely affected the wholesale and retail businesses of Grand Junction. Coal mining, however, began to recover from its 1920s losses during this period and grew to become a major industry in the area. Because of this, Grand Junction became a regional hub for mine owners and mining supplies (Alexandroff et al 1995).

Grand Junction, like the rest of the U.S. during WWII, grew accustomed to living under war-time rationing of sugar, coffee, and gasoline. Speed limits around town were reduced, and to save on fuel, few people traveled beyond the city limits. If a family was lucky enough to own a car, these cars could not be repaired easily or maintained due to the scarcity of replacement parts. But the impact of the automobile on Grand Junction's built environment had become readily apparent. This era saw major changes in area transportation patterns that began trending away from railroad use with the construction of more and better roads and highways. With the need to store and protect new vehicles, most dwellings were built with detached single-car garages or carports. Older properties often incorporated new garage buildings (usually located behind the principle dwelling and accessible via the ally). By 1940, the city's population had increased to approximately 12,500, a 22 percent increase from 1930 (Lindeman 1997, 2; museumofwesternco.com 2022; Reid 2006, 36; Mehls 1982).

The rise of automobile culture in Grand Junction led to more of a diffusion of commercial enterprises throughout the city and this caused a shift away from downtown as the primary commercial center in the city. As such, the historic downtown became a less desirable location for businesses and began to go into decline. The buildings of the period reflect this shift away from downtown. Areas outside of the city center, especially along Highways 6, 50, and 24, became popular locations for gas stations, auto dealerships, auto repair shops, restaurants, hamburger drive-ins, and motels. Many of these new commercial and retail buildings were constructed with long, low proportions in the strip-mall form because space was no longer a constraint. In 1947, the town's first drive-in movie theater, the Starlight, opened. Loyd Files built the Starlight at 24th Street and North Avenue and this was the second drive-in theater in the state (Reid 2006, 37-38).

Following the war, a rapidly growing consumer economy emerged in Grand Junction. As the city:

grew in size and prosperity….the number of cars on the road grew. By the end of the forties, gas rationing ended, speed limits were raised and a record number of cars crowded the roads. In 1949 the number of cars licensed in Mesa County increased by 1,900 and by 1950, that number had risen by another 1,500….Many people bought a second car…(Lindeman 1997, 5; Reid 2006, 37).

World War II ended the Great Depression for the Grand Junction area's farmers, businesses, and regional mining enterprises. Wartime demand for food production, transportation, and labor virtually eliminated unemployment. Farming, especially in Mesa County, continued to be the principle economic driver. During this time, Mesa County led Colorado in fruit production. And area fruit growers had gained national recognition for the quality of their produce (Mehls 1982; Struthers 1963, 1 and 6; Smith 1949, 113).

Also during WWII, Grand Junction experienced an economic boom associated with Uranium mining and the nation's intra-war Manhattan Project and associated nuclear weapons production and armament. This new economic driver led to a huge population increase and a resultant expansion of city limits. Many new homes were built to accommodate the increased population from the mid-1940s through the 1950s. By 1947, the Atomic Energy Commission (AEC) established the Grand Junction Projects Office in town. The AEC offered area miners incentives and rewards for the discovery of quality uranium ore, and "amateur prospectors could send 55 cents to the U.S.

Government Printing Office for a how-to pamphlet, buy a Geiger counter in Grand Junction or Moab, Utah, and set out in search of yellow carnotite ore" (Abbott et al 1982, 307; Reid 2006, 36-37).

In 1950, Grand Junction's population reached 14,500, a 16 percent increase from 1940. Rail passenger and freight service continued to decline in the area as more and more roads were built, more people acquired cars, and commercial shipping came to rely more on trucks. Perhaps the most significant cause for this shift was the massive highway and interstate construction campaign begun during the Eisenhower administration. Businesses often found it easier, cheaper, and more convenient to "load trucks at a warehouse or plant and have these items transported directly to the recipient, rather than ship part way by rail, only to have the material unloaded from the train and then hauled by truck." Area business grew considerably during the 1950s. Grand Junction's wholesale companies that supported almost all of western Colorado, were second only to Denver in the size and scope of their business (museumofwesternco.com 2022; Reading Club of Rifle, Colorado 1973, 227).

The availability of affordable automobiles and a robust post-war/Cold War economy ushered in "a period of infrastructure investment and expansive growth, leading, within a few decades, to paved and well maintained roads that connected ever expanding cities." In 1956, the new Interstate Highway System was authorized by Congress under the Federal Aid Highway Act. President Dwight D. Eisenhower championed the legislation as critical to the country's national defense and argued that the extant two-lane blacktop highway system was "insufficient for moving military equipment and troops if needed." The result was a proposed 42,500-mile highway and interstate system that would connect population centers to "areas of national strategic importance" (CDOT 2002; Clinco 2009).

Grand Junction, like so many other cities and towns in the West, became an easy-to-reach destination. The city grew in all directions and cars provided freedom and led to the development of new auto-related infrastructure throughout town. By 1956, Grand Junction hosted several motels and many car-related enterprises including gas stations, car washes, car dealers and showrooms, and auto repair shops on or near Pitkin Avenue and Ute Avenue. National gasoline companies like Gulf, Texaco, and Phillips 66, to name a few, insisted upon standardized building designs and required franchisees to prominently display corporate logos, use particular color palates, and provide a standard set of services. Building designs tended to follow the popular international style and utilized abundant glass and concrete block laid out with clean lines and futuristic storefronts (Jones 2003; Clinco 2009; Powell 2011; Randl 2008; Reid 2006, 38-39; History Colorado 2022).

Also during this time, uranium extraction became a huge economic driver for Grand Junction. Uranium mines were developed in the surrounding area and the ore was brought to Grand Junction to be processed and shipped. Local boosters began calling the city the "Uranium Capital of the World," and this claim, along with an artistic rendering of an atomic particle, could be found on official city stationery, signs around town, and police car doors. The uranium boom brought to Grand Junction a large influx of prospectors, geologists, and other professions in support of the industry. The AEC expanded its local programs with a new uranium processing mill in town. And the Grand Junction area was soon home to at least 35 mining companies—some of them major national mining corporations. By 1960, mining had become the county's second largest employer after agriculture (Reid 2006, 39; museumofwesternco.com 2022; Alexandroff et al 1995; Struthers 1963, 6).

However, despite the economic boom and the influx of new residents to the area, the residential character in the south part of downtown began to diminish. New arrivals to the Grand Junction area chose to live in newer tract housing developments outside of the old city center. There was high demand for this type of housing and new subdivisions sprouted up all over Grand Junction and surrounding areas. With this, the area around downtown, and particularly along Pitkin and Ute Avenues, began to shift away from residential space to become more commercially oriented. This trend would continue throughout subsequent decades up to the present day. Newer tract developments provided Grand Junction's growing middle-class with inexpensive housing—and houses in these developments eschewed the Victorian, Craftsman and Tudor details of earlier downtown homes in favor of simple rectangular plans and low-pitched hip roofs. This pattern of residential development away from city centers was happening all over the nation, completely changing the way Americans lived and worked and often to the detriment of downtown spaces all over the country (Reid 2006, 40).

Grand Junction grew at a tremendous rate during the 1950s and the uranium prospecting boom continued until 1957 when the AEC decided that they would no longer subsidize the development of new mining prospects and would only purchase ore from established operations. This abruptly ended the uranium boom in the Grand Valley and the influx of new prospectors to the area. However, Uranium continued to be a significant part of the local economy for years to come (Reid 2006, 42).

In 1960, Grand Junction had grown to around 18,700 residents, a near 29 percent population increase from 1950. One popular and unique initiative early in the decade was to find a way to revitalize the aging and neglected downtown area. In spring of 1962, the city (with the help of government grants) implemented “Operation Foresight,” a major redevelopment of downtown Main Street. Improvements included new, wider sidewalks, a narrowed serpentine street, extensive landscaping (large planters, trees, and flower boxes), covered benches, and more parking. Upon completion of the project, in May 1963, Look Magazine awarded the city with “All America City” recognition for the new downtown “shopping park.” At the time in the United States, a downtown revitalization project like this was very uncommon and it helped refocus attention to downtown businesses after years of marginalization (museumofwesternco.com 2022; Alexandroff et al 1995; Reid 2006, 38).

In 1965, Interstate 70 reached Grand Junction from the west with the completion of the interchange at Horizon Drive. I-70 skirted the city along the north side and the principal route completely avoided the downtown area. However, by 1966, the I-70B route through downtown was complete. The new interstate shared much of its principal route and business loop with Highway 6 and Highway 50. At Exit 26 to the northwest of town, Highway 6 crossed over I-70 from the north to the south side and continued east to join Highway 50 and I-70B toward downtown. The three routes then headed southeast as an expressway, where at North Avenue an interchange was built, and Highway 6 continued east along North Avenue. I-70B/Highway 50 continued southeast to 1st Street as a four-lane commercial boulevard (expressway) to the one-way couplet of Pitkin and Ute Avenues through downtown Grand Junction. At the intersection of Ute/Pitkin and 5th street in downtown, Highway 50 turned south and out of Grand Junction. I-70B continued east along the couplets of Ute/Pitkin until at 14th Street the business loop again became an expressway. I-70B then rejoined Highway 6 at Fruitvale, northeast of downtown. The two roads continued northeast and rejoined I-70 at Clifton (Exit 37). By 1989, all of Mesa County’s I-70 construction projects were complete. However, I-70 through Glenwood Canyon, the final link in the national interstate system, would not be finished until the early 1990s (museumofwesternco.com 2022; MESalek.com 2006)

The arrival of the I-70B along Ute/Pitkin Avenues significantly altered the architectural character of this part of downtown. Once predominantly residential, these avenues between 1st Street to the west and 14th Street to the east became predominantly commercial properties. In particular, the route east of 5th Street has seen most of its residential properties demolished or replaced with commercial buildings. Most of these replacement commercial properties were relatively simple, functional structures that served as retail storefronts, offices, or warehouses. Most new commercial buildings were single-story rectangles or simple shapes. They featured flat or low-pitched gable roofs with little-to-no ornamentation and either plain, nearly flush fascia (close rakes) or overhanging boxed-in soffits or eaves. Concrete block and metal siding predominated. Many of the commercial buildings were auto related. Today, the area has multiple auto repair shops, detail shops, parts stores, gas stations, and car washes dating to within the historic period. Interspersed among these newer commercial buildings is the occasional residential remnant.

During the 1970s, the city’s boundaries continued to expand beyond the original downtown area, and while the commercial center around Main Street largely retained its historic character, the southern portion of the original town plat, especially along Ute and Pitkin Avenues, continued to evolve more and more into a commercial and light industrial corridor. Since most of the town’s residents now lived in newer suburbs away from this older part of town, architecture became highly utilitarian, functionalist, reductive, and auto-friendly; with several instances of entire city blocks of residential neighborhoods demolished to construct simple commercial buildings and large parking lots. In many instances during the 1970s, Queen Anne, Craftsman, Minimal Traditional, and other early twentieth century-type dwellings, once part of the old and mostly residential neighborhoods, found themselves adjacent to, up against, or encompassed by large unadorned or minimally adorned commercial buildings. As a result of this, by 1980, the

entire corridor's built environment looked and felt more haphazard than planned—and this trend continues to this day. With this part of downtown shifting away from residential space, the entire look and feel of the corridor shifted to a place of utilitarian convenience—a place to simply conduct business before getting in the car and driving back to the suburbs. The construction of I-70B appears to be a principal cause of this shift in the historic built environment since the business loop increased traffic and improved access to this part of town. Historic aerial maps and county parcel records show that this trend dramatically increased following the arrival of I-70 and its business loop (I-70B). And the presence of this large and busy expressway, continuously feeding this part of Grand Junction with auto traffic promises to further encourage this trend into the future. It is also worth noting that many of the remaining historic residential properties are in advanced states of disrepair and many appear abandoned.

In 1970, Grand Junction had a population of 20,000, only an 8 percent increase from 1960. And while the uranium industry continued its decline that began in the 1960s, the 1970s saw huge corporate investment in the development of shale oil and natural gas projects in the area. Grand Junction's prospects greatly improved when Exxon located one its regional headquarters in town. Early in the decade, U.S. oil consumption steadily increased while domestic production dwindled. The economic vulnerabilities caused by this foreign-dependent consumption became clear in 1973 when the Organization of Petroleum Exporting Countries (OPEC) instituted an oil embargo. While the embargo caused fuel shortages and higher prices for much of the country, it also created business opportunities for oil producing regions like the Grand Junction area. As a result, Grand Junction's population exploded during the decade with a nearly 39 percent increase. (museumofwesternco.com 2022; Alexandroff et al 1995; Reid 2006, 43-44; Jones 2016, 8-1.).

Oil prices remained high throughout the 1970s. However, significant price declines early in the 1980s resulted in Exxon's abrupt decision to abandon its investment in the region. The loss of Exxon took a significant toll on the local economy. And considering its high production costs, the shale oil industry was no longer viable. (museumofwesternco.com 2022; Alexandroff et al 1995; Reid 2006, 43-44; Jones 2016, 8-1.).

Today, Grand Junction has a population of around 65,500 (2020 Census) and is still the region's primary city. Its agricultural economy, supplemented by a large tourism industry, continues to thrive. Furthermore, it has become a popular place to live for retirees and this has become a significant economic driver for the region.

C & F Food Stores is a locally established convenience store chain founded in 1979 by Carl J. Felts and Frank Childs, whose surnames provided the initials for the business name, reflecting the growth of independent, automobile-oriented retail enterprises in the Grand Valley during the late twentieth century. Felts was a local hotel manager, and Childs previously managed a Circle K store before the two partners established C & F Food Stores. The store at 857-859 Pitkin Avenue was constructed in 1979 as a stand-alone convenience food store and represents an early, purpose-built facility associated with the company's expansion. By 1988, C & F Food Stores operated seven locations in the Grand Junction area, demonstrating sustained local growth. The Pitkin Avenue store did not originally include fuel service; gasoline sales were added after 1983, consistent with broader industry trends in which convenience stores increasingly incorporated fuel services to remain competitive. The store initially operated as a Conoco dealer and later transitioned to Sinclair branding.

36. Sources of information:

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VI. SIGNIFICANCE

37. Local landmark designation: Yes _____ No ___X___ Date of designation: _____

    Designating authority:

38. Applicable National Register Criteria:

    _____ A. Associated with events that have made a significant contribution to the broad pattern of our history;

    _____ B. Associated with the lives of persons significant in our past;

    _____ C. Embodies the distinctive characteristics of a type, period, or method of construction, or represents the work of a master, or that possess high artistic values, or represents a significant and distinguishable entity whose components may lack individual distinction; or

    _____ D. Has yielded, or may be likely to yield, information important in history or prehistory.

    _____ Qualifies under Criteria Considerations A through G (see Manual)

    ___X___ Does not meet any of the above National Register criteria

39. Area(s) of significance:
40. Period of significance:

41. Level of significance: National _____ State _____ Local _____

42. Statement of significance: The property is not significant under NRHP Criterion A. Although the C & F Food Store and gas station reflect late-twentieth-century automobile-oriented commercial development along Pitkin Avenue, research did not identify associations with events or broad patterns of history that have made a significant contribution to the history of Grand Junction or the Grand Valley. The property represents a common convenience store model that was already well established by the late 1970s and widely replicated throughout

the region. The later addition of fuel services reflects a widespread industry trend rather than a locally significant development. The commercial activities historically and currently accommodated by the property do not demonstrate a meaningful association with significant themes such as transportation, economic development, or commercial innovation beyond its routine role as a neighborhood convenience store.

The property is not significant under NRHP Criterion B. Research did not identify associations with individuals whose activities were demonstrably important to local, state, or national history. While founders Carl J. Felts and Frank Childs were local business operators, they do not appear to have achieved documented historical significance, and the property is not directly associated with achievements that would elevate either individual to significance under National Register standards.

The property is not significant under NRHP Criterion C. The building does not represent the work of a master architect or designer, nor does it embody distinctive characteristics of a type, period, or method of construction. The design is utilitarian in nature, reflecting common late-1970s convenience store architecture characterized by simple massing, concrete masonry construction, applied brick veneer, minimal ornamentation, and an emphasis on signage and vehicular access. These features are typical of the period and lack architectural distinction, high artistic value, or the ability to convey broader architectural trends in a manner sufficient to support significance. The detached gas canopy and associated signage are likewise standard commercial features and do not contribute architectural distinction.

The property is not significant under NRHP Criterion D, as it is unlikely to yield information important to history. The construction materials, building forms, and site features are well documented for late-twentieth-century commercial properties in the region, and additional investigation is not expected to provide new or unique historical information.

The property does not meet the criteria for significance under any of the four National Register criteria and is therefore recommended not eligible for listing in the NRHP.

43. Assessment of historic physical integrity related to significance: N/A

VII. NATIONAL REGISTER ELIGIBILITY ASSESSMENT

44. National Register eligibility field assessment:

Eligible _____ Not Eligible ___X___ Need Data _____

45. Is there National Register district potential? Yes _____ No ___X___

Discuss: Constructed in 1977, the C & F Food Store building is part of a broader wave of commercial development that reshaped the area following the introduction of the I-70B corridor. The establishment of I-70B along Ute and Pitkin Avenues dramatically altered the character of this section of downtown. What had historically been a primarily residential area gradually transitioned to predominantly commercial use.

This change did not occur as part of a coordinated planning effort, but rather through incremental, parcel-by-parcel redevelopment. In most cases, existing residential buildings were demolished and replaced with new commercial buildings. These replacement buildings tend to be modest and utilitarian in design, constructed to accommodate a wide range of uses, including retail, office, and warehouse functions. The businesses that occupy them vary significantly, sharing little thematic or architectural cohesion beyond a reliance on large floor areas and convenient vehicular access.

Scattered among these later commercial buildings are occasional remnants of the neighborhood's earlier residential development. However, the overall pattern of 1960s and 1970s construction reflects expediency rather than adherence to a unified plan or design vision. As a result, the corridor today exhibits a fragmented and visually inconsistent built environment.

Within this context, 857-859 Pitkin Avenue does not stand out as a distinctive or cohesive element of a larger historic pattern. Instead, it is representative of a broad and diffuse period of redevelopment that lacks the integrity, continuity, and significance typically associated with historic district eligibility.

If there is National Register district potential, is this building: Contributing _____ Noncontributing _____

Resource Number: 5ME.23913
Temporary Resource Number:

46. If the building is in existing National Register district, is it: Contributing _____ Noncontributing _____

VIII. RECORDING INFORMATION

47. Photograph numbers: I 70b Phase 8\East\Pitkin AVE\odd\857 289-297, 310

    Negatives filed at: HDR

48. Report title: Section 106 Determination of Eligibility and Effect Analysis for the Re-Evaluation of I-70B Corridor Traffic Improvements, 2026

49. Date(s): June 2026

50. Recorder(s): John Ferguson

51. Organization: HDR

52. Address: 1679 Broadway, Suite 3400 Denver, CO 80202

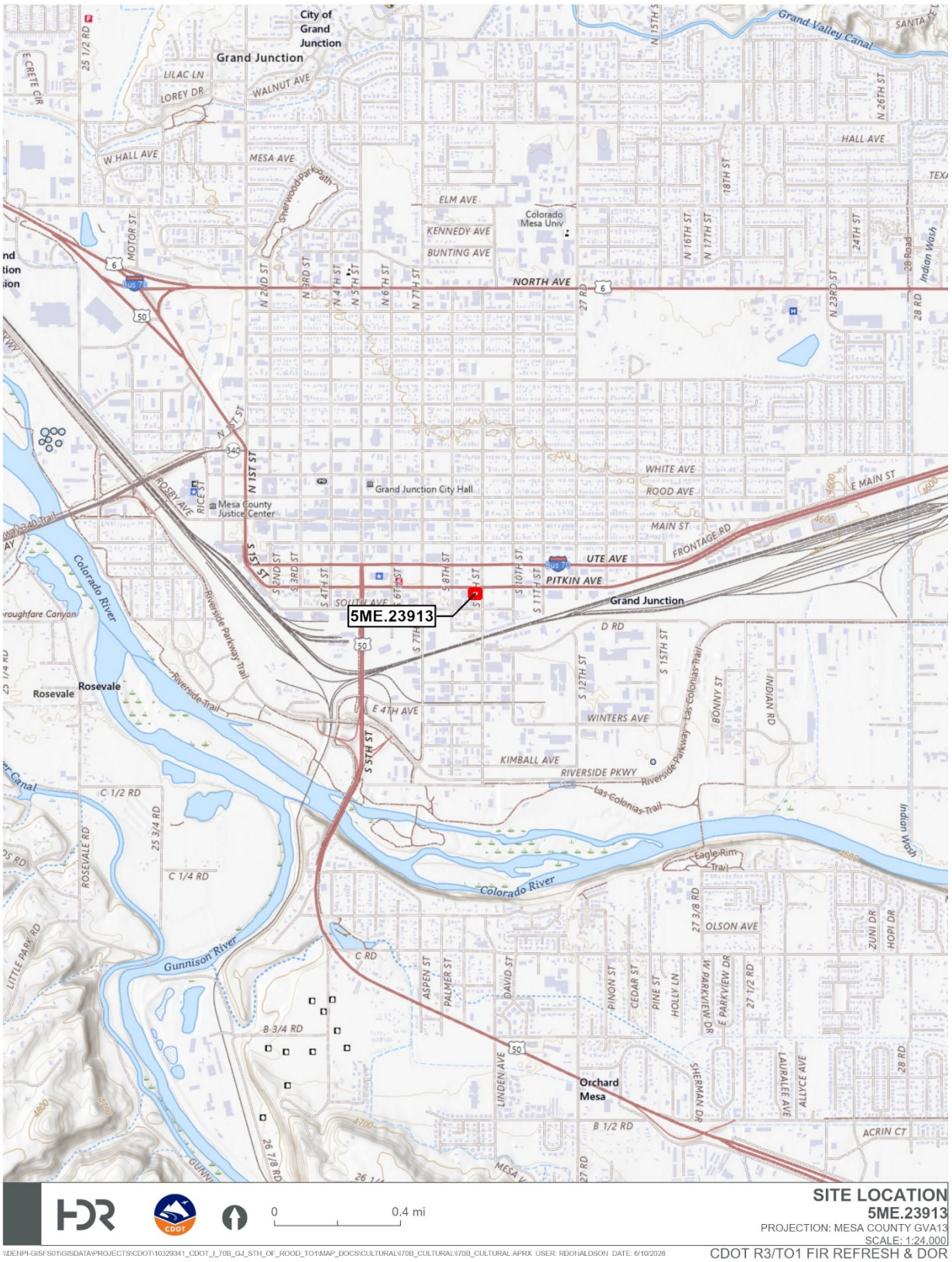
53. Phone number(s): 970-416-4413

NOTE: Please include a sketch map, a photocopy of the USGS quad map indicating resource location, and photographs.

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

Resource Number: 5ME.23913
Temporary Resource Number:

5ME.23913 location map.



Resource Number: 5ME.23913
Temporary Resource Number:

5ME.23913 sketch map.



5ME.23913 photographs



Figure 1. 857-859 Pitkin. View southeast (289.jpg).



Figure 2. 857-859 Pitkin. View southwest (296.jpg).



Figure 3. 857-859 Pitkin. View northwest (301.jpg).

Colorado Department of Transportation
222 South 6th St.
Grand Junction, CO 81501
Phone: (970) 985-8086
Region 3 BKB

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GLENDALE, CO 80246
(303) 524-3030 PHONE
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Date	Description	Initials

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Date	Description	Initials

Sheet Revisions		
Date	Description	Initials

Right of Way Plans
Title Sheet
Project Number: NHPP 070A-037
Project Location: I-70B SOUTH OF ROOD (PHASE 8)
GRAND JUNCTION, CO

Project Code:	Last Mod. Date	Subset	Sheet No.
25797	7/14/26	1.01 to 1.01	1.01

DEPARTMENT OF TRANSPORTATION

STATE OF COLORADO

RIGHT OF WAY PLANS OF PROPOSED

FEDERAL AID PROJECT NO. NHPP 070A-037

Interstate Highway I-70B MP 5.55 to 6.85
Sections 13 & 14
Township 1 South, Range 1 West
of the Ute Principal Meridian
County of Mesa

R.O.W. Length of Project = 1.30 Miles
Const. Length of Project = 1.35 Miles

SURVEYOR STATEMENT (ROW PLAN)

I, Brandon Lee , a professional land surveyor licensed in the State of Colorado, do hereby state to the Colorado Department of Transportation that based upon my knowledge, information and belief, the research, calculations and evaluation of the survey evidence were performed and this Right-of-Way Plan was prepared under my responsible charge in accordance with applicable standards of practice defined by Colorado Department of Transportation publications.
This statement is not a guaranty or warranty, either expressed or implied.

PLS No. 37894

SECTION CORNER
1/4 AND 1/16 SECTION CORNERS
SET EASEMENT MONUMENT
TEMPORARY EASEMENT POINT
RIGHT OF WAY MARKER
LOCAL CITY RANGE POINT
BLM BLM MARKER
PP PROPERTY PIN
NOAA NOAA MARKER
QUARTER AND SIXTEENTH SECTION CORNERS (TOPO POINT)
FED FEDERAL MONUMENT
WC WC WITNESS CORNER
BM BENCH MARK
USGS USGS MARKER
LOCAL OR PLSS MONUMENT
SECONDARY CONTROL MONUMENT
ROW RIGHT OF WAY MARKER
N 9.88 E 3.81 EL 0.00 PROJECT CONTROL MONUMENT
N 10.13 E 3.81 EL 0.00 DENSIFICATION CONTROL MONUMENT
N 10.38 E 3.81 EL 0.00 HIGH ACCURACY REFERENCE NETWORK CONTROL MONUMENT

PERMANENT, PROPERTY, SLOPE, & UTILITY EASEMENT LINE (PROPOSED AND EXISTING)
TEMPORARY EASEMENT LINE (PROPOSED AND EXISTING)
PROPERTY BOUNDARY LINE (PROPOSED AND EXISTING)
ACCESS CONTROL LINE (PROPOSED AND EXISTING)
BARRIER ACCESS CONTROL LINE (PROPOSED AND EXISTING)
RIGHT OF WAY LINE (PROPOSED AND EXISTING)
VIRGIN RIGHT OF WAY LINE (PROPOSED AND EXISTING)
CITY LIMIT LINE
CITY RANGE LINE
QUARTER SECTION LINE
SECTION LINE
SIXTEENTH SECTION LINE
STATE LINE
TOWNSHIP LINE

SURVEY/ROW

TOP OF CUT
TOE OF FILL

TERRAIN

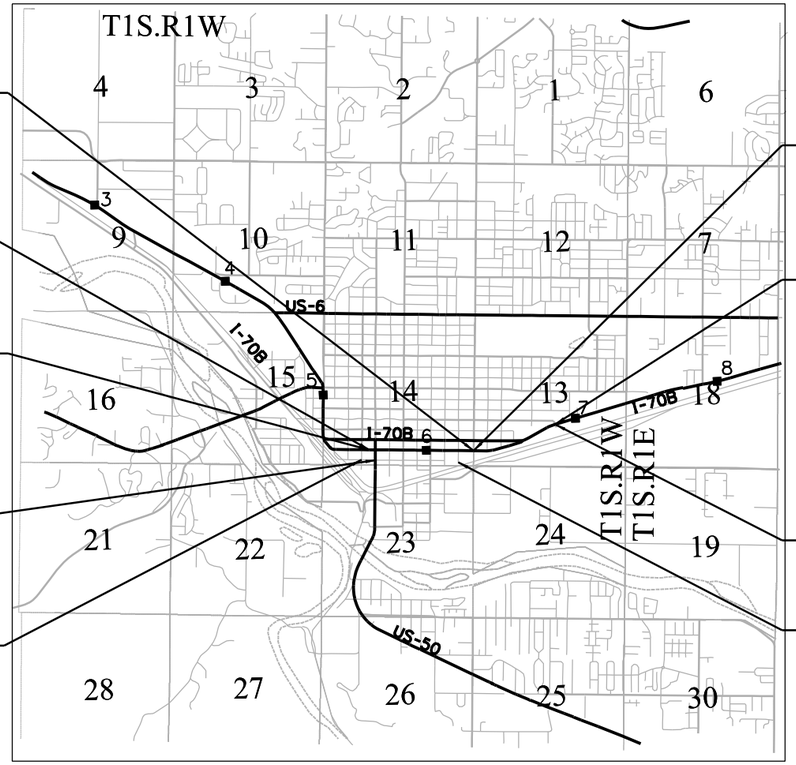
BEGIN CONST PROJECT
NHPP 070A-037 (Phase 3)
STA: 88+32.98' (UTE)
STA: 289+06.80' (PITKIN)

BEGIN ROW PROJECT
NHPP 070A-037
STA: 41+64.98 (UTE)

BEGIN CONST PROJECT
NHPP 070A-037 (Phase 2)
STA STA 39+69.20

BEGIN ROW PROJECT
NHPP 070A-037
STA: 243+83.14 (PITKIN)
MP 5.55

BEGIN CONST PROJECT
NHPP 070A-037 (Phase 1)
STA STA 241+00
MP 5.50



END CONST PROJECT
NHPP 070A-037 (Phase 2)
STA 231+64.86

END ROW PROJECT
NHPP 070A-037
STA 231+64.86
MP 6.85

END CONST PROJECT
NHPP 070A-037 (Phase 3)
STA 231+64.86
MP 6.85

END CONST PROJECT
NHPP 070A-037 (Phase 1)
STA 231+64.86

PROJECT LOCATION MAP

0' 1/2 MILE 1 MILE 2 MILES
Lineal Units = U.S. Survey Feet

Note: For a complete listing of symbology used within this set of plans, please refer to the M-100-1 Standard Symbols of the Colorado Department of Transportation M&S Standards Publication. Existing topo features are shown as screened weight (gray scale). Proposed or new features are shown as full weight without screening, except as noted with the word (proposed).

Basis of Bearings: Bearings are based on the South line of the SW 1/4 of the SW 1/4 of Section 13, T. 1 S., R. 1 W, Ute P.M. Said line is monumented, on the West, by a 3.25 inch Aluminum Cap, in Range Box and stamped "JACOBS T1S R1W S14 S13 S23 S24 2013 PLS 24961", and on the East, by a 3 inch Aluminum Cap in Range Box (Illegible stamping). Said line bears S89° 59'15"E.

1. This Right-of-Way Plan is not a boundary survey of the adjoining property and is prepared for the Colorado Department of Transportation purposes only.

2. For title information, The Colorado Department of Transportation relied on Title Commitments prepared by WESTCOR LAND TITLE INSURANCE COMPANY, issuing agent, H.C. Peck & Associates, Inc.

3. This plan set is subject to change and may not be the most current set. It is the user's responsibility to verify with CDOT that this set is the most current. The information contained on the attached drawing is not valid unless this copy bears an original signature of the Professional Land Surveyor hereon named.

NOTICE: According to Colorado law you must commence any legal action based upon any defect in this survey within three years after you first discover such defect. In no event may any action based upon any defect in this survey be commenced more than ten years from the date of the certification shown hereon.

COLORADO DEPARTMENT OF TRANSPORTATION
FEDERAL-AID HIGHWAY PROJECT

ROW PLANS AUTHORIZED: _____ DATE

_____
CDOT CHIEF ENGINEER

SHEET NO.	INDEX OF SHEETS
1.01	(1) Title Sheet
2.01-2.07	(7) Tabulation of Properties
3.01-3.04	(4) Project Control Diagram
4.01-4.16	(16) Land Survey Control Diagram
5.01	(1) Monumentation Sheets
7.01-7.19	(19) Plan Sheets
8.01-8.05	(5) Ownership Map
	(50) Total Sheets

Scales of Original 11"x17" Drawings
Plan Sheets 1"=40'
Ownership Map 1"=100'

FILING CERTIFICATION:
DEPOSITED THIS ___ DAY OF _____, 20___, AT ___M.
IN BOOK _____ OF THE COUNTY LAND SURVEYS/RIGHT OF WAY
SURVEYS AT PAGE _____, RECEPTION NUMBER _____
SIGNED _____ DEPT.

7/14/2026 Lee 2:49:38 PM F:\10025000_10029999\10025795_CDOT_I-70B_Grand_Junction_Ph8\CAD\25797ROW_Title_101.dgn

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Region 3 BKB

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(303) 524-3030 PHONE

Sheet Revisions			Sheet Revisions			Sheet Revisions		
Date	Description	Initials	Date	Description	Initials	Date	Description	Initials

Right of Way Plans
Tabulation of Properties
Project Number: NHPP 070A-037
Project Location: I-70B SOUTH OF ROOD (PHASE 8)
GRAND JUNCTION, CO

Project Code:	Last Mod. Date	Subset	Sheet No.
25797	7/14/26	2.01 to 2.07	2.01

R.O.W. TABULATION OF PROPERTIES IN MESA COUNTY U.S. NO. I-70B

Parcel No.	Ownership Name and Mailing Address	Site Address	Location	Area In Square Feet (Acres)					Book and Page No. And/Or Reception No.	TE Duration (and Date)	Title Commitment No.	Purpose of Parcel
				Area Of Parcel	Existing ROW	Net Area	Remainder Left	Remainder Right				
			T. 1 S., R. 1 W., UTE P.M.									
TE-161	City of Grand Junction	250 N 5TH ST	SW 1/4 Sec. 14	1807								For the construction of roadway, access, sidewalk,
	250 N 5TH ST Grand Junction, CO 81501		Lots 17-25, Block 126	(0.041)								drainage, and utility improvements
			City of Grand Junction									
TE-161A	Same as TE-161	Same as TE-161	Same as TE-161	1470								For the construction of roadway, access, sidewalk,
				(0.034)								drainage, and utility improvements
TE-168	CITY OF GRAND JUNCTION	301 S 10TH ST	SE 1/4 Sec. 14	3900								For the construction of roadway, access, sidewalk,
	250 N 5TH ST		Lot 1 Police and Fire Facilities	(0.090)								drainage, and utility improvements
	GRAND JUNCTION, CO 81501-2628											
TE-179	HYBRID CONFECTIONS LLC	635 PITKIN AVE	SW 1/4 Sec. 14	501								For the construction of roadway, access, sidewalk,
	701 COLORADO AVE		LOT 1 HYBRID CONFECTIONS	(0.012)								drainage, and utility improvements
	GRAND JUNCTION, CO 81501		SUBDIVISION									
TE-180	BOARD OF COUNTY COMMISSIONERS	636 SOUTH AVE	SE 1/4 Sec. 14	500								For the construction of roadway, access, sidewalk,
	OF MESA COUNTY		Block 149	(0.011)								drainage, and utility improvements
	PO BOX 20000		City of Grand Junction									
	GRAND JUNCTION, CO 815025024											
TE-181	LURESCAPES PROPERTIES LLC	721 PITKIN AVE	SE 1/4 Sec. 14	267								For the construction of roadway, access, sidewalk,
	3014 COUNTRY RD		Lots 11 & 12, Block 150	(0.006)								drainage, and utility improvements
	GRAND JUNCTION, CO 81504		City of Grand Junction									
TE-182	MALONEY AND KUSACK TRUST DATED JULY 29 2022	840 PITKIN AVE	SE 1/4 Sec. 14	1003								For the construction of roadway, access, sidewalk,
	2657 HEMLOCK CT		Lots 21-24, Block 136	(0.023)								drainage, and utility improvements
	GRAND JUNCTION, CO 81501		City of Grand Junction									
TE-183	MM&K LLC	819 PITKIN AVE	SE 1/4 Sec. 14	501								For the construction of roadway, access, sidewalk,
	819 PITKIN AVE		Lots 9 & 10, Block 151	(0.012)								drainage, and utility improvements
	GRAND JUNCTION, CO 81501		City of Grand Junction									
TE-184	C & F FOOD STORES INC	859 PITKIN AVE	SE 1/4 Sec. 14	501								For the construction of roadway, access, sidewalk,
	140 S 17TH ST		Lots 11 & 12, Block 151	(0.012)								drainage, and utility improvements
	GRAND JUNCTION, CO 81501		City of Grand Junction									

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Sheet Revisions			Sheet Revisions			Sheet Revisions		
Date	Description	Initials	Date	Description	Initials	Date	Description	Initials

Right of Way Plans
Tabulation of Properties
Project Number: NHPP 070A-037
Project Location: I-70B SOUTH OF ROOD (PHASE 8)
GRAND JUNCTION, CO

Project Code:	Last Mod. Date	Subset	Sheet No.
25797	7/14/26	2.01 to 2.07	2.02

R.O.W. TABULATION OF PROPERTIES IN MESA COUNTY U.S. NO. I-70B

Parcel No.	Ownership Name and Mailing Address	Site Address	Location	Area In Square Feet (Acres)					Book and Page No. And/Or Reception No.	TE Duration (and Date)	Title Commitment No.	Purpose of Parcel
				Area Of Parcel	Existing ROW	Net Area	Remainder Left	Remainder Right				
			T. 1 S., R. 1 W., UTE P.M.									
RW-185	C & F FOOD STORES, INC., a Colorado corporation	857 PITKIN AVE	SE 1/4 Sec. 14	290				5937			10605B2026	For the construction of roadway and
	140 S 17TH ST		Lots 13-16, Block 151	(0.007)				(0.136)			6/25/2026	accessible pedestrian facilities
	GRAND JUNCTION, CO 81501		City of Grand Junction									
TE-185	Same as RW-185	Same as RW-185	Same as RW-185	388								For the construction of roadway, access, sidewalk,
				(0.009)								drainage, and utility improvements
TE-185A	Same as RW-185	Same as RW-185	Same as RW-185	488								For the construction of roadway, access, sidewalk,
				(0.011)								drainage, and utility improvements
RW-186	CO MKM INC.	409 S 9TH ST	SE 1/4 Sec. 14	313				5937			10606B2026	For the construction of roadway and
	840 PITKIN AVE		Lot 1, Block 152	(0.007)				(0.136)			6/25/2026	accessible pedestrian facilities
	GRAND JUNCTION, CO 81501		City of Grand Junction									
TE-187	DESERT AUTO LLC	929 PITKIN AVE	SE 1/4 Sec. 14	421								For the construction of roadway, access, sidewalk,
	929 PITKIN AVE		Lots 8 & 9, Block 152	(0.010)								drainage, and utility improvements
	GRAND JUNCTION, CO 81501		City of Grand Junction									
TE-188	RAMSTETTER F MARIE & RAMSTETTER KAROL LUE	1010 PITKIN AVE	SE 1/4 Sec. 14	1002								For the construction of roadway, access, sidewalk,
	929 MAIN ST		Lots 27-30, Block 134	(0.023)								drainage, and utility improvements
	GRAND JUNCTION, CO 81501-3538		City of Grand Junction									
TE-189	1005 PITKIN LLC	1005 PITKIN AVE	SE 1/4 Sec. 14	269								For the construction of roadway, access, sidewalk,
	PO BOX 2041		Lots 3 & 4, Block 153	(0.006)								drainage, and utility improvements
	CARBONDALE, CO 81623		City of Grand Junction									
TE-190	DISTEL ROBERT M & DISTEL DARLENE J	1039 PITKIN AVE	SE 1/4 Sec. 14	331								For the construction of roadway, access, sidewalk,
	1039 PITKEN AVE		Lots 8 & 9, Block 153	(0.016)								drainage, and utility improvements
	GRAND JUNCTION, CO 81501		City of Grand Junction									
TE-191	D & M LLC	1203 PITKIN AVE	SW 1/4 Sec. 13	250								For the construction of roadway, access, sidewalk,
	173 TZ TRAIL		Lot 1 & 2, Block S	(0.006)								drainage, and utility improvements
	GRAND JUNCTION, CO 81503		Keith's Addition									

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Sheet Revisions		
Date	Description	Initials

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Date	Description	Initials

Right of Way Plans
Tabulation of Properties
Project Number: NHPP 070A-037
Project Location: I-70B SOUTH OF ROOD (PHASE 8)
GRAND JUNCTION, CO

Project Code:	Last Mod. Date	Subset	Sheet No.
25797	7/14/26	2.01 to 2.07	2.03

R.O.W. TABULATION OF PROPERTIES IN MESA COUNTY U.S. NO. I-70B

Parcel No.	Ownership Name and Mailing Address	Site Address	Location	Area In Square Feet (Acres)					Book and Page No. And/Or Reception No.	TE Duration (and Date)	Title Commitment No.	Purpose of Parcel
				Area Of Parcel	Existing ROW	Net Area	Remainder Left	Remainder Right				
			T. 1 S., R. 1 W., UTE P.M.									
TE-192	D & M LLC	1227 PITKIN AVE	SW 1/4 Sec. 13	2479								For the construction of roadway, access, sidewalk,
	173 TZ TRAIL		Lot 3-17, Block S and	(0.057)								drainage, and utility improvements
	GRAND JUNCTION, CO 81503		vacated R.O.W.									
			Keith's Addition									
TE-193	1240 PITKIN AVENUE LLC	1240 PITKIN AVE	SW 1/4 Sec. 13	423								For the construction of roadway, access, sidewalk,
	695 CLOVERDALE DR		Lot 2	(0.010)								drainage, and utility improvements
	GRAND JUNCTION, CO 81506		Jetsy Minor Subdivision									
TE-194	EPAR ENTERPRISES LLC	331 S 13TH ST	SW 1/4 Sec. 13	94								For the construction of roadway, access, sidewalk,
	226 31 RD		Lot 17, Block P	(0.002)								drainage, and utility improvements
	GRAND JUNCTION, CO 81503		Keith's Addition									

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Colorado Department of Transportation
222 South 6th St.
Grand Junction, CO 81501
Phone: (970) 985-8086
Region 3 BKB

720 S. COLORADO BLVD. #120-A
GLENDALE, CO 80246
(303) 524-3030 PHONE

Sheet Revisions		
Date	Description	Initials

Sheet Revisions		
Date	Description	Initials

Sheet Revisions		
Date	Description	Initials

Right of Way Plans
Tabulation of Properties
Project Number: NHPP 070A-037
Project Location: I-70B SOUTH OF ROOD (PHASE 8)
GRAND JUNCTION, CO

Project Code:	Last Mod. Date	Subset	Sheet No.
25797	7/14/26	2.01 to 2.07	2.04

R.O.W. TABULATION OF PROPERTIES IN MESA COUNTY U.S. NO. I-70B

Parcel No.	Ownership Name and Mailing Address	Site Address	Location	Area In Square Feet (Acres)					Book and Page No. And/Or Reception No.	TE Duration (and Date)	Title Commitment No.	Purpose of Parcel
				Area Of Parcel	Existing ROW	Net Area	Remainder Left	Remainder Right				
			T. 1 S., R. 1 W., UTE P.M.									
TE-260	City of Grand Junction	250 N 5TH ST	SW 1/4 Sec. 14	1373								For the construction of roadway, access, sidewalk,
	250 N 5TH ST Grand Junction, CO 81501		Lots 17-25, Block 126	(0.032)								drainage, and utility improvements
			City of Grand Junction									
TE-261	City of Grand Junction	555 Ute Ave	SW 1/4 Sec. 14	1681								For the construction of roadway, access, sidewalk,
	250 N 5TH ST Grand Junction, CO 81501		Block 138 City of Grand Junction	(0.039)								drainage, and utility improvements
TE-261A	Same as TE-261	Same as TE-261	Same as TE-261	3189								For the construction of roadway, access, sidewalk,
				(0.073)								drainage, and utility improvements
TE-262	State of Colorado	222 S 6TH ST	SW 1/4 Sec. 14	1396								For the construction of roadway, access, sidewalk,
	1525 Sherman ST STE 7	Grand Junction, CO 81501	Lots 25-27, Block 127	(0.032)								drainage, and utility improvements
	Denver, CO 80203-1700		City of Grand Junction									
TE-263	ABBOTT FAMILY LLC	237 S 7TH ST	SW 1/4 Sec. 14	1033								For the construction of roadway, access, sidewalk,
	510 N Arapaho Ave Hydro, OK 73048	Grand Junction, CO 81501	Lots 21-24, Block 127	(0.024)								drainage, and utility improvements
			City of Grand Junction									
TE-263A	Same as TE-263	Same as TE-263	SE 1/4 Sec. 14	200								For the construction of roadway, access, sidewalk,
			Lot 17, Block 127	(0.005)								drainage, and utility improvements
			City of Grand Junction									
TE-264	PAGE INVESTMENTS LLC	803 Ute Ave	SE 1/4 Sec. 14	501								For the construction of roadway, access, sidewalk,
	803 Ute Ave Grand Junction, CO 81501		Lots 3-4, Block 136	(0.012)								drainage, and utility improvements
			City of Grand Junction									
TE-265	PAGE INVESTMENTS LLC	817 Ute Ave	SE 1/4 Sec. 14	187								For the construction of roadway, access, sidewalk,
	803 Ute Ave Grand Junction, CO 81501		Lot 5, Block 136	(0.004)								drainage, and utility improvements
			City of Grand Junction									
TE-266	QUIGLEY INVESTMENTS LLC	856 UTE AVE	SE 1/4 Sec. 14	300								For the construction of roadway, access, sidewalk,
	227 S 9TH ST		Lots 20 & 21, Block 129	(0.007)								drainage, and utility improvements
	GRAND JUNCTION, CO 81501-3614		City of Grand Junction									
TE-267	MALONEY AND KUSACK TRUST DATED JULY 29 2022	861 UTE AVE	SE 1/4 Sec. 14	652								For the construction of roadway, access, sidewalk,
	2657 HEMLOCK CT		Lots 15 & 16, Block 136	(0.015)								drainage, and utility improvements
	GRAND JUNCTION, CO 81501		City of Grand Junction									

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Colorado Department of Transportation
222 South 6th St.
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Sheet Revisions			Sheet Revisions			Sheet Revisions		
Date	Description	Initials	Date	Description	Initials	Date	Description	Initials

Right of Way Plans
Tabulation of Properties
Project Number: NHPP 070A-037
Project Location: I-70B SOUTH OF ROOD (PHASE 8)
GRAND JUNCTION, CO

Project Code:	Last Mod. Date	Subset	Sheet No.
25797	7/14/26	2.01 to 2.07	2.05

R.O.W. TABULATION OF PROPERTIES IN MESA COUNTY U.S. NO. I-70B

Parcel No.	Ownership Name and Mailing Address	Site Address	Location	Area In Square Feet (Acres)					Book and Page No. And/Or Reception No.	TE Duration (and Date)	Title Commitment No.	Purpose of Parcel
				Area Of Parcel	Existing ROW	Net Area	Remainder Left	Remainder Right				
			T. 1 S., R. 1 W., UTE P.M.									
TE-268	CITY OF GRAND JUNCTION	301 S 10TH ST	SE 1/4 Sec. 14	4487								For the construction of roadway, access, sidewalk,
	250 N 5TH ST		Lot 1 Police and Fire Facilities	(0.103)								drainage, and utility improvements
	GRAND JUNCTION, CO 81501-2628											
TE-269	MARTINEZ MARIA ISABEL	1001 UTE AVE	SE 1/4 Sec. 14	250								For the construction of roadway, access, sidewalk,
	1001 UTE AVE		Lots 1 & 2, Block 139	(0.006)								drainage, and utility improvements
	GRAND JUNCTION, CO 81501		City of Grand Junction									
TE-270	RAMSTETTER F MARIE & RAMSTETTER KAROL LUE	1049 UTE AVE	SE 1/4 Sec. 14	501								For the construction of roadway, access, sidewalk,
	929 MAIN ST		Lots 13 & 14, Block 134	(0.012)								drainage, and utility improvements
	GRAND JUNCTION, CO 81501-3538		City of Grand Junction									
TE-271	JOHN AND SERR LLC	1162 UTE AVE	SE 1/4 Sec. 14	697								For the construction of roadway, access, sidewalk,
	1162 UTE AVE		Lots 18-22, Block 132	(0.016)								drainage, and utility improvements
	GRAND JUNCTION, CO 81501		City of Grand Junction									
TE-272	PRECISION PROMOTIONAL HOLDINGS LLC	1161 UTE AVE	SE 1/4 Sec. 14	416								For the construction of roadway, access, sidewalk,
	1161 UTE AVE			(0.010)								drainage, and utility improvements
	GRAND JUNCTION, CO 81501		City of Grand Junction									
TE-273	KETOVER JAMES	1204 UTE AVE	SW 1/4 Sec. 13	497								For the construction of roadway, access, sidewalk,
	440 N 16TH ST		S 1/2 of Lots 31 & 32, Block M	(0.011)								drainage, and utility improvements
	GRAND JUNCTION, CO 81501		Keith's Addition									
TE-274	1206 UTE LLC	1206 UTE AVE	SW 1/4 Sec. 13	832								For the construction of roadway, access, sidewalk,
	1206 UTE AVE		Lots 29 & 30, Block M	(0.019)								drainage, and utility improvements
	GRAND JUNCTION, CO 81501		Keith's Addition									
TE-275	JMJ PROPERTIES CO LLC	310 S 12TH ST	SW 1/4 Sec. 13	150								For the construction of roadway, access, sidewalk,
	563 W 500 S # 260		Lots 7 & 8, Block P	(0.003)								drainage, and utility improvements
	BOUNTIFUL, UT 84010		Keith's Addition									
TE-276	GRAND VALLEY PUBLIC RADIO COMPANY INC	1310 UTE AVE	SW 1/4 Sec. 14	500								For the construction of roadway, access, sidewalk,
	1310 UTE AVE		Lots 27-30, Block N	(0.011)								drainage, and utility improvements
	GRAND JUNCTION, CO 81501-4620		Keith's Addition									

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Right of Way Plans
Tabulation of Properties
Project Number: NHPP 070A-037
Project Location: I-70B SOUTH OF ROOD (PHASE 8)
GRAND JUNCTION, CO

Project Code:	Last Mod. Date	Subset	Sheet No.
25797	7/14/26	2.01 to 2.07	2.06

R.O.W. TABULATION OF PROPERTIES IN MESA COUNTY U.S. NO. I-370B

Parcel No.	Ownership Name and Mailing Address	Site Address	Location	Area In Square Feet (Acres)					Book and Page No. And/Or Reception No.	TE Duration (and Date)	Title Commitment No.	Purpose of Parcel
				Area Of Parcel	Existing ROW	Net Area	Remainder Left	Remainder Right				
			T. 1 S., R. 1 W., UTE P.M.									
TE-277	DOTTSON JEFFERY	241 S 14TH ST	SW 1/4 Sec. 14	500								For the construction of roadway, access, sidewalk,
	241 S 14TH ST		Lots 19 & 20, Block N	(0.011)								drainage, and utility improvements
	GRAND JUNCTION, CO 81501		Keith's Addition									
TE-278	1321 UTE LLC	1351 UTE AVE	SW 1/4 Sec. 14	234								For the construction of roadway, access, sidewalk,
	PO BOX 717		Lot 16, Block Q	(0.005)								drainage, and utility improvements
	GRAND JUNCTION, CO 81502		Keith's Addition									
TE-295	LION STOP LLC	1426 UTE AVE	SW 1/4 Sec. 14	640								For the construction of roadway, access, sidewalk,
	12465 SWANSEA DR		Lots 23 - 26, Block O	(0.015)								drainage, and utility improvements
	PARKER, CO 80134		Keith's Addition									

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Right of Way Plans
Tabulation of Properties
Project Number: NHPP 070A-037
Project Location: I-70B SOUTH OF ROOD (PHASE 8)
GRAND JUNCTION, CO

Project Code:	Last Mod. Date	Subset	Sheet No.
25797	7/14/26	2.01 to 2.07	2.07

R.O.W. TABULATION OF PROPERTIES IN MESA COUNTY U.S. NO. I-70B

Parcel No.	Ownership Name and Mailing Address	Site Address	Location	Area In Square Feet (Acres)					Book and Page No. And/Or Reception No.	TE Duration (and Date)	Title Commitment No.	Purpose of Parcel
				Area Of Parcel	Existing ROW	Net Area	Remainder Left	Remainder Right				
			T. 1 S., R. 1 W., UTE P.M.									
RW-396	Landmark Baptist Church of G.J., Inc	1600 UTE AVE	SE 1/4 of SW 1/4 Sec. 13	471			161,572				10597B2026	For the construction of roadway and
	1600 UTE AVE			(0.335)			(114.985)				6/25/2026	accessible pedestrian facilities
	GRAND JUNCTION, CO 815014677											
TE-396	Same as RW-396	Same as RW-396	Same as RW-396	444								For the construction of roadway, access, sidewalk,
				(0.316)								drainage, and utility improvements
TE-396A	Same as RW-396	Same as RW-396	Same as RW-396	1408								For the construction of roadway, access, sidewalk,
				(1.002)								drainage, and utility improvements
TE-396B	Same as RW-396	Same as RW-396	Same as RW-396	314								For the construction of roadway, access, sidewalk,
				(0.223)								drainage, and utility improvements
TE-397	REO HOLDINGS LLC	1700 I 70 BUSINESS LOOP #6	SW 1/4 Sec. 13	458								For the construction of roadway, access, sidewalk,
	1100 ROYAL COACHMAN	GRAND JUNCTION, CO 81501		(0.326)								drainage, and utility improvements
	DILLON, CO 80435											
TE-397A	Same as RW-397	Same as RW-397	Same as RW-397	1799								For the construction of roadway, access, sidewalk,
				(1.280)								drainage, and utility improvements
TE-398	ALONZOS AUTO DETAILING INC	1801 MAIN ST	SW 1/4 Sec. 13	74								For the construction of roadway, access, sidewalk,
	1801 MAIN ST			(0.053)								drainage, and utility improvements
	GRAND JUNCTION, CO 81501											

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Land Survey Control Diagram
Title Sheet

Project Number: NHPP 070A-037
Project Location: I-70B SOUTH OF ROOD (PHASE 8)
GRAND JUNCTION, CO

Project Code:	Last Mod. Date	Subset	Sheet No.
25797	7/14/26	4.01 to 4.13	4.01

DEPARTMENT OF TRANSPORTATION
STATE OF COLORADO

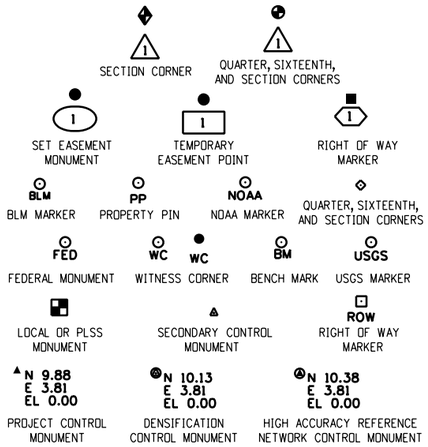
LAND SURVEY CONTROL DIAGRAM

Interstate Highway 70B MP 5.55 to 6.68
Sections 13 & 14
Township 1 South, Range 1 West
of the Ute Principal Meridian
County of Mesa

SURVEYOR STATEMENT (LAND SURVEY CONTROL DIAGRAM)

I, Brandon Lee , a professional land surveyor licensed in the State of Colorado, do hereby state to the Colorado Department of Transportation this Land Survey Control Diagram was prepared and the field survey it represents was performed under my responsible charge and, based upon my knowledge, information and belief is in accordance with applicable standards of practice defined by Colorado Department of Transportation publications. This statement is not a guaranty or warranty, either expressed or implied.

PLS No. 37894



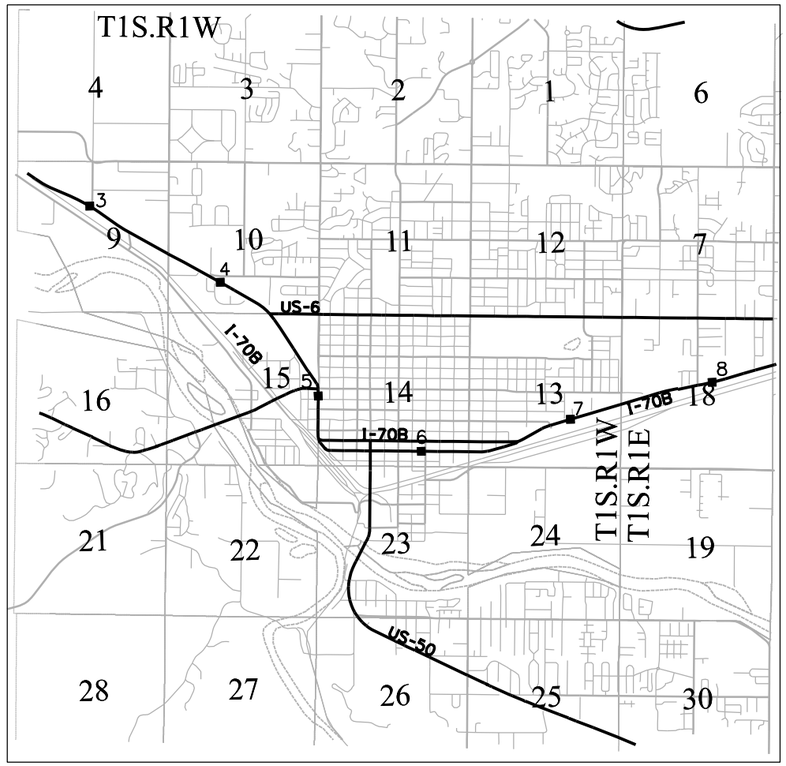
General Notes:

1. This Land Survey Control Diagram is not a boutndary survey of the adjoining property and is prepared for the Colorado Department of Transportation purposes only. No determination has been made to determine if the found monuments as shown are in their proper position or if they are at the corners they are intended to monument

2. Title policy, title commitment, and title research are not part of this survey, therefore easements, rights, and restrictions of record were not researched and are not shown on this diagram. The verification of the physical evidence with relation to easements, rights of ways, property boundaries, and restrictions, as described in the instruments of record, were not included in this land survey control diagram.

3. This plan set is subject to change and may not be the most current set. It is the user's responsibility to verify with CDOT that this set is the most current. The information contained on the attached drawing is not valid unless this copy bears an original signature of the Professional Land Surveyor hereon named.

4. Refer to the M-629-1 Survey Monuments of the Standard found in The Colorado Department of Transportation, M & S Standards for typical survey monument descriptions.



PROJECT LOCATION MAP

0' 1/2 MILE 1 MILE 2 MILES
Lineal Units = U.S. Survey Feet

Basis of Bearings: Bearings are based on the South line of the SW 1/4 of the SW 1/4 of Section 13, T. 1 S., R. 1 W, Ute P.M. Said line is monumented, on the West, by a 3.25 inch Aluminum Cap, in Range Box and stamped "JACOBS T1S R1W S14 S13 S23 S24 2013 PLS 24961", and on the East, by a 3 inch Aluminum Cap in Range Box (Illegible stamping). Said line bears S89° 59'52"E.

Basis of Elevations: Project elevations are based on SN01, with a NAVD 88 elevation of 4766.592ft. SN01 is the Central Meridian point.

COORDINATE DATUM: This project control was perpetuated from the Mesa County Local Coordinate System (MCLCS)
Grand Valley Area
Zone: GVA
Projection: Transverse Mercator Projection
Point of Origin: SN01
Northing: 50,000 Ft
Easting: 100,000 Ft
Project/Scale Factor Height: 4,644 Ft (NAVD 88)
Latitude (Degrees): 39° 06' 22.72756"N
Latitude (Decimal): 39.106313211°
Longitude (Degrees): 108° 32' 01.43463"W
Longitude (Decimal): 108.533731842°
Scale Factor: 1.000218181798

NOTICE: According to Colorado law you must commence any legal action based upon any defect in this survey within three years after you first discover such defect. In no event may any action based upon any defect in this survey be commenced more than ten years from the date of the certification shown hereon.

INDEX OF SHEETS

SHEET NO.	
4.01	(1) Title Sheet
4.02-4.03	(2) Monument Coordinate Tables
4.04-4.13	(10) Plan Sheet
	(13) Total Sheets

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Land Survey Control Diagram
Coordinate Tables

Project Number: NHPP 070A-037
Project Location: I-70B SOUTH OF ROOD (PHASE 8)
GRAND JUNCTION, CO

Project Code:	Last Mod. Date	Subset	Sheet No.
25797	7/14/26	4.01 to 4.13	4.02

FOUND ALIQUOT MONUMENT COORDINATE TABLE

Point No.	Northing(ft)	Easting(ft)	Description
301417	34189.96	94689.10	3.25 INCH ALC 'JACOBS T1S R1W S14 S13 S23 S24 2013 PLS 24961'
301418	34189.91	96013.86	3 INCH ALC 'ILLEGIBLE'
301427	34189.16	98677.49	3.25 INCH ALC 'MESA COUNTY SURVEY MARKER E 1/16 S13 S24 PLS 38428 2021 NO. 147-2'
301433	39455.74	99999.48	3.25 INCH ALC 'THOMPSON LANGFORD CORP. T1S R1W R1E S12 S7 S13 2000 PLS 18480'
301442	39462.50	94705.81	3.25 INCH ALC 'THOMPSON LANGFORD CORP. T1S R1W S11 S12 S14 S13 2000 PLS 18480'
301422	34189.38	97366.29	COULD NOT OPEN ''
301428	36821.81	99999.18	2 INCH ALC 'HIGH DESERT SURVEYING T1S S13 R1W S18 R1E 2005 LS 24953'
301437	39460.52	97348.87	3.25 INCH ALC 'ROLLAND CONSULTING ENGINEERS T1S R1W 1/4 S12 S13 2023 PLS-38428'
10517	36819.38	97359.71	2 INCH ALUM CAP

FOUND R.O.W. MONUMENT COORDINATE TABLE

ROW

Point No.	Northing(ft)	Easting(ft)	Description
60062	35039.41	93156.77	3.25 INCH ALUMINUM DISK ROW MONUMENT PLS 38077 POINT NO 2
60063	35033.28	93162.36	3.25 INCH ALUMINUM DISK ROW MONUMENT PLS 38077 POINT NO 3
10510	35291.91	96582.63	3 INCH ALUM DISK

FOUND CITY RANGE POINT MONUMENT COORDINATE TABLE

LOCAL

Point No.	Northing(ft)	Easting(ft)	Description
70003	34396.00	91739.14	2 INCH MTL CAP RANGE POINT
70053	34748.15	91739.49	MAG NAIL W/ 1.5 INCH SHINER T SYLVESTER PLS 38005
70071	34394.86	92230.05	NO 4 REBAR INCH BOX RANGE POINT
10483	35097.44	94673.00	2 INCH ALUM CAP
10484	35098.33	94143.60	1.75 INCH IRON BAR
10485	35099.17	93662.93	NO 5 REBAR FND
10486	35099.56	93182.57	2 INCH ALUM CAP
10487	35100.11	92701.93	NO 4 REBAR
10488	35100.47	92230.59	2 INCH BRASS DISK
10489	34746.56	92230.55	NO 5 REBAR FND
10491	34745.41	93182.01	NO 5 REBAR FND
10492	34744.88	93662.12	2 INCH ALUM CAP FLOATING INCH RANGE BOX
10494	34743.16	94671.50	2 INCH ALUM DISK
10504	35096.87	95150.71	1.75 INCH IRON BAR
10505	35096.33	95630.95	1 INCH IRON BOLT?
5002	34394.12	92701.51	2 INCH ALUM CAP STAMPING ILLEGIBLE
5003	34393.63	93181.39	2 INCH ALUM CAP STAMPING ILLEGIBLE
5004	34392.92	93661.56	NO 5 REBAR
5008	35444.83	96068.94	2 INCH ALUM CAP HIGH DESERT SURVEYING PLS 24953
5016	35101.62	91739.70	2 INCH ALUM CAP HIGH DESERT SURVEYING PLS 24953
50021	34394.12	92701.51	2 INCH ALUM CAP STAMPING ILLEGIBLE

FOUND ALIQUOT AND CITY RANGE POINT W.C. MONUMENT COORDINATE TABLE

Point No.	Northing(ft)	Easting(ft)	Description
60004	35837.06	96690.87	SCRIBED CROSS
60005	35835.00	96720.64	SCRIBED X
60006	35812.17	96663.49	SCRIBED CROSS
60007	35810.27	97368.14	SCRIBED X
60008	35390.93	96070.33	SCRIBED CROSS
60009	35115.74	95668.88	SCRIBED CROSS
60010	35115.69	95631.71	SCRIBED CROSS
60013	35121.31	95189.00	1.25 INCH BRASS PINCH CDOT RM
60017	35120.92	95152.61	1.25 INCH BRASS PINCH CDOT RM
60028	35126.62	94145.49	1.25 INCH BRASS PINCH CDOT RM
60029	35132.65	94182.02	1.25 INCH BRASS PINCH CDOT RM
60033	35131.11	93701.23	1.25 INCH BRASS PINCH CDOT RM
60041	35139.64	93664.86	1.25 INCH BRASS PINCH CDOT RM
60042	35118.69	93664.69	CHISELED CROSS
60043	35135.77	93221.08	1.25 INCH BRASS PINCH CDOT RM
60057	35140.68	93184.03	1.25INCH BRASS PINCH CDOT RM
60060	35097.76	93162.52	1.25 BRASS CAP CDOT RW
60071	35141.66	92703.54	1.25INCH BRASS PINCH CDOT RM
60072	35118.16	92689.24	1.25INCH BRASS PINCH CDOT RM
60084	35112.32	92215.04	NAIL WITH WASHER
60085	35120.23	91734.52	1.25 INCH BRASS PINCH CDOT RM
60086	35118.53	91721.33	1.25 INCH BRASS PINCH CDOT RM
60087	35100.11	91718.58	1.25 INCH BRASS PINCH CDOT RM
70002	34415.19	91741.27	MAG NAIL W/ 1.5 INCH SHINER CITY OF GJ PLS 38266
70004	34396.32	91719.41	MAP NAIL W/ 1.5 INCH SHINER CITY OF GJ PLS 38266
70052	34746.32	91719.95	MAG NAIL FND
70054	34754.00	91738.80	MAG NAIL W/ 1.5 INCH SHINER T SYLVESTER RM PLS 38005
70069	34395.62	92199.95	CHISELED + FND
70070	34398.37	92211.85	CHISELED + FND
10516	36819.58	97344.64	NO 5 REBAR
10527_1	36851.64	100049.33	MAG NAIL W/ 2 INCH COLLAR
301414	34226.50	94736.59	PK NAIL W/ 1.5INCH WASHER 'MESA COUNTY ENG. LS 20141'
301415	34161.83	94757.11	PK NAIL W/ 1.5INCH WASHER 'JACOBS ENG. LS 24961'
301416	34157.26	94670.81	PK NAIL W/ 1.5INCH WASHER 'JACOBS ENG. LS 24961'
301419	34163.26	96024.45	PK NAIL W/ 1.5INCH WASHER 'SURVEY MARKER'
301420	34162.10	95922.21	PK NAIL W/ 1.5INCH WASHER 'SURVEY MARKER'
301421	34216.18	96086.05	PK NAIL W/ 1.5INCH WASHER 'PLS 38089'
301423	34223.21	97366.98	1 INCH ALC 'MCSM REF'
301424	34175.22	98676.12	1 INCH ALC 'MCSM REF'
301425	34175.22	98706.05	1 INCH ALC 'MCSM REF'
301426	34222.82	98685.60	1 INCH ALUM DISK 'MCSM REF'
301429	36779.53	99987.69	2INCH ALC 'RO LS 18469'
301432	36845.38	99965.55	0.75 INCH BRASS DISK 'LS 24953'
301434	39512.21	97345.05	1 INCH BRASS DISK 'PLS 38428'
301435	39405.82	97356.28	1 INCH BRASS DISK 'PLS 38428'
301436	39405.77	97319.54	1 INCH BRASS DISK 'PLS 38428'
301438	39524.39	94752.79	CHISELED INCHXINCH 'ON TOP OF BOLT INCH SIGNAL POLE BASE'
301439	39512.41	94643.61	CHISELED INCHXINCH 'ON TOP OF BOLD INCH SIGNAL POLE BASE'
301440	39413.69	94664.96	TOP NUT OF FIRE HYDRANT ''
5001A	34744.04	92660.44	1 INCH BC CDOT RM

FOUND ALIQUOT AND CITY RANGE POINT W.C. MONUMENT COORDINATE TABLE

Point No.	Northing(ft)	Easting(ft)	Description
5001B	34824.00	92703.44	1 INCH BC CDOT RM
5001C	34790.06	92739.84	1 INCH BC CDOT RM
5002A	34413.68	92703.34	CUT + INCH CURB
5002B	34414.05	92761.42	YPC ON NO 5 REABR QED PLS 16413
5002C	34357.10	92751.06	PK NAIL INCH POWER POLE
5002D	34402.82	92697.05	PK NAIL INCH POWER POLE
5003A	34417.56	93182.07	CUT + INCH CURB
5003B	34395.51	93163.11	CUT + INCH CURB
5004A	34394.70	93644.53	CUT + INCH CURB
5004B	34413.17	93663.11	CUT + INCH CURB
5008A	35464.40	96059.48	PK NAIL AND WASHER
5008B	35464.45	96099.22	PK NAIL AND WASHER
5008C	35390.97	96070.26	PK NAIL AND WASHER
5007A	34753.00	95151.64	CUT + INCH CURB
5007B	34769.73	95151.65	CUT X INCH CURB
5007C	34799.77	95188.51	CUT X INCH CURB
5006A	34764.09	94144.46	CUT + INCH CONC SIDEWALK
5006B	34742.52	94123.85	CUT + INCH ADA RAMP
5006C	34767.30	94181.06	FADED CUT + INCH CURB
40219	34755.98	94659.62	X FOUND

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Date	Description	Initials

Sheet Revisions		
Date	Description	Initials

Sheet Revisions		
Date	Description	Initials

Land Survey Control Diagram
Coordinate Tables

Project Number: NHPP 070A-037
Project Location: I-70B SOUTH OF ROOD (PHASE 8)
GRAND JUNCTION, CO

Project Code:	Last Mod. Date	Subset	Sheet No.
25797	7/14/26	4.01 to 4.13	4.03

PP

FOUND BOUNDARY MONUMENT COORDINATE TABLE

Point No.	Northing(ft)	Easting(ft)	Description
5011	35247.23	91469.13	PK NAIL AND WASHER RIVER CITY PLS 18480
5028	35246.20	92065.01	YELLOW PLASTIC CAP INCH ASPHALT ILLEGIBLE
5032	35041.22	92531.34	OPC CITY OF GJ PLS 32824
5045	34560.39	92455.68	2 INCH ALUM CAP ILLEGIBLE
5046	34560.26	92543.67	NO 5 REBAR
5047	34686.07	92543.58	2 INCH ALUM CAP HIGH DESERT SURVEY PLS 24953
5048	34686.18	92455.78	GEAR WITH WASHER HIGH DESERT SURVEY PLS 24953
5049	34686.29	92440.84	GEAR WITH WASHER LS 31551
5050	34559.27	92962.29	BENT NO 5 REBAR
5060	34765.71	92962.84	RPC MONUMENT PLS 24943
5061	34891.84	92961.86	RPC MONUMENT PLS 24943 (LAST 3 NUMBERS SLIGHTLY ILLEGIBLE
5066	35040.01	92861.86	NO 5 REBAR WITH BROKEN YPC ILLEGIBLE
5067	35039.85	92886.98	YPC QED LS 30111
5068	34912.80	92861.73	YPC ILLEGIBLE
5069	34912.73	92886.95	YPC QED LS 30111
5071	34912.65	93112.19	2 INCH ALUM CAP DH SURVEYS INC LS 24308
5081	35245.31	92962.31	1.5INCH ALUM CAP PLS 38806
5085	35120.11	92811.96	7/10 METAL ROD WITH FLAGGING
5087	35119.90	92912.14	NO 5 REBAR WITH FLAGGING PAST FENCE
5094	34891.69	93772.56	DAMAGED YPC PARTIALLY LEGIBLE HP&Q LS 2682
5109	35118.75	93823.21	NO 8 REBAR
5124	35118.25	94503.64	BENT NO 5 REBAR AND BROKEN YPC ILLEGIBLE YPC
5130	34910.68	94528.40	BENT NO 5 REBAR
5132	34910.32	94603.60	BENT NO 5 REBAR
5139	34586.96	95171.32	1.5INCH ALUM CAP ILLEGIBLE
5142	34762.98	95031.74	NO 5 REBAR
5144	35173.61	94731.87	NO 5 REBAR
5145	35115.36	94780.49	NO 5 REBAR
5150	35241.88	95260.96	NO 5 REBAR
5164	35499.92	96129.73	2 INCH ALUM CAP GUNNISON VALLEY SURVEY BALLARD PLS 37690
5165	35402.43	96775.52	NO 5 REBAR
5166	35498.50	96942.61	NO 6 REBAR
5170	35121.72	91469.11	PK NAIL AND WASHER RIVER CITY PLS 18480
5500	34686.25	91447.51	MAG NAIL AND WASHER SPRAY PAINTED 80
5501	35116.00	96046.02	WPC ILLEGIBLE
5502	34911.39	94033.10	POSSIBLE PROP PINCH OR 5/8 METAL ROD
5503	34909.95	94251.63	POSSIBLE PROP PINCH OR 5/8 METAL ROD
10203	35035.08	96046.94	ALC
10362	35240.68	96045.85	NO 4 REBAR
10368	35116.21	95690.97	1 1/2 INCH ALC COGJ PLS32824
10379	35116.04	95358.91	60D NAIL
10388	35116.71	95131.00	NO 3 REBAR
10418	35116.57	93645.16	ALUM CAP
10520	35964.40	98147.61	2 INCH ALUM DISK - SHOT W/ RECEIVER LOWERED BARB WIRE INCH THE WAY
10523	36025.23	99025.55	2 INCH ALUM DISK
10524	36223.11	98995.99	NO 4 REBAR
10526	36370.16	99467.89	1 INCH IRON PIPE
11314	35040.73	92200.75	2 INCH ALUM CAP PLS 18480
11324	35039.69	93039.57	2 INCH ALUM CAP LS 24306
11418	35116.55	93645.15	CHISELED PLUS
11423	35265.02	93162.67	2 INCH ALUM CAP PE 14249 PLS 38005
40205	34688.06	91719.47	1 1/2 INCH ALC DH SURVEY LS24306
40206	34686.97	92057.63	2 INCH ALC POLARIS SUR PLS 37904
40207	34766.11	92531.04	NO 4 REBAR
40208	34766.10	92556.69	NO 4 REBAR SHARP TIP
40212	34539.95	92761.60	NO 4 REBAR
40213	34763.21	93164.10	CDOT RN
40215	34412.96	93641.62	RED PLASTIC CAP BROKEN
40216	34890.41	94732.23	2 INCH ALC THOMPSON PLS 18478 DRS

PP

FOUND BOUNDARY MONUMENT COORDINATE TABLE

Point No.	Northing(ft)	Easting(ft)	Description PP
40218	34766.07	94649.52	1 INCH BRASS CAP CDOT RM
40220	34763.36	94352.93	NO 4 REBAR WITH ALC BAD SHAPE WC
40222	34763.19	95131.63	NO 4 REBAR
40223	34889.78	95131.32	NO 4 REBAR
40224	34923.76	95690.67	1 1/2 INCH ALC COGJ PLS32824
40225	35278.72	96960.56	NO 4 REBAR
40226	35407.36	97256.23	YELLOW PLASTIC CAP LS 2682
40227	35458.10	97433.76	2 INCH ALC T W SYLVESTER PE 14249 PLS 38005
40228	35635.83	97841.13	2 INCH ALC D H SURVEYS INC LS 20677
40229	35635.83	97841.30	RED PLASTIC CAP LS 24**
60001	35871.13	97841.80	5/8 INCH REBAR NO CAP
60002	35829.93	97703.90	2 INCH ALUMINUM CAP POLARIS SURVEYING PLS 37904
60003	35815.08	97360.67	3/4 INCH REBAR NO CAP
60018	35388.11	94783.87	3/8 INCH SOLID IP
60019	35117.15	94892.78	2 INCH ALUMINUM CAP D H SURVEYS INC LS 20677
60020	35038.31	94732.60	5/8 INCH REBAR BENT NO CAP
60022	35388.37	94653.89	2 INCH ALUMINUM CAP STAMPING ILLEGIBLE
60023	35116.58	94642.96	5/8 INCH REBAR W/ CAP O.E.D.LS 16413
60024	35388.95	94204.45	5/8 INCH REBAR W/ CAP ILLEGIBLE
60030	35118.61	93948.36	5/8 INCH REBAR BENT NO CAP
60031	35118.89	93794.45	3/8 INCH SOLID IP
60032	35116.73	93760.10	1 INCH IPIPE
60035	35389.66	93823.74	1 INCH IPIPE
60039	35389.44	93974.23	1 INCH IPIPE
60056	35390.94	93162.79	5/8INCH REBAR WITH CAP BENT STAMPING ILLEGIBLE
60058	35118.83	93183.98	MAG NAIL
60059	35112.66	93164.31	MAG NAIL
60064	35039.94	92761.86	5/8INCH REBAR NO CAP
60065	35391.12	92812.22	1.5INCH ALUMINUM CAP ON 5/8INCH REBAR LS 12901
60069	35390.78	93012.38	5/8INCH REBAR
60070	35390.68	93112.77	5/8INCH REBAR W/ CAP PLS 2866?
60073	35120.63	92300.61	5/8INCH REBAR NO CAP
60081	35391.75	92065.38	5/8INCH REBAR WITH BUSTED CAP NO STAMPING AVAILABLE
60083	35121.84	91784.62	MAG NAIL
60092	35392.83	91393.61	NAIL WITH WASHER RIVER CITY PLS 18480
60093	35472.73	91470.01	NAIL WITH WASHER CITY OF GJ PLS 32824
70047	34688.84	91418.22	NO 5 REBAR FND
70048	34688.89	91468.50	2INCH ALUM CAP TW SYLVESTER PE 14249 PLS 38005
70049	34688.47	91568.81	2INCH ALUM CAP POLARIS SURVEYING PLS 37904
70050	34688.22	91619.25	1.5 INCH ALUM CAP FND; 1.5 INCH CAP ILLEGIBLE
70055	34562.29	91618.88	2 INCH ALUM CAP POLARIS SURVEYING PLS 37904
70056	34542.27	91619.05	1.5 INCH ALUM CAP LANDESIGN LS 17485
70057	34562.83	91418.42	2 INCH ALUM CAP TW SYLVESTER PE 14249 PLS 38005
70064	34416.00	91719.22	1.5 INCH ALUM CAP LANDESIGN LS 17485
70072	34557.11	92066.13	2 INCH ALUM CAP COUNTY - REST ILLEGIBLE
70073	34551.21	91994.46	MAG NAIL W/ 1.5 INCH SHINER POLARIS SURVEYING PLS 37904
70074	34561.44	91949.72	MAG NAIL W/ 1.5 INCH SHINER POLARIS SURVEYING PLS 37904
70075	34687.46	91949.85	2 INCH ALUM CAP POLARIS SURVEYING PLS 37904
200005	34393.60	93181.38	ALUM DISK ILLEGIBLE
200017	35059.97	96719.30	REBAR WITH BROKEN YELLOW PLASTIC CAP
200021	34189.48	97366.18	ALUM DISK ILLEGIBLE
200024	34413.20	93541.53	ALUM CAP DH SURVEYS INC LS 20677
301441	39409.71	94755.83	3 INCH BRASS DISK 'USGS STATION NO. GJ.4 ELEVATION 4614.253 FEET 1934'
5037A	35040.29	92619.14	7/10 METAL ROD POSSIBLE PROP PIN
5080A	35248.33	92912.21	PK NAIL AND WASHER PLS 38806
5082A	35248.23	93012.40	PK NAIL AND WASHER PLS 38806
5087A	35117.03	92912.00	PK NAIL AND WASHER PLS 38806; PLS
5089A	35116.82	93012.32	NAIL AND WASHER PLS 38806
5139A	34587.07	95171.92	NO 5 REBAR WITH BROKEN YPC

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Date	Description	Initials

Sheet Revisions		
Date	Description	Initials

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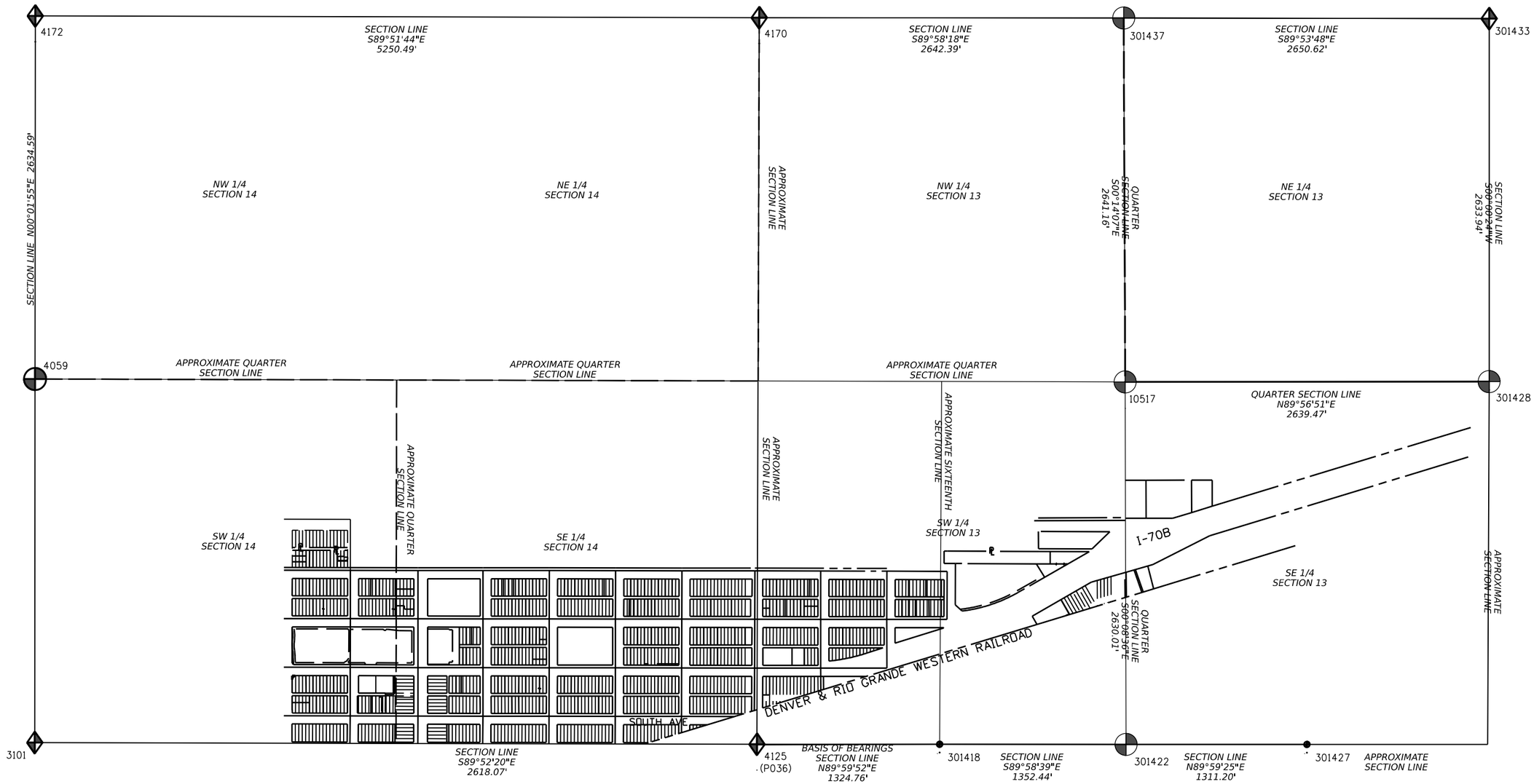
0' 200' 400' 800'

Land Survey Control Diagram
Plan Sheet

Project Number: NHPP 070A-037
Project Location: I-70B SOUTH OF RODD (PHASE 8)
GRAND JUNCTION, CO

Project Code:	Last Mod. Date	Subset	Sheet No.
25797	7/14/26	4.01 to 4.13	4.04

TOWNSHIP 1 SOUTH
RANGE 1 WEST
UTE P.M.



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Date	Description	Initials

Sheet Revisions		
Date	Description	Initials

0' 25' 50' 100'

Land Survey Control Diagram
Plan Sheet

Project Number: NHPP 070A-037
Project Location: I-70B SOUTH OF ROOD (PHASE 8)
GRAND JUNCTION, CO

Project Code:	Last Mod. Date	Subset	Sheet No.
25797	7/14/26	4.01 to 4.13	4.05

TOWNSHIP 1 SOUTH
RANGE 1 WEST
UTE P.M.

SW 1/4
SECTION 14

SECTION LINE

APPROXIMATE QUARTER SECTION LINE

20' RANGE LINE

S89° 53'19"E 481.45'
N89° 48'12"W 481.37'
S00° 11'35"W 200.26'
S00° 03'27"W 352.15'
S00° 03'52"W 353.44'
N89° 58'51"W 481.74'
S00° 03'07"W 350.61'
S89° 54'03"E 481.75'
S89° 51'59"E 490.91'
S89° 48'49"E 491.06'
N89° 52'08"W 490.70'
S89° 54'43"E 490.80'
S00° 08'10"W 200.57'
S00° 04'54"W 351.70'
S00° 00'23"W 353.92'
S00° 02'27"W 351.06'

6TH ST
80' WIDTH

SOUTH AVE
80' WIDTH

PITKIN AVE
80' WIDTH

UTE AVE
80' WIDTH

COLORADO AVE
80' WIDTH

I-70B

7TH ST

LOCAL

70057 70047 70048 70049 70056 70055 70050 40205 70001 70004 70064 70003 70002 70052 70053 70054 60088 60092 60086 60085 5170 5011 60093 60083 70074 70075 70000 70073 40206 70072 5028 60081 70069 70070 11314 70071 10489 10488 60084

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Date	Description	Initials

Sheet Revisions		
Date	Description	Initials

0' 25' 50' 100'

Land Survey Control Diagram
Plan Sheet

Project Number: NHPP 070A-037
Project Location: I-70B SOUTH OF ROOD (PHASE 8)
GRAND JUNCTION, CO

Project Code:	Last Mod. Date	Subset	Sheet No.
25797	7/14/26	4.01 to 4.13	4.06

TOWNSHIP 1 SOUTH
RANGE 1 WEST
UTE P.M.

SE 1/4
SECTION 14

SECTION LINE

I-70B

7TH ST
100' WIDTH

7TH ST
100' ROW

7TH ST
100' WIDTH

8TH ST
80' WIDTH

8TH ST
80' WIDTH

SOUTH AVE
80' WIDTH

PITKIN AVE
80' WIDTH

UTE AVE
80' WIDTH

COLORADO AVE
80' WIDTH

20' RANGE LINE

LOCAL

S00° 08'10"W 200.57'
S00° 04'54"W 351.70'
S00° 00'23"W 353.92'
S00° 02'27"W 351.06'
S89° 54'50"E 471.47'
S89° 55'52"E 470.69'
S89° 58'15"E 471.11'
S89° 57'54"E 471.38'
S00° 11'41"W 200.88'
S00° 02'43"E 351.84'
S00° 05'03"W 354.24'
S00° 05'03"W 351.01'
S89° 56'30"E 479.96'
S89° 55'52"E 480.77'
S89° 55'11"E 480.87'
S89° 56'01"E 480.70'

70069 70070 70071 11314 60084 10489 10488 60073 40210 200003 5047 40207 40208 200000 5037A 5001A 60072 60071 10487 200004 5001B 5002C 40211 40212 5001C 60064 11431 60065 5068 5066 5069 5067 11429 5080A 5050 40214 5061 5082 5089A 5082A 60069 11323

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Sheet Revisions		
Date	Description	Initials

Sheet Revisions		
Date	Description	Initials

0' 25' 50' 100'

Land Survey Control Diagram
Plan Sheet

Project Number: NHPP 070A-037
Project Location: I-70B SOUTH OF ROOD (PHASE 8)
GRAND JUNCTION, CO

Project Code:	Last Mod. Date	Subset	Sheet No.
25797	7/14/26	4.01 to 4.13	4.07

TOWNSHIP 1 SOUTH
RANGE 1 WEST
UTE P.M.

SE 1/4
SECTION 14

SECTION LINE

S00° 13'03"W 201.19' — 20' RANGE LINE — LOCAL — 5003A — 5003B

N00° 05'10"E 351.75' — 20' RANGE LINE — LOCAL — 10491

S00° 05'30"W 354.15' — 20' RANGE LINE — 60063 — 60062 — ROW

10486 — LOCAL PP — 60061 — 60059 — 60058 — 60057 — 60043

S00° 03'23"W 351.13' — 20' RANGE LINE — 11423 — 60056

S00° 12'22"W 201.50' — 20' RANGE LINE — 200006 — LOCAL — 40215

N00° 06'35"E 351.95' — 20' RANGE LINE — 10492 — LOCAL

N00° 07'47"E 354.29' — 20' RANGE LINE — 10485 — LOCAL — 60041 — 60042 — 60033 — 10418

N00° 07'50"E 350.77' — 20' RANGE LINE — 60032 — 60031 — 60035

9TH ST
80' WIDTH

10TH ST
80' WIDTH

SOUTH AVE
80' WIDTH

PITKIN AVE
80' WIDTH

UTE AVE
80' WIDTH

COLORADO AVE
80' WIDTH

I-70B

PARK

S89° 56'30"E 479.96' — 5050 — 5003B — 20' RANGE LINE

S89° 55'52"E 480.77' — 40214 — 5061 — 40213 — 5071 — 11323 — 20' RANGE LINE

S89° 55'11"E 480.87' — C5089A — C5082A — 5082 — 11323 — 60069 — 60070 — 60056 — 20' RANGE LINE

S89° 56'01"E 480.70' — 20' RANGE LINE

S89° 54'44"E 479.97' — 200024 — 40215 — 20' RANGE LINE

S89° 56'12"E 480.12' — 20' RANGE LINE

S89° 57'15"E 480.35' — 20' RANGE LINE

S89° 54'40"E 480.81' — 20' RANGE LINE

S89° 54'50"E 480.44' — 5091

S89° 54'09"E 480.66'

S89° 53'56"E 480.68'

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Date	Description	Initials

Sheet Revisions		
Date	Description	Initials

Sheet Revisions		
Date	Description	Initials

0' 25' 50' 100'

Land Survey Control Diagram
Plan Sheet

Project Number: NHPP 070A-037
Project Location: I-70B SOUTH OF ROOD (PHASE 8)
GRAND JUNCTION, CO

Project Code:	Last Mod. Date	Subset	Sheet No.
25797	7/14/26	4.01 to 4.13	4.08

TOWNSHIP 1 SOUTH
RANGE 1 WEST
UTE P.M.

SE 1/4
SECTION 14

SECTION LINE

SOUTH AVE
80' WIDTH

PITKIN AVE
80' WIDTH

UTE AVE
80' WIDTH

COLORADO AVE
80' WIDTH

11TH ST
80' WIDTH

I-70B

20' RANGE LINE

S89° 54'50"E
480.44'

S89° 54'09"E
480.66'

S89° 53'56"E
480.68'

N00° 08'42"E
351.86'

S00° 07'57"W
354.26'

S00° 09'07"W
350.88'

S89° 53'07"E
383.33'

S89° 54'09"E
528.72'

S89° 54'16"E
529.40'

S89° 54'47"E
529.48'

DENVER & RIO GRANDE WESTERN RAILROAD

5094
5502
5503
5130
5132
5124
40220
40218
5006A
5006B
5006C
10484
LOCAL
60032
60031
60035
60030
60039
60028
60029
60024
60026
60023

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Sheet Revisions		
Date	Description	Initials

Sheet Revisions		
Date	Description	Initials

Sheet Revisions		
Date	Description	Initials

0' 25' 50' 100'

Land Survey Control Diagram
Plan Sheet

Project Number: NHPP 070A-037
Project Location: I-70B SOUTH OF ROOD (PHASE 8)
GRAND JUNCTION, CO

Project Code:	Last Mod. Date	Subset	Sheet No.
25797	7/14/26	4.01 to 4.13	4.09

TOWNSHIP 1 SOUTH
RANGE 1 WEST
UTE P.M.

SECTION LINE

APPROXIMATE SECTION LINE

SW 1/4 SECTION 13

DENVER & RIO GRANDE WESTERN RAILROAD

I-70B

12TH ST
ROW' WIDTH VARIES

13TH ST
80' WIDTH

PITKIN AVE
80' WIDTH

UTE AVE
80' WIDTH

COLORADO AVE
80' WIDTH

20' RANGE LINE

LOCAL

301416
301417
301414
301415
40218
40219
40216
40221
40222
40223
5132
60026
60023
60022
60027
10494
10483
10482
60020
60018
60019
10504
10388
60017
60013
5007A
5007B
5007C
5139A
10379

S00° 18'09"W 307.64'
S00° 14'33"W 354.28'
S00° 09'51"W 350.96'
S89° 58'20"E 479.85'
S89° 55'51"E 477.71'
S89° 52'15"E 957.73'
S00° 14'24"E 160.46'
S00° 06'14"E 353.94'
N00° 05'23"E 350.45'
N89° 59'55"E 480.42'
N89° 59'55"E 310.07'
S89° 56'10"E 480.24'
S89° 52'15"E 957.73'

7/14/2026 Lee 2:25:50 PM F:\10025000_10029999\10025795_CDOT_I-70B_Grand_Junction_PhB\CAD\25797_LSCD 1.dgn

Colorado Department of Transportation
222 South 6th St.
Grand Junction, CO 81501
Phone: (970) 985-8086
Region 3 BKB

Sheet Revisions		
Date	Description	Initials

Sheet Revisions		
Date	Description	Initials

Sheet Revisions		
Date	Description	Initials

0' 25' 50' 100'

Land Survey Control Diagram
Plan Sheet

Project Number: NHPP 070A-037
Project Location: I-70B SOUTH OF ROOD (PHASE 8)
GRAND JUNCTION, CO

Project Code:	Last Mod. Date	Subset	Sheet No.
25797	7/14/26	4.01 to 4.13	4.10

720 S. COLORADO BLVD. #120-A
GLENDALE, CO 80246
(303) 524-3030 PHONE

TOWNSHIP 1 SOUTH
RANGE 1 WEST
UTE P.M.

SW 1/4
SECTION 13

COLORADO AVE
80' WIDTH
S89° 52'15"E
957.73'
13TH ST
80' WIDTH
N00° 05'23"E
350.45'
S89° 50'39"E
392.97'
20' RANGE LINE
APPROXIMATE SIXTEENTH SECTION LINE
14TH ST
80' WIDTH
LOCAL
15TH ST
80' WIDTH
R.O.W. BY F2001-1(8)
N00° 12'55"E
300.16'
UTE AVE
80' WIDTH
S89° 56'10"E
480.24'
S00° 07'42"W
349.91'
60013
10379
60010
60009
10388
10362
10555
N89° 54'26"W
394.41'
20' RANGE LINE
I-70B
I.S.P. 5140-15
(DESERT VISTA PARK)
40224
10203
10363
W47° 39'05"W
66.23'
10510
ROW
R.O.W. BY F2001-1(8)
S72° 07'03"W
120.19'
S00° 07'59"E
353.39'
R.O.W. BY F2001-1(8) S72° 38'34"W 370.63'
N89° 59'55"E
480.42'
PITKIN AVE
80' WIDTH
N89° 59'55"E
310.07'
I-70B
S60° 07'01"W
494.70'
206017
R.O.W. BY F2001-1(8) S73° 03'01"W
2980.99'
DENVER & RIO GRANDE WESTERN RAILROAD

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WOOLPERT
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(303) 524-3030 PHONE

Sheet Revisions		
Date	Description	Initials

Sheet Revisions		
Date	Description	Initials

Sheet Revisions		
Date	Description	Initials

0' 25' 50' 100'

Land Survey Control Diagram
Plan Sheet

Project Number: NHPP 070A-037
Project Location: I-70B SOUTH OF ROOD (PHASE 8)
GRAND JUNCTION, CO

Project Code:	Last Mod. Date	Subset	Sheet No.
25797	7/14/26	4.01 to 4.13	4.11

TOWNSHIP 1 SOUTH
RANGE 1 WEST
UTE P.M.

SW 1/4
SECTION 13

POSSIBLE QUARTER SECTION LINE

APPROXIMATE QUARTER SECTION LINE

20' RANGE LINE

60006 60004 60005 60003 60007 60002 60001

N89° 51'36"W
192.40'

S73° 00'24"W
156.70'

R.O.W. BY F2001-1(8)

N45° 49'01"E
180.60'

S60° 07'01"W
595.00'

65166 65165

I-70B

R.O.W. BY F2001-1(8) 40226

N74° 03'01"E
259.24'

40227

N63° 06'31"E
463.45'

40229

S60° 07'01"W
494.70'

40225

20017

DENVER & RIO GRANDE WESTERN RAILROAD

PP

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Sheet Revisions		
Date	Description	Initials

Sheet Revisions		
Date	Description	Initials

Sheet Revisions		
Date	Description	Initials

0' 25' 50' 100'

Land Survey Control Diagram
Plan Sheet

Project Number: NHPP 070A-037
Project Location: I-70B SOUTH OF RODD (PHASE 8)
GRAND JUNCTION, CO

Project Code:	Last Mod. Date	Subset	Sheet No.
25797	7/14/26	4.01 to 4.13	4.12

TOWNSHIP 1 SOUTH
RANGE 1 WEST
UTE P.M.

SE 1/4
SECTION 13

10520 PP

N73° 03'01"E
R.O.W. BY F2001-1(8) 1958.90'

10524 PP

I-70B

N73° 03'01"E
1958.89'

R.O.W. BY F2001-1(8)

10523 PP

DENVER & RIO GRANDE WESTERN RAILROAD

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Sheet Revisions		
Date	Description	Initials

Sheet Revisions		
Date	Description	Initials

Sheet Revisions		
Date	Description	Initials

0' 25' 50' 100'

Land Survey Control Diagram
Plan Sheet

Project Number: NHPP 070A-037
Project Location: I-70B SOUTH OF RODD (PHASE 8)
GRAND JUNCTION, CO

Project Code:	Last Mod. Date	Subset	Sheet No.
25797	7/14/26	4.01 to 4.13	4.13

3301432
3301428
10527_1

TOWNSHIP 1 SOUTH
RANGE 1 WEST
UTE P.M.

SW 1/4
SECTION 12

10526
PP
N73° 03'01"E
1958.90'

I-70B

N73° 03'01"E
1958.89'

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Sheet Revisions		
Date	Description	Initials

Sheet Revisions		
Date	Description	Initials

Sheet Revisions		
Date	Description	Initials

0' 10' 20' 40'

Right of Way Plans
Plan Sheet

Project Number: NHPP 070A-037
Project Location: I-70B SOUTH OF ROOD (PHASE 8)
GRAND JUNCTION, CO

Project Code:	Last Mod. Date	Subset	Sheet No.
25797	7/14/26	7.01 to 7.19	7.01

Township 1 South
Range 1 West
Ute Principal Meridian

7.xx	Phase 1
7.xx	Phase 2
7.xx	Phase 3

7.08	7.09	7.10	7.11	7.12	7.13	7.14	7.15	7.16	7.17	7.18	7.19
7.01	7.02	7.03	7.04	7.05	7.06	7.07					

SHEET LAYOUT

SW 1/4
SEC. 14

TE-161 TE-161A
CITY OF GRAND JUNCTION
250 N 5TH ST
GRAND JUNCTION, CO 81501-2628

POB TE-161
SE COR SECTION 14
BEARS
S78° 57'58"E 3021.19'

POB TE-161A
SE COR SECTION 14
BEARS
S78° 10'28"E 2818.32'

POB TE-179
SE COR SECTION 14
BEARS
S79° 39'04"E 2769.20'

BEGINING OF RIGHT OF WAY
PROJECT NHPP 070A-037
STA: 243+83.14

PITKIN AVENUE

6TH STREET

20' RANGE LINE
S89°48'49"E

HYBRID CONFECTIONS LLC
701 COLORADO AVE
GRAND JUNCTION, CO 81501

Lot 1
HYBRID
CONFECTIONS SUB

Block 148
CITY OF
GRAND JUNCTION

20' ALLEY

14' MULTIPURPOSE EASEMENT

10' MULTIPURPOSE EASEMENT

ALL OF 6TH STREET ROW VACATED BY ORDINANCE 4455, BK5152, PG954

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(303) 524-3030 PHONE

Sheet Revisions		
Date	Description	Initials

Sheet Revisions		
Date	Description	Initials

Sheet Revisions		
Date	Description	Initials

0' 10' 20' 40'

Right of Way Plans
Plan Sheet
Project Number: NHPP 070A-037
Project Location: I-70B SOUTH OF ROOD (PHASE 8)
GRAND JUNCTION, CO

Project Code:	Last Mod. Date	Subset	Sheet No.
25797	7/14/26	7.01 to 7.19	7.02

Township 1 South
Range 1 West
Ute Principal Meridian

SE 1/4
SEC. 14

14' MULTIPURPOSE EASEMENT
100' R.O.W.
MULTIPURPOSE EASEMENT
LOCAL
50+00
80' R.O.W.
PITKIN AVENUE
20' RANGE LINE
S89°55'52"E
7TH STREET
30' RANGE LINE
S00°04'54"W
Approximate Quarter Section Line
VACATED ALLEY
VACATED ALLEY BK4294 PG139
CITY OF GRAND JUNCTION
Block 149
Block 150
20' ALLEY
15' ALLEY
TE-180
BOARD OF COUNTY COMMISSIONERS
OF MESA COUNTY
PO BOX 20000
GRAND JUNCTION, CO 815025024
TE-181
LURESCAPES PROPERTIES LLC
3014 COUNTRY RD
GRAND JUNCTION, CO 81504
S89° 50'24"E
25.00'
N00° 04'54"E
20.00'
S00° 04'54"W
20.00'
N89° 50'24"W
25.00'
POB TE-180
SE COR SECTION 14
BEARS
S81° 42'20"E 2515.13'
S89° 55'52"E
26.68'
N00° 03'39"E
10.00'
N89° 55'52"W
26.68'
S00° 04'08"W
10.00'
POB TE-181
SE COR SECTION 14
BEARS
S77°19'27"E 2261.70'
10489
10072
10206
10207
10208
5045
5046
5047
5048
5049
324
325
322
323
326
327
328
495
1
2
3
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23
24
25

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GLENDALE, CO 80246
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Sheet Revisions		
Date	Description	Initials

Sheet Revisions		
Date	Description	Initials

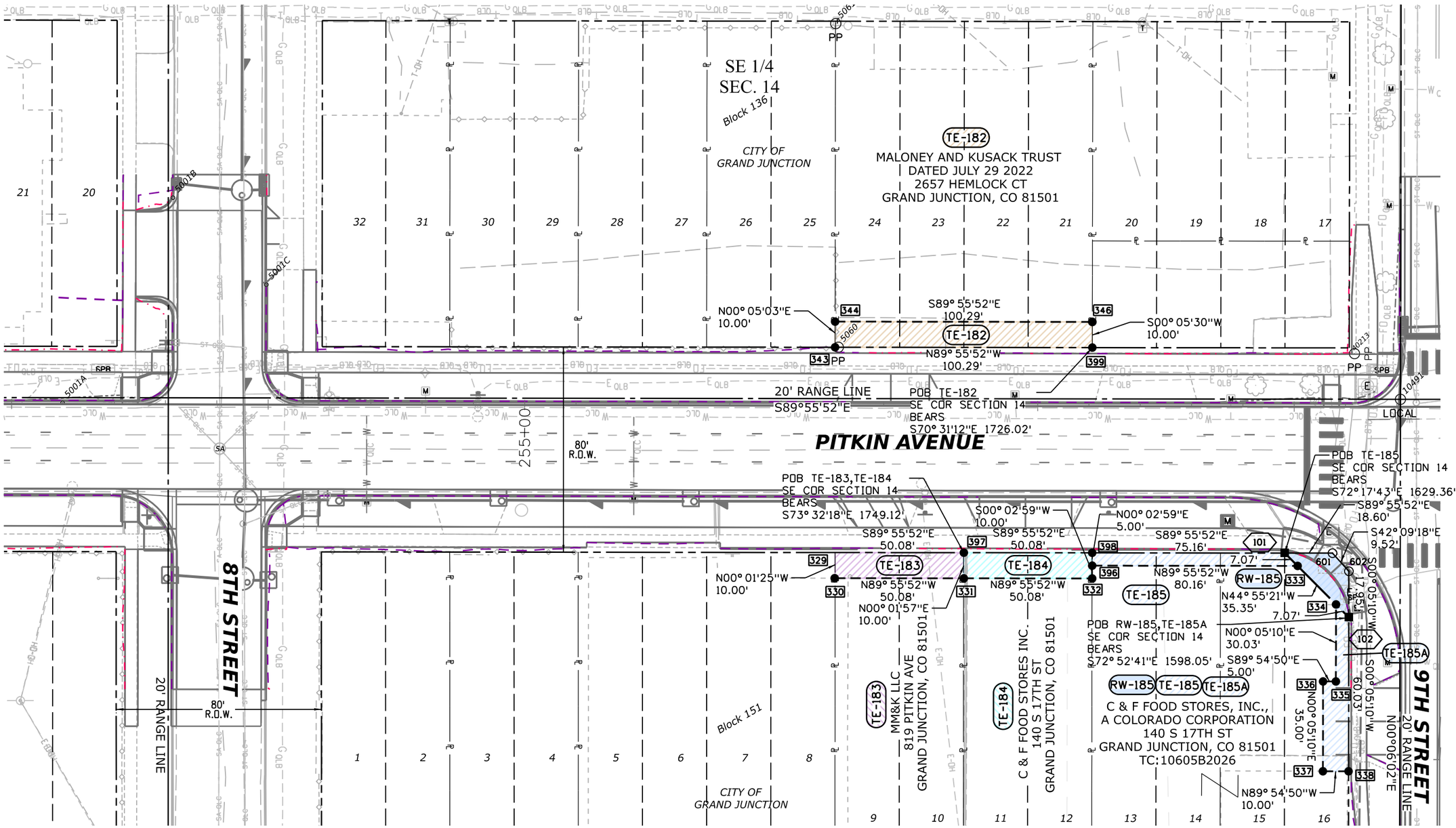
0' 10' 20' 40'

Right of Way Plans
Plan Sheet

Project Number: NHPP 070A-037
Project Location: I-70B SOUTH OF ROOD (PHASE 8)
GRAND JUNCTION, CO

Project Code:	Last Mod. Date	Subset	Sheet No.
25797	7/14/26	7.01 to 7.19	7.03

Township 1 South
Range 1 West
Ute Principal Meridian



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Region 3 BKB

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GLENDALE, CO 80246
(303) 524-3030 PHONE

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Date	Description	Initials

Sheet Revisions		
Date	Description	Initials

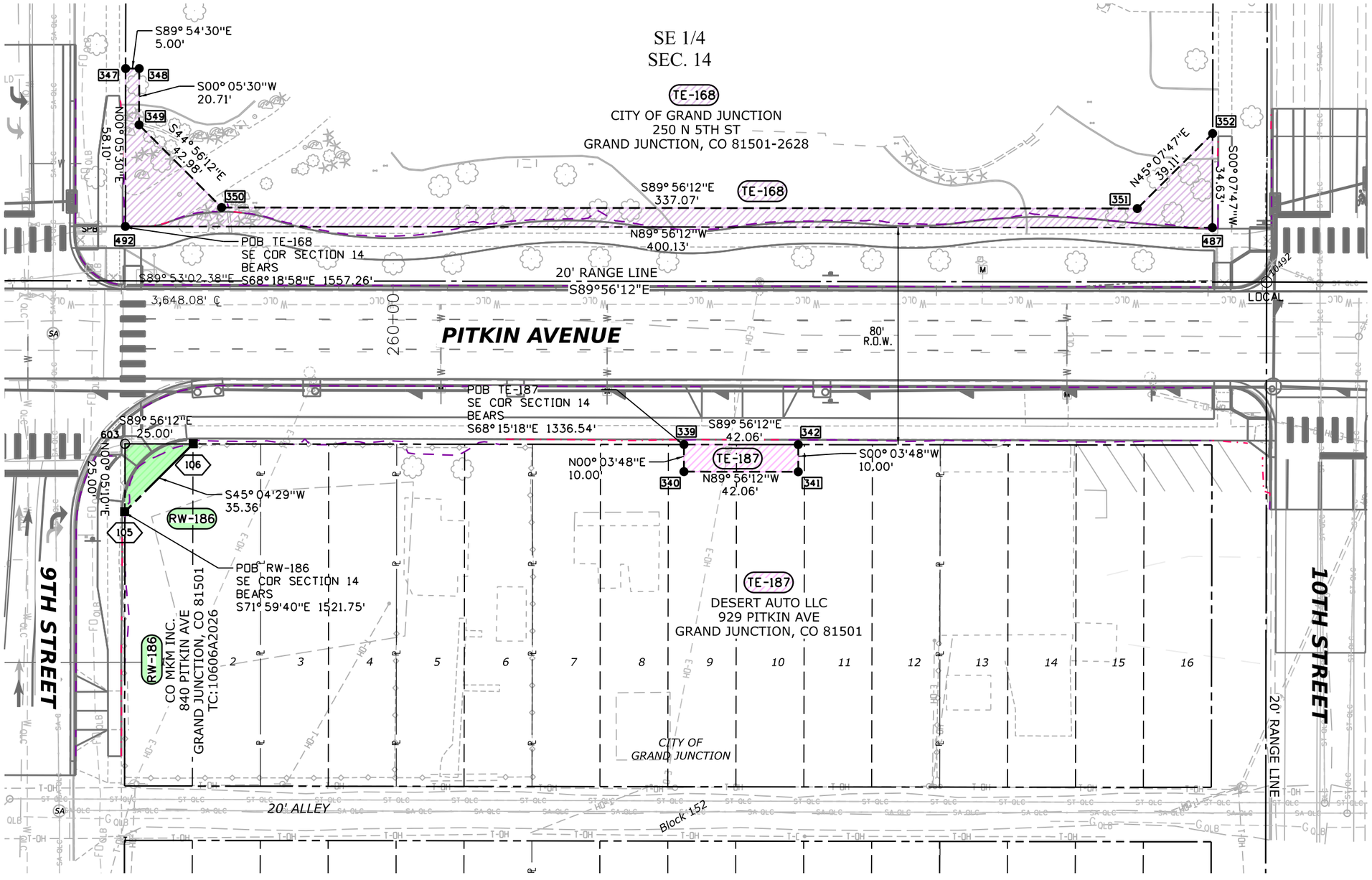
0' 10' 20' 40'

Right of Way Plans
Plan Sheet
Project Number: NHPP 070A-037
Project Location: I-70B SOUTH OF ROOD (PHASE 8)
GRAND JUNCTION, CO

Project Code:	Last Mod. Date	Subset	Sheet No.
25797	7/14/26	7.01 to 7.19	7.04

Township 1 South
Range 1 West
Ute Principal Meridian

SE 1/4
SEC. 14



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Region 3 BKB

720 S. COLORADO BLVD. #120-A
GLENDALE, CO 80246
(303) 524-3030 PHONE

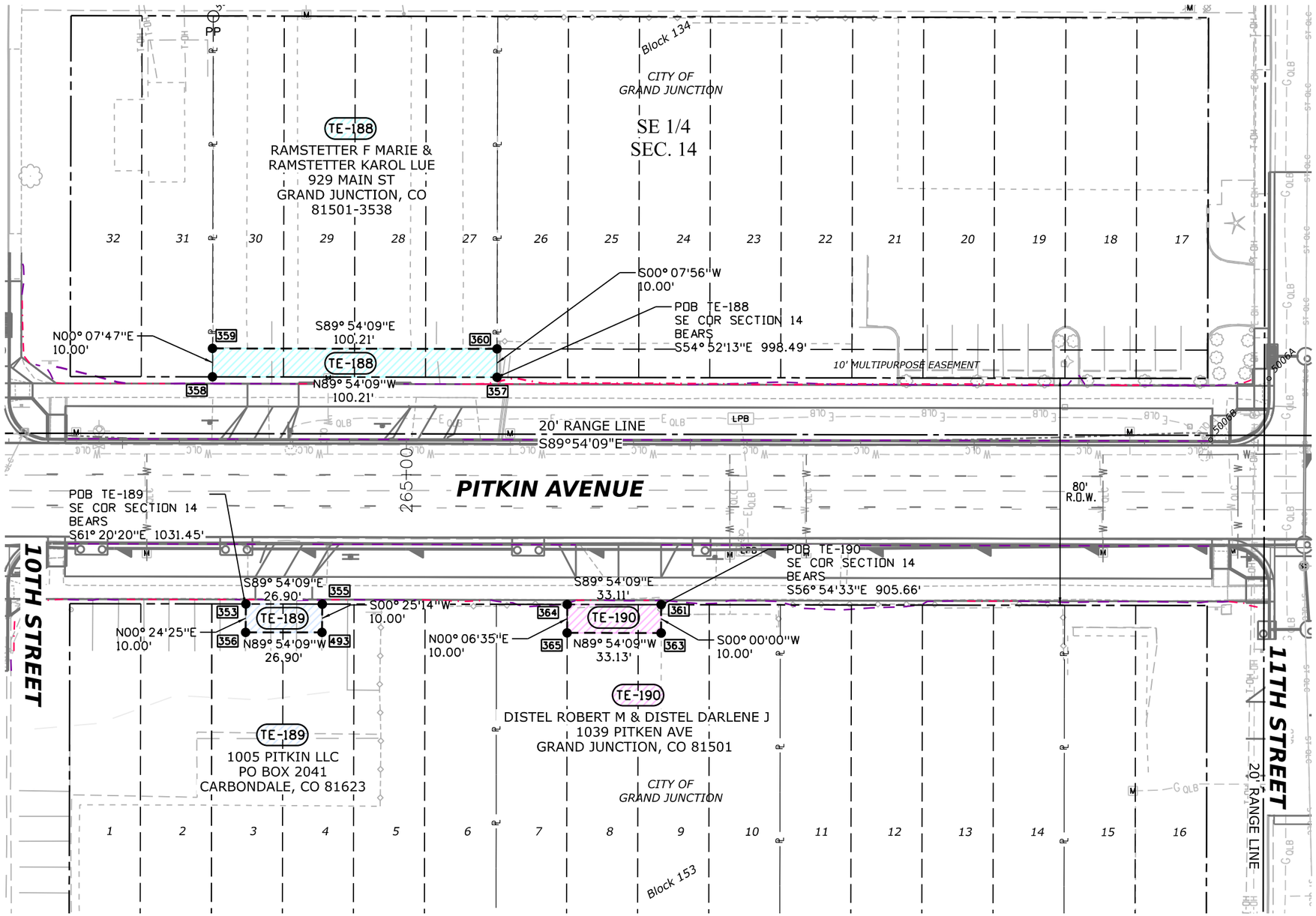
Sheet Revisions			Sheet Revisions			Sheet Revisions		
Date	Description	Initials	Date	Description	Initials	Date	Description	Initials

0' 10' 20' 40'

Right of Way Plans
Plan Sheet
Project Number: NHPP 070A-037
Project Location: I-70B SOUTH OF ROOD (PHASE 8)
GRAND JUNCTION, CO

Project Code:	Last Mod. Date	Subset	Sheet No.
25797	7/14/26	7.01 to 7.19	7.05

Township 1 South
Range 1 West
Ute Principal Meridian



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GLENDALE, CO 80246
(303) 524-3030 PHONE

Sheet Revisions		
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Date	Description	Initials

Sheet Revisions		
Date	Description	Initials

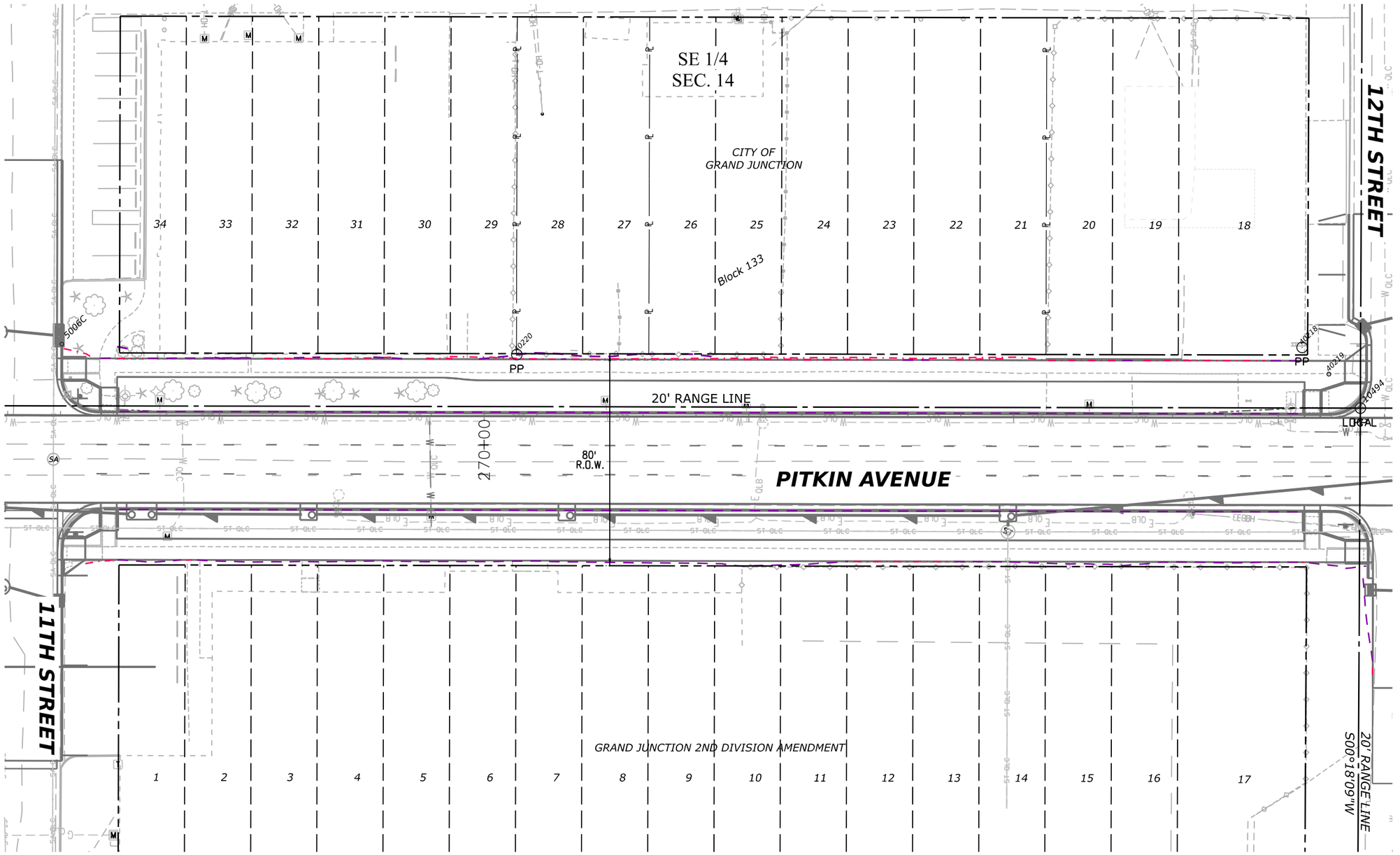
0' 10' 20' 40'

Right of Way Plans
Plan Sheet

Project Number: NHPP 070A-037
Project Location: I-70B SOUTH OF ROOD (PHASE 8)
GRAND JUNCTION, CO

Project Code:	Last Mod. Date	Subset	Sheet No.
25797	7/14/26	7.01 to 7.19	7.06

Township 1 South
Range 1 West
Ute Principal Meridian



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GLENDALE, CO 80246
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Sheet Revisions		
Date	Description	Initials

Sheet Revisions		
Date	Description	Initials

Sheet Revisions		
Date	Description	Initials

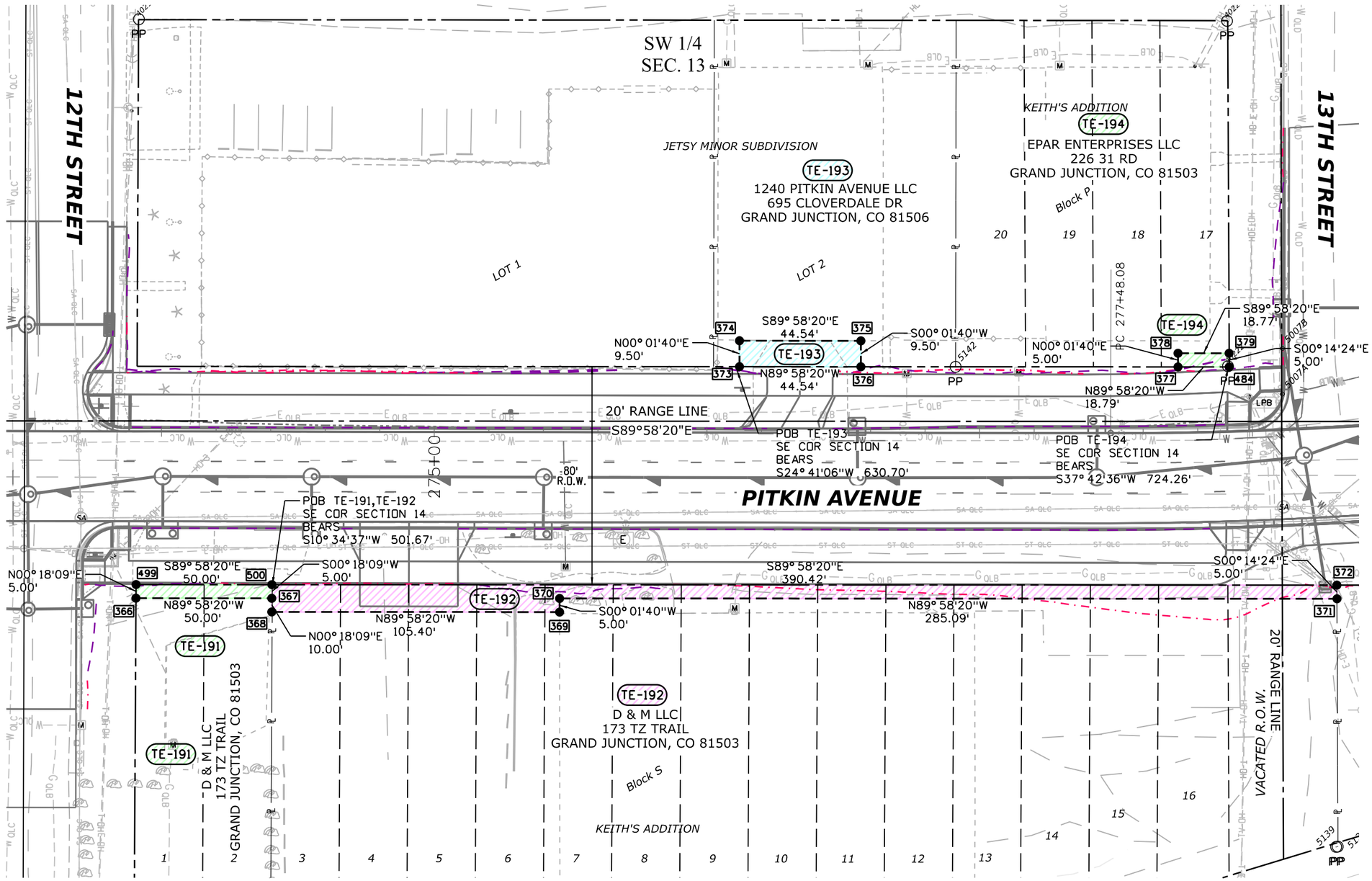
0' 10' 20' 40'

Right of Way Plans
Plan Sheet

Project Number: NHPP 070A-037
Project Location: I-70B SOUTH OF ROOD (PHASE 8)
GRAND JUNCTION, CO

Project Code:	Last Mod. Date	Subset	Sheet No.
25797	7/14/26	7.01 to 7.19	7.07

Township 1 South
Range 1 West
Ute Principal Meridian



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GLENDALE, CO 80246
(303) 524-3030 PHONE

Sheet Revisions		
Date	Description	Initials

Sheet Revisions		
Date	Description	Initials

Sheet Revisions		
Date	Description	Initials

0' 10' 20' 40'

N

Right of Way Plans
Plan Sheet
Project Number: NHPP 070A-037
Project Location: I-70B SOUTH OF ROOD (PHASE 8)
GRAND JUNCTION, CO

Project Code:	Last Mod. Date	Subset	Sheet No.
25797	7/14/26	7.01 to 7.19	7.08

Township 1 South
Range 1 West
Ute Principal Meridian

SW 1/4
SEC. 14

CITY OF GRAND JUNCTION
250 N 5TH ST
GRAND JUNCTION, CO 81501

TE-260

TE-262
STATE OF COLORADO
1525 SHERMAN ST STE 7
DENVER, CO 80203-1700

TE-263
ABBOTT FAMILY LLC
510 N ARAPAHO AVE
HYDRO, OK 73048

TE-261 TE-261A
CITY OF GRAND JUNCTION
250 N 5TH ST
GRAND JUNCTION, CO 81501-2628

6TH STREET
80' R.O.W.
ALL OF 6TH STREET ROW VACATED BY ORDINANCE 455; BK5152, PG954

UTE AVENUE
80' R.O.W.
45+00

20' RANGE LINE
N89°58'51"W

20' RANGE LINE
N89°52'08"W

POB TE-260
SE COR SECTION 14
BEARS
S72° 34'47"E 3111.92'

POB TE-261
SE COR SECTION 14
BEARS
S74° 01'25"E 3094.16'

POB TE-261A
SE COR SECTION 14
BEARS
S72° 28'34"E 2826.45'

POB TE-263, TE-262
SE COR SECTION 14
BEARS
S70° 54'05"E 2845.50'

N00° 01'09"E 5.00'
S89° 58'51"E 208.86'
N89° 58'51"W 213.86'
S89° 55'31"E 5.00'
N00° 03'07"E 60.77'
S00° 03'07"W 65.76'
N00° 07'52"E 20.00'
S89° 52'08"E 69.77'
N89° 52'08"W 69.80'
S89° 52'08"E 12.65'
S00° 07'52"W 10.00'
S89° 52'08"E 78.00'
N89° 52'08"W 90.63'
N00° 03'07"E 20.00'
S89° 58'51"E 25.38'
N00° 04'29"E 18.81'
S89° 52'08"E 63.50'
S00° 04'29"W 8.99'
N89° 47'13"W 88.88'
N00° 04'29"E 30.00'
S89° 52'08"E 60.53'
S01° 13'08"W 30.01'
N89° 52'08"W 59.93'

14' MULTIPURPOSE EASEMENT
17' MULTIPURPOSE EASEMENT

Approximate Quarter Section Line

Block 139
Block 138

7/14/2026 Lee 2:28:01 PM F:\10025000_10029999\10025795_CDOT_I-70B_Grand_Junction_PhB\CAD\25797_ROW_Plansheets.dgn

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Region 3 BKB

720 S. COLORADO BLVD. #120-A
GLENDALE, CO 80246
(303) 524-3030 PHONE

Sheet Revisions		
Date	Description	Initials

Sheet Revisions		
Date	Description	Initials

Sheet Revisions		
Date	Description	Initials

0' 10' 20' 40'

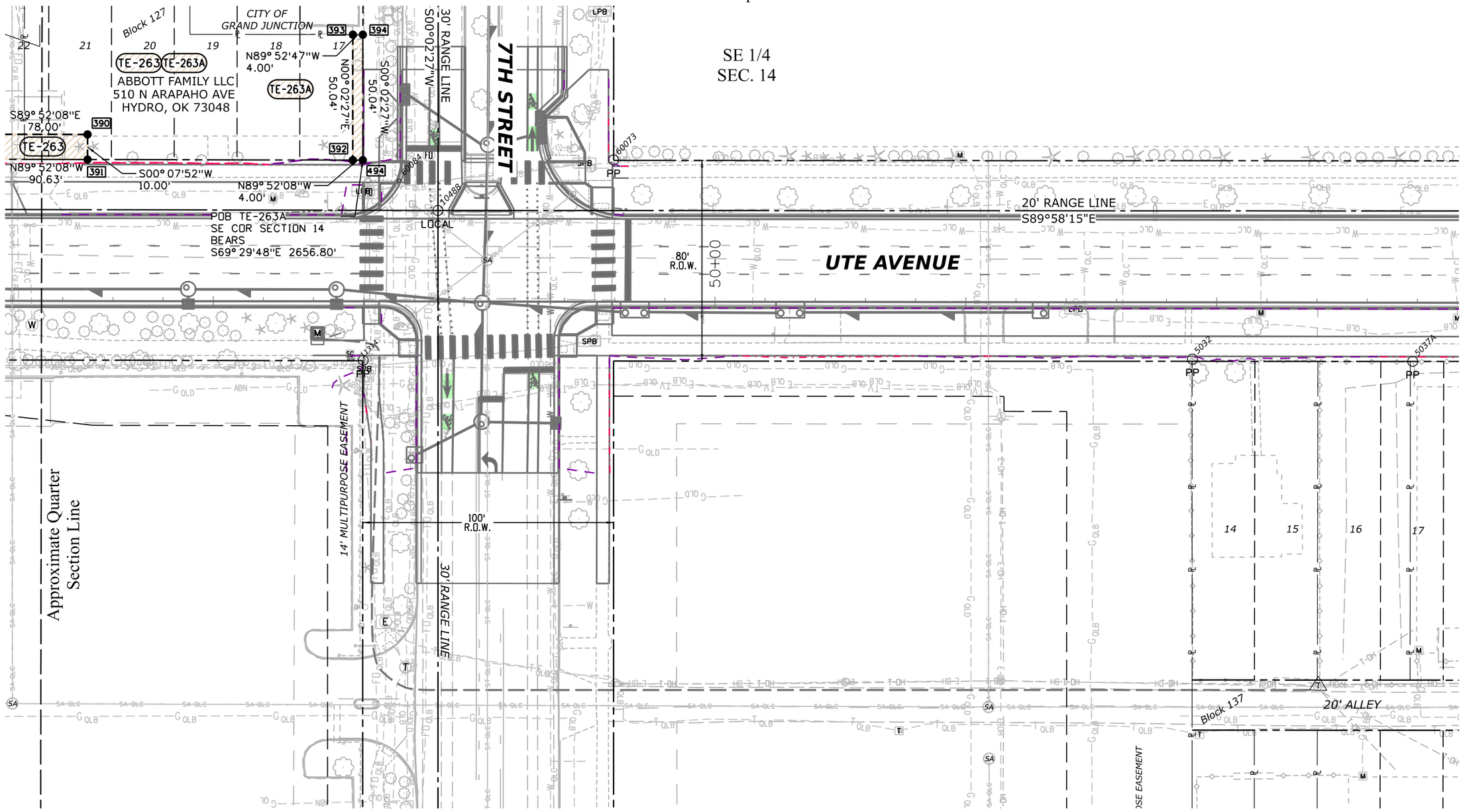
Right of Way Plans
Plan Sheet

Project Number: NHPP 070A-037
Project Location: I-70B SOUTH OF ROOD (PHASE 8)
GRAND JUNCTION, CO

Project Code:	Last Mod. Date	Subset	Sheet No.
25797	7/14/26	7.01 to 7.19	7.09

Township 1 South
Range 1 West
Ute Principal Meridian

SE 1/4
SEC. 14



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Region 3 BKB

WOOLPERT
720 S. COLORADO BLVD. #120-A
GLENDALE, CO 80246
(303) 524-3030 PHONE

Sheet Revisions		
Date	Description	Initials

Sheet Revisions		
Date	Description	Initials

Sheet Revisions		
Date	Description	Initials

N

0' 10' 20' 40'

Right of Way Plans
Plan Sheet

Project Number: NHPP 070A-037
Project Location: I-70B SOUTH OF ROOD (PHASE 8)
GRAND JUNCTION, CO

Project Code:	Last Mod. Date	Subset	Sheet No.
25797	7/14/26	7.01 to 7.19	7.10

Township 1 South
Range 1 West
Ute Principal Meridian

SE 1/4
SEC. 14

Block 129
CITY OF GRAND JUNCTION

8TH STREET
9TH STREET
UTE AVENUE

20' RANGE LINE
S89°55'11"E

POB TE-266
SE COR SECTION 14
BEARS
S60° 04'21"E 1863.58'

POB TE-264,TE-265
SE COR SECTION 14
BEARS
S65° 03'06"E 2015.29'

POB TE-267
SE COR SECTION 14
BEARS
S63° 31'17"E 1705.69'

TE-266
QUIGLEY INVESTMENTS LLC
227 S 9TH ST
GRAND JUNCTION, CO 81501-3614

TE-264
PAGE INVESTMENTS LLC
803 UTE AVE
GRAND JUNCTION, CO 81501

TE-265
PAGE INVESTMENTS LLC
803 UTE AVE
GRAND JUNCTION, CO 81501

TE-267
MALONEY AND KUSACK TRUST
DATED JULY 29 2022
2657 HEMLOCK CT
GRAND JUNCTION, CO 81501

Block 136
CITY OF GRAND JUNCTION

20' ALLEY

80' R.O.W.

55+00

7/14/2026 Lee 2:28:13 PM F:\10025000_10029999\10025795_CDOT_I-70B_Grand_Junction_Ph8\CAD\25797_ROW_Plansheets.dgn

Colorado Department of Transportation
222 South 6th St.
Grand Junction, CO 81501
Phone: (970) 985-8086

Region 3 BKB

720 S. COLORADO BLVD. #120-A
GLENDALE, CO 80246
(303) 524-3030 PHONE

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Date	Description	Initials

Sheet Revisions		
Date	Description	Initials

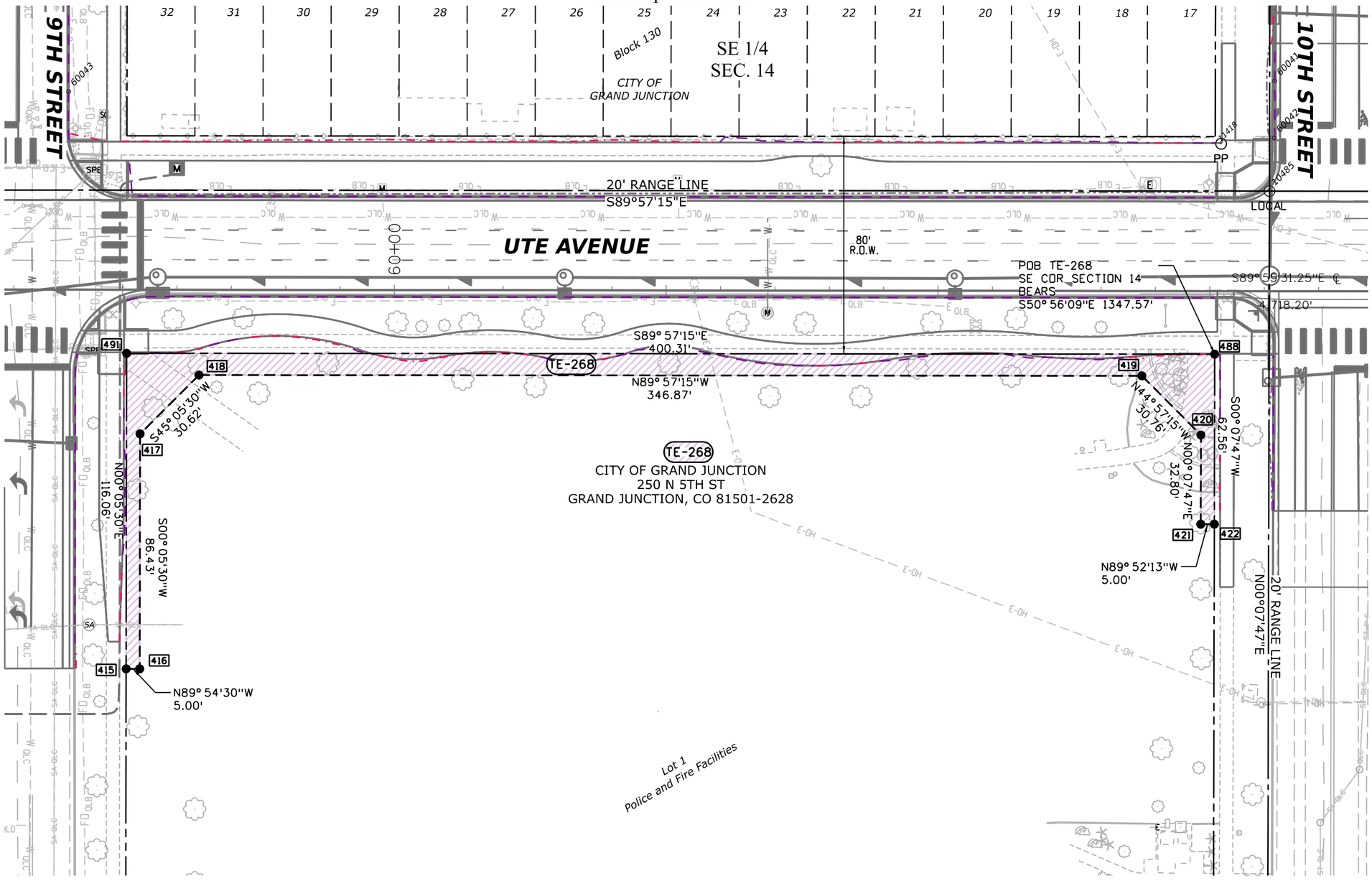
0' 10' 20' 40'

Right of Way Plans
Plan Sheet

Project Number: NHPP 070A-037
Project Location: I-70B SOUTH OF ROOD (PHASE 8)
GRAND JUNCTION, CO

Project Code:	Last Mod. Date	Subset	Sheet No.
25797	7/14/26	7.01 to 7.19	7.12

Township 1 South
Range 1 West
Ute Principal Meridian



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Region 3 BKB

720 S. COLORADO BLVD. #120-A
GLENDALE, CO 80246
(303) 524-3030 PHONE

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Sheet Revisions		
Date	Description	Initials

Sheet Revisions		
Date	Description	Initials

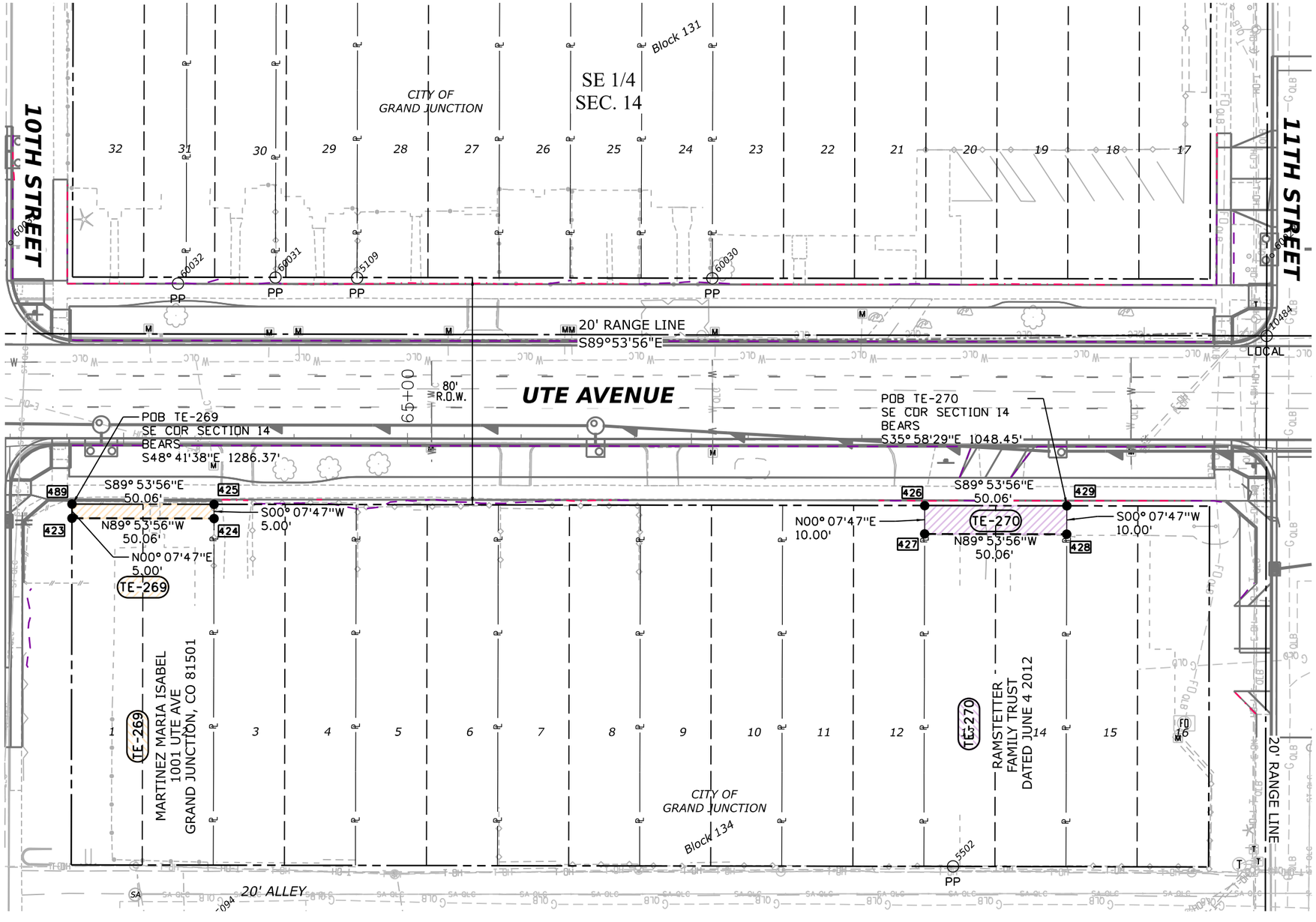
0' 10' 20' 40'

Right of Way Plans
Plan Sheet

Project Number: NHPP 070A-037
Project Location: I-70B SOUTH OF ROOD (PHASE 8)
GRAND JUNCTION, CO

Project Code:	Last Mod. Date	Subset	Sheet No.
25797	7/14/26	7.01 to 7.19	7.13

Township 1 South
Range 1 West
Ute Principal Meridian



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Phone: (970) 985-8086
Region 3 BKB

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GLENDALE, CO 80246
(303) 524-3030 PHONE

Sheet Revisions		
Date	Description	Initials

Sheet Revisions		
Date	Description	Initials

Sheet Revisions		
Date	Description	Initials

0' 10' 20' 40'

Right of Way Plans
Plan Sheet
Project Number: NHPP 070A-037
Project Location: I-70B SOUTH OF ROOD (PHASE 8)
GRAND JUNCTION, CO

Project Code:	Last Mod. Date	Subset	Sheet No.
25797	7/14/26	7.01 to 7.19	7.13

Township 1 South
Range 1 West
Ute Principal Meridian

SE 1/4
SEC. 14

Block 132

CITY OF
GRAND JUNCTION

GRAND JUNCTION 2ND RESURVEY
TE-271
JOHN AND SERR LLC
1162 UTE AVE
GRAND JUNCTION, CO 81501

10' ADDITIONAL ROW
BK. 1094, PG. 480

11TH STREET

12TH STREET

20' RANGE LINE S00°09'51"W

34 33 32 31 30 29 28 27 26 25 24 23 22 21 20 19 18

60029

TE-271
S89° 54'16"E
139.42'

S00° 09'51"W
5.00'

431 5124 PP

430 PP

N00° 12'56"E
5.00'

N89° 54'16"W
139.43'

432 60023 PP

486

PB

10483

LOCAL

20' RANGE LINE
S89°54'16"E

70+00

UTE AVENUE

80'
R.O.W.

POB TE-271
SE COR SECTION 14
BEARS
S02° 50'30"E 928.67'

POB TE-272
SE COR SECTION 14
BEARS
S07° 59'40"E 855.97'

440 S89° 54'16"E
41.59'
441

TE-272

N00° 01'34"E
10.00'

443 N89° 54'16"W
41.58'

442 S00° 05'44"W
10.00'

GRAND JUNCTION 2ND DIVISION AMENDMENT

Block 133

1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17

TE-272
PRECISION PROMOTIONAL HOLDINGS LLC
1161 UTE AVE
GRAND JUNCTION, CO 81501

CITY OF
GRAND JUNCTION

5503 PP

5130 PP

5132 PP

20' ALLEY

20' RANGE LINE

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222 South 6th St.
Grand Junction, CO 81501
Phone: (970) 985-8086

Region 3 BKB

720 S. COLORADO BLVD. #120-A
GLENDALE, CO 80246
(303) 524-3030 PHONE

Sheet Revisions		
Date	Description	Initials

Sheet Revisions		
Date	Description	Initials

Sheet Revisions		
Date	Description	Initials

0' 10' 20' 40'

Right of Way Plans
Plan Sheet

Project Number: NHPP 070A-037
Project Location: I-70B SOUTH OF ROOD (PHASE 8)
GRAND JUNCTION, CO

Project Code:	Last Mod. Date	Subset	Sheet No.
25797	7/14/26	7.01 to 7.19	7.14

Township 1 South
Range 1 West
Ute Principal Meridian

TE-273
KETOVER JAMES
440 N 16TH ST
GRAND JUNCTION, CO 81501

TE-274
1206 UTE LLC
1206 UTE AVE
GRAND JUNCTION, CO 81501

KEITH'S ADDITION
Block M

SW 1/4
SEC. 13

12TH STREET
13TH STREET

32 31 30 29 28 27 26 25 24 23 22 21 20 19 18 17

N00° 04'09"E 11.02'
S89° 55'51"E 20.31'
S89° 55'51"E 29.93'
S89° 55'51"E 49.73'
S00° 05'02"W 21.02'
N89° 55'51"W 49.70'
N89° 55'51"W 50.26'
N00° 05'02"E 10.00'
N00° 12'34"E 10.00'

POB TE-273,TE-274
SW COR SECTION 13
BEARS
S05° 37'43"W 931.84'

20' RANGE LINE
S89°55'51"E

75+00

UTE AVENUE

80'
R.O.W.

LOCAL

POB TE-275
SW COR SECTION 13
BEARS
S14° 01'35"W 873.24'

S89° 55'51"E 30.00'
N00° 04'09"E 5.00'
S00° 04'09"W 5.00'
N89° 55'51"W 30.00'

TE-275
JMJ PROPERTIES CO LLC
563 W 500 S # 260
BOUNTIFUL, UT 84010

1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16

KEITH'S ADDITION
Block P

20' ALLEY

7/14/2026 Lee 2:28:33 PM F:\10025000_10029999\10025795_CDOT_I-70B_Grand_Junction_PhBVCAD\25797_ROW_Plansheets.dgn

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Region 3 BKB

WOOLPERT
720 S. COLORADO BLVD. #120-A
GLENDALE, CO 80246
(303) 524-3030 PHONE

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Sheet Revisions		
Date	Description	Initials

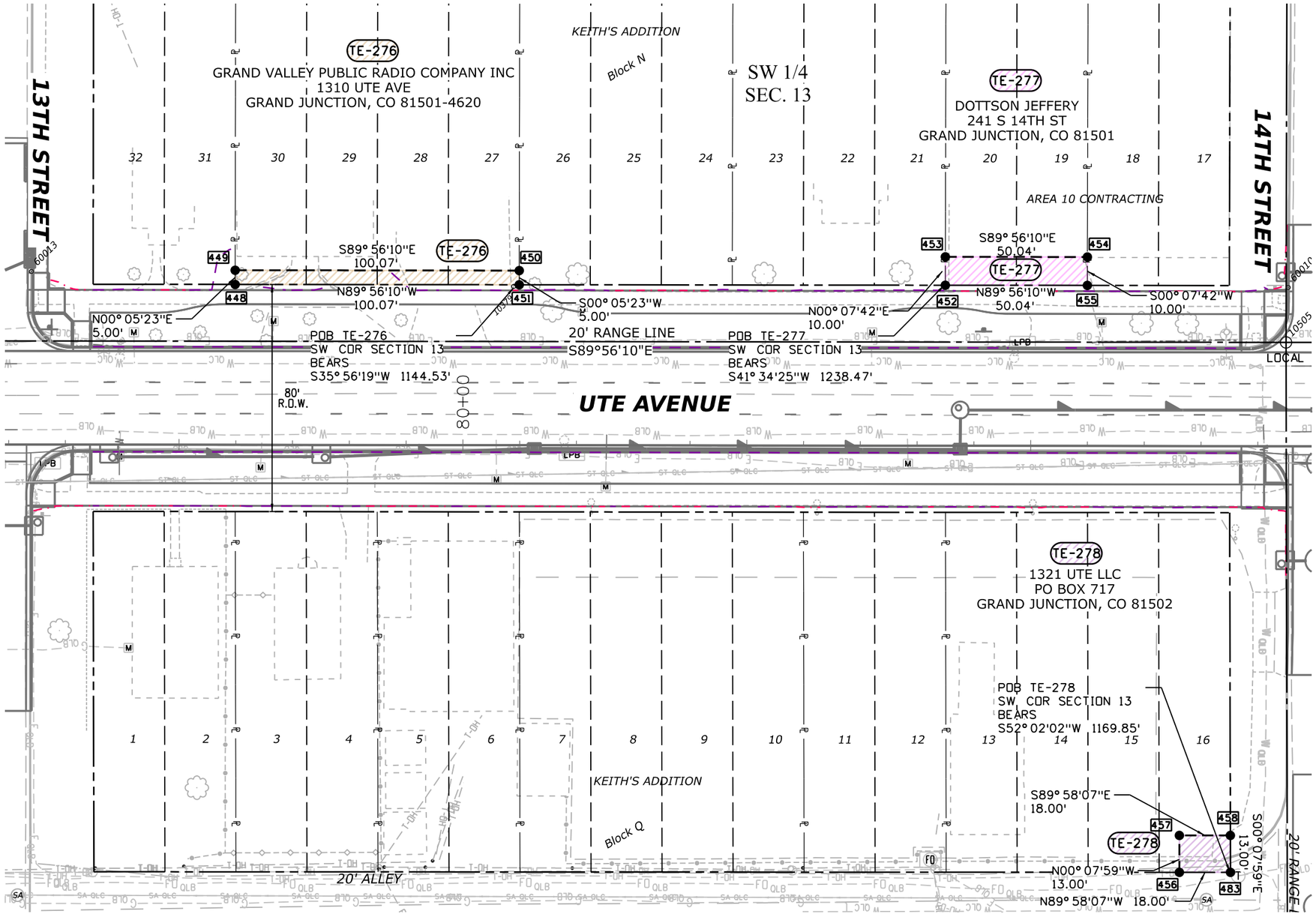
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Date	Description	Initials

0' 10' 20' 40'

Right of Way Plans
Plan Sheet
Project Number: NHPP 070A-037
Project Location: I-70B SOUTH OF ROOD (PHASE 8)
GRAND JUNCTION, CO

Project Code:	Last Mod. Date	Subset	Sheet No.
25797	7/14/26	7.01 to 7.19	7.15

Township 1 South
Range 1 West
Ute Principal Meridian



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222 South 6th St.
Grand Junction, CO 81501
Phone: (970) 985-8086
Region 3 BKB

720 S. COLORADO BLVD. #120-A
GLENDALE, CO 80246
(303) 524-3030 PHONE

Sheet Revisions		
Date	Description	Initials

Sheet Revisions		
Date	Description	Initials

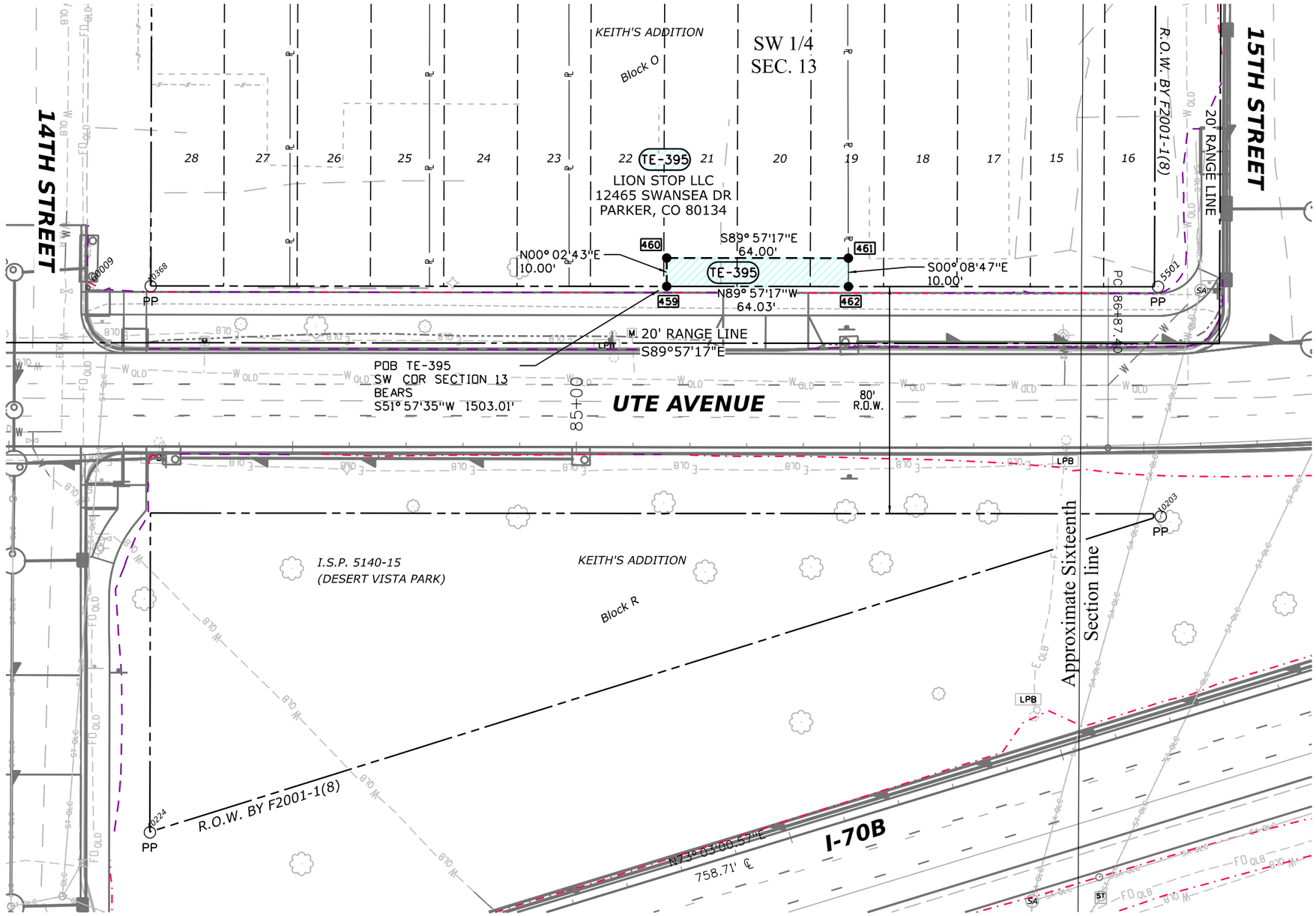
Sheet Revisions		
Date	Description	Initials

0' 10' 20' 40'

Right of Way Plans
Plan Sheet
Project Number: NHPP 070A-037
Project Location: I-70B SOUTH OF ROOD (PHASE 8)
GRAND JUNCTION, CO

Project Code:	Last Mod. Date	Subset	Sheet No.
25797	7/14/26	7.01 to 7.19	7.16

Township 1 South
Range 1 West
Ute Principal Meridian



7/14/2026 Lee 2:28:44 PM F:\10025000_10029999\10025795_CDOT_I-70B_Grand_Junction_Ph8\CAD\25797_ROW_Plansheets.dgn

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222 South 6th St.
Grand Junction, CO 81501
Phone: (970) 985-8086
Region 3 BKB

720 S. COLORADO BLVD. #120-A
GLENDALE, CO 80246
(303) 524-3030 PHONE

Sheet Revisions			Sheet Revisions			Sheet Revisions		
Date	Description	Initials	Date	Description	Initials	Date	Description	Initials

0' 10' 20' 40'

Right of Way Plans
Plan Sheet
Project Number: NHPP 070A-037
Project Location: I-70B SOUTH OF ROOD (PHASE 8)
GRAND JUNCTION, CO

Project Code:	Last Mod. Date	Subset	Sheet No.
25797	7/14/26	7.01 to 7.19	7.17

Township 1 South
Range 1 West
Ute Principal Meridian

SW 1/4
SEC. 13

15TH STREET

R.O.W. BY F200 (F8)

RW-396 TE-396 TE-396A
LANDMARK BAPTIST CHURCH OF G.J., INC
1600 UTE AVE
GRAND JUNCTION, CO 81501-4677
TC:10597B2026

S85° 30'08"E
71.93'

N85° 30'08"W
43.60'

Rc = 1063.00'
Δc = 03° 33'29"
Lc = 66.01'
C = 66.00'
CB = N80° 35'57"E

Rc = 1049.00'
Δc = 03° 10'07"
Lc = 58.01'
C = 58.01'
CB = N70° 56'08"E

N47° 39'05"W
20.70'

Rc = 1073.00'
Δc = 03° 02'42"
Lc = 57.02'
C = 57.02'
CB = S81° 37'27"W

14' Multipurpose Easement

N17° 28'49"W
24.00'

S20° 38'56"E
24.00'

S11° 10'47"E
10.00'

POB RW-396,TE-396
SW COR SECTION 13
BEARS
S57° 42'43"W 1826.28'

Rc = 1073.00'
Δc = 01° 16'53"
Lc = 24.00'
C = 24.00'
CB = S79° 27'39"W

POB TE-396A
SW COR SECTION 13
BEARS
N59° 02'03"E 1961.28'

PCC 90+59.65

℄
PI = 291+57.41
Δ = 12° 54'01" LT
Tc = 203.84'
Dc = 03° 10'40"
Lc = 405.95'
Rc = 1,803.00'
e = %

Rc = 1073.00'
Δc = 03° 10'07"
Lc = 59.34'
C = 59.33'
CB = S70° 56'08"W

I-70B

R.O.W. WIDTH VARIES

PI STA. 88+75.01

PC 289+55.57

℄
PI = 88+75.01
Δ = 17° 36'45" LT
Tc = 187.61'
Dc = 04° 43'53"
Lc = 372.26'
Rc = 1,211.00'
e = %

90+00

290+00

PI STA. 291+57.41

PI STA. 91+83.57

℄
PI = 91+83.5
Δ = 12° 19'5
Tc = 123.91
Dc = 04° 59
Lc = 246.87
Rc = 1,147.0
e = %

I-70B

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Colorado Department of Transportation
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Phone: (970) 985-8086
Region 3 BKB

720 S. COLORADO BLVD. #120-A
GLENDALE, CO 80246
(303) 524-3030 PHONE

Sheet Revisions		
Date	Description	Initials

Sheet Revisions		
Date	Description	Initials

Sheet Revisions		
Date	Description	Initials

0' 10' 20' 40'

Right of Way Plans
Plan Sheet

Project Number: NHPP 070A-037
Project Location: I-70B SOUTH OF ROOD (PHASE 8)
GRAND JUNCTION, CO

Project Code:	Last Mod. Date	Subset	Sheet No.
25797	7/14/26	7.01 to 7.19	7.18

Township 1 South
Range 1 West
Ute Principal Meridian

SW 1/4
SEC. 13

TE-396A
LANDMARK BAPTIST CHURCH OF G.J., INC
1600 UTE AVE
GRAND JUNCTION, CO 81501-4677
TC:10597B2026

TE-397
REO HOLDINGS LLC
1100 ROYAL COACHMAN
DILLON, CO 80435

TE-397
TE-396A
N60° 08'55"E 31.26'
N60° 08'55"E 45.99'
S29° 51'05"E 10.00'
N29° 51'05"W 10.00'
S60° 08'55"W 31.57'
S60° 08'55"W 45.69'
N31° 36'05"W 10.00'
POB TE-396A,TE-397
SW COR SECTION 13
BEARS
S59° 50'04"W 2413.13'
470
471
472
473
474
475
5165
14' Multipurpose Easement
R.O.W. BY F2001-1(8)
10510
ROW
PT 293+59.52
95+00
295+00
I-70B
R.O.W. WIDTH VARIES
N60° 07'49.93"E ℄
667.21'
N60° 08'59.35"E
652.81' ℄
91+83.57
12° 19'54" LT
= 123.91'
10225
POB

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Region 3 BKB

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GLENDALE, CO 80246
(303) 524-3030 PHONE

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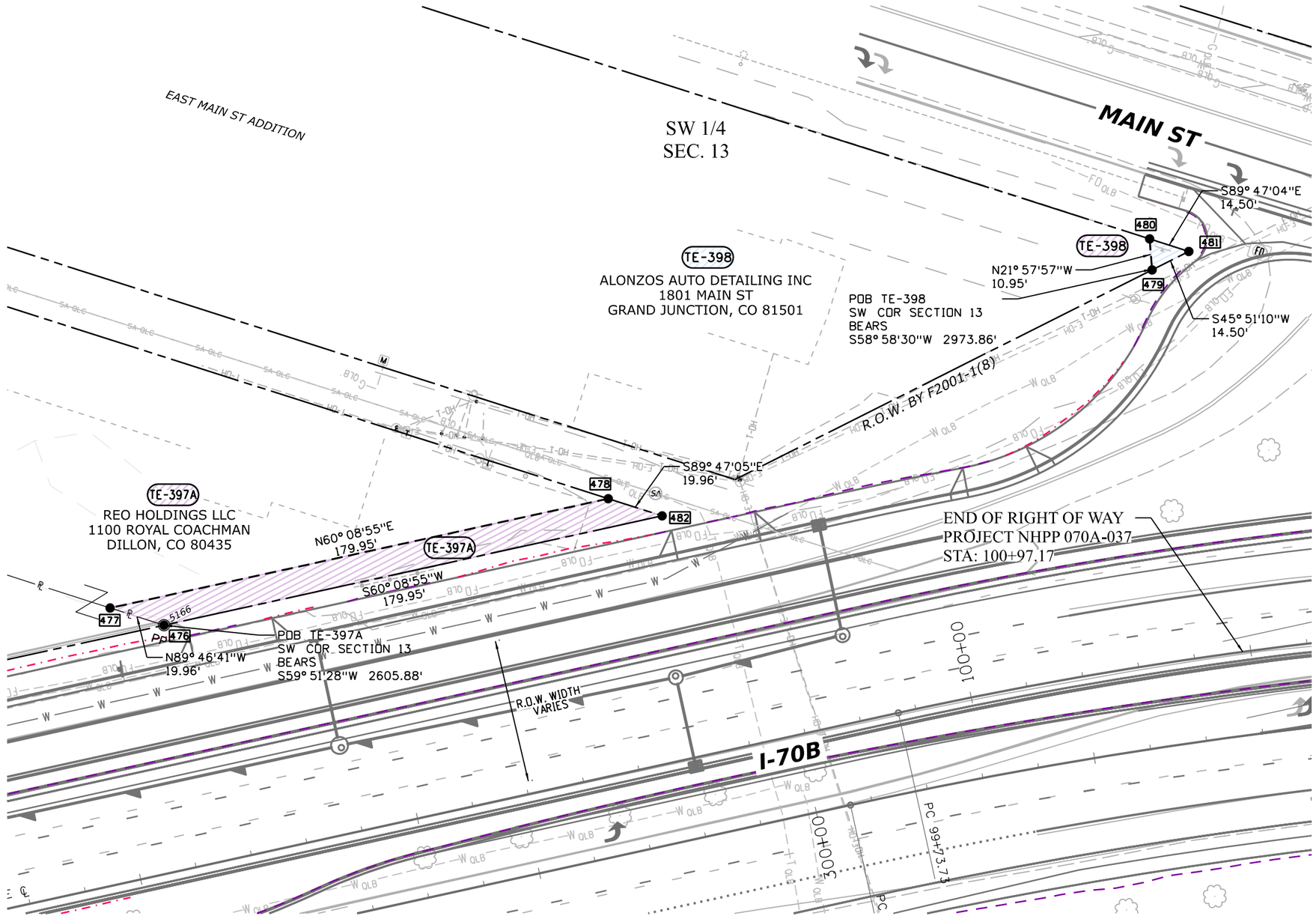
0' 10' 20' 40'

Right of Way Plans
Plan Sheet

Project Number: NHPP 070A-037
Project Location: I-70B SOUTH OF ROOD (PHASE 8)
GRAND JUNCTION, CO

Project Code:	Last Mod. Date	Subset	Sheet No.
25797	7/14/26	7.01 to 7.19	7.19

Township 1 South
Range 1 West
Ute Principal Meridian



7/14/2026 Lee 2:28:58 PM F:\10025000_10029999\10025795_CDOT_I-70B_Grand_Junction_Ph8\CAD\25797_ROW_Plansheets.dgn

Colorado Department of Transportation
222 South 6th St.
Grand Junction, CO 81501
Phone: (970) 683-6236
Fax: (970) 683-6227
Region 3 BKB

720 S. COLORADO BLVD. #120-A
GLENDALE, CO 80246
(303) 925-1400 PHONE
(303) 925-1401 FAX

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Date	Description	Initials

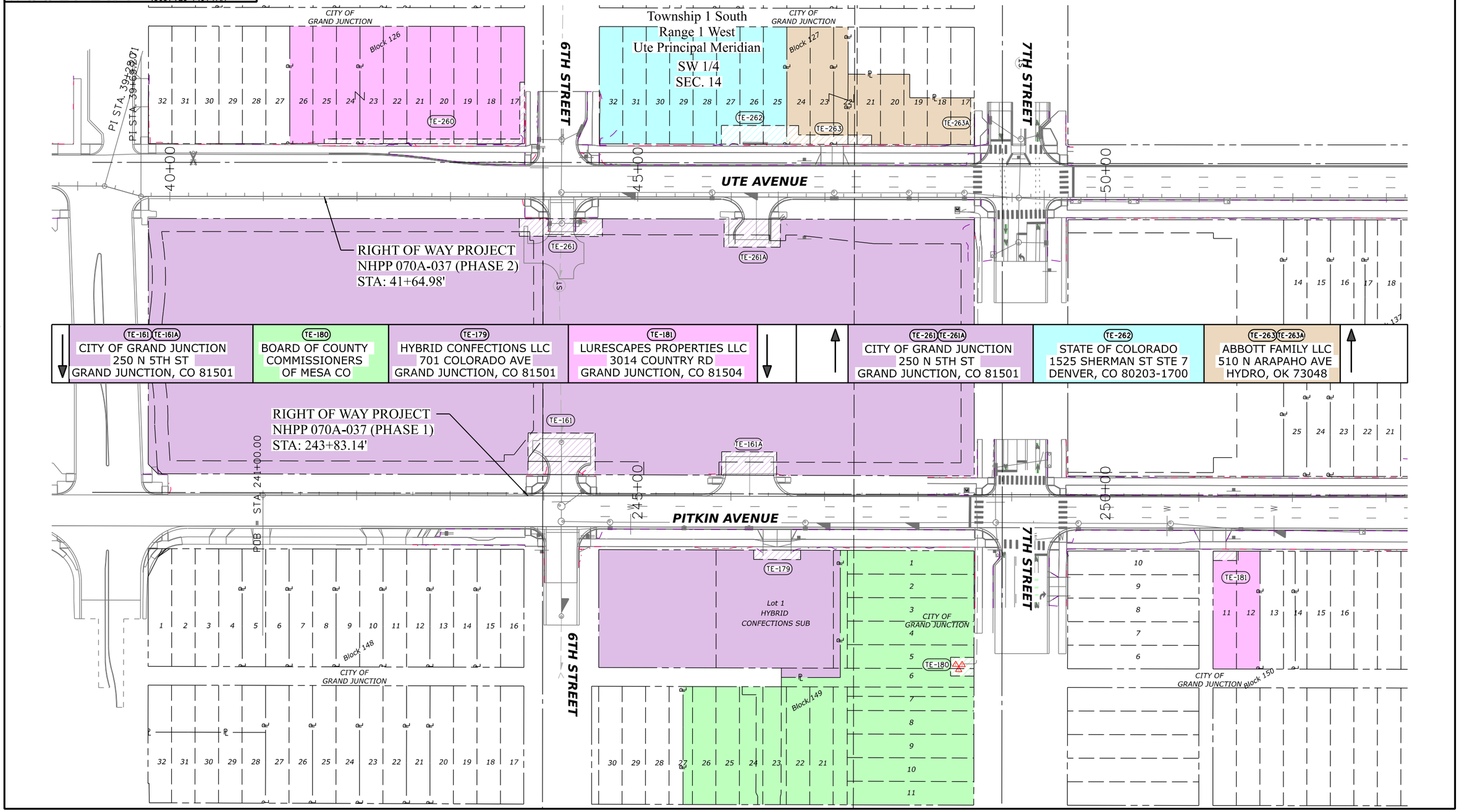
N

0' 25' 50' 100'

Right of Way Plans
Ownership Map

Project Number: NHPP 070A-037
Project Location: I-70B SOUTH OF ROOD (PHASE 8)
GRAND JUNCTION, CO

Project Code:	Last Mod. Date	Subset	Sheet No.
25797	7/14/26	8.01 to 8.05	8.01



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Colorado Department of Transportation
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Grand Junction, CO 81501
Phone: (970) 683-6236
Fax: (970) 683-6227
Region 3 BKB

720 S. COLORADO BLVD. #120-A
GLENDALE, CO 80246
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(303) 925-1401 FAX

Sheet Revisions		
Date	Description	Initials

Sheet Revisions		
Date	Description	Initials

Sheet Revisions		
Date	Description	Initials

N

0' 25' 50' 100'

Right of Way Plans
Ownership Map

Project Number: NHPP 070A-037
Project Location: I-70B SOUTH OF ROOD (PHASE 8)
GRAND JUNCTION, CO

Project Code:	Last Mod. Date	Subset	Sheet No.
25797	7/14/26	8.01 to 8.05	8.02

Township 1 South
Range 1 West
Ute Principal Meridian
SW 1/4
SEC. 14

TE-264 / TE-265	TE-266	TE-267	TE-268	TE-269
PAGE INVESTMENTS LLC 803 UTE AVE GRAND JUNCTION, CO 81501	QUIGLEY INVESTMENTS LLC 227 S 9TH ST GRAND JUNCTION, CO 81501-3614	MALONEY AND KUSACK TRUST DATED JULY 29 2022 2657 HEMLOCK CT GRAND JUNCTION, CO 81501	CITY OF GRAND JUNCTION 250 N 5TH ST GRAND JUNCTION, CO 81501	MARTINEZ MARIA ISABEL 1001 UTE AVE GRAND JUNCTION, CO 81501

TE-182	TE-183	TE-184	RW-185 / TE-185 / TE-185A	TE-186	TE-187	TE-188	TE-189	TE-190
MALONEY AND KUSACK TRUST DATED JULY 29 2022 2657 HEMLOCK CT GRAND JUNCTION, CO 81501	MM&K LLC 819 PITKIN AVE GRAND JUNCTION, CO 81501	C & F FOOD STORES INC 140 S 17TH ST GRAND JUNCTION, CO 81501	C & F FOOD STORES, INC., A COLORADO CORPORATION 140 S 17TH ST GRAND JUNCTION, CO 81501	CO MKM INC. 840 PITKIN AVE GRAND JUNCTION, CO 81501	DESERT AUTO LLC 929 PITKIN AVE GRAND JUNCTION CO 81501	RAMSTETTER F MARIE & RAMSTETTER KAROL LUE 929 MAIN ST GRAND JUNCTION, CO 81501-3538	1005 PITKIN LLC PO BOX 2041 CARBONDALE, CO 81623	DISTEL ROBERT M & DISTEL DARLENE J 1039 PITKEN AVE GRAND JUNCTION, CO 81501

7TH STREET
8TH STREET
9TH STREET
UTE AVENUE
PITKIN AVENUE
55+00
60+00
65+00
25+00
26+00
26+50
Block 129
Block 137
Block 136
Block 135
Block 134
Block 151
Block 152
Block 153
CITY OF GRAND JUNCTION
TE-168A

7/14/2026 Lee 2:29:49 PM F:\10025000_10029999\10025795_CDOT_I-70B_Grand_Junction_Ph8\CAD\25797_ROW_Ownership.dgn

Colorado Department of Transportation
222 South 6th St.
Grand Junction, CO 81501
Phone: (970) 683-6236
Fax: (970) 683-6227
Region 3 BKB

WOOLPERT
720 S. COLORADO BLVD. #120-A
GLENDALE, CO 80246
(303) 925-1400 PHONE
(303) 925-1401 FAX

Sheet Revisions		
Date	Description	Initials

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Date	Description	Initials

Sheet Revisions		
Date	Description	Initials

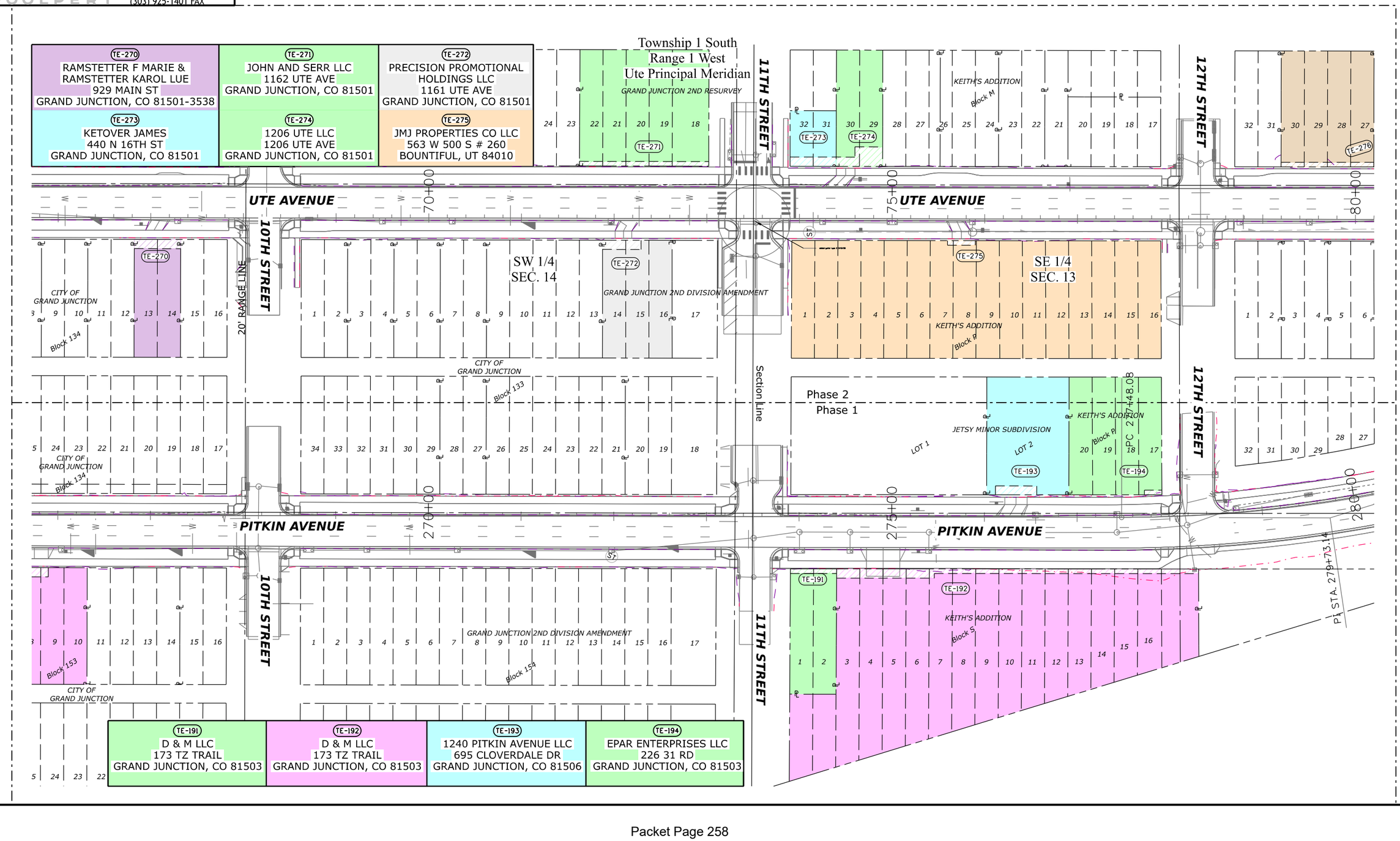
N

0' 25' 50' 100'

Right of Way Plans
Ownership Map

Project Number: NHPP 070A-037
Project Location: I-70B SOUTH OF ROOD (PHASE 8)
GRAND JUNCTION, CO

Project Code:	Last Mod. Date	Subset	Sheet No.
25797	7/14/26	8.01 to 8.05	8.03



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Fax: (970) 683-6227
Region 3 BKB

720 S. COLORADO BLVD. #120-A
GLENDALE, CO 80246
(303) 925-1400 PHONE
(303) 925-1401 FAX

Sheet Revisions		
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Sheet Revisions		
Date	Description	Initials

Sheet Revisions		
Date	Description	Initials

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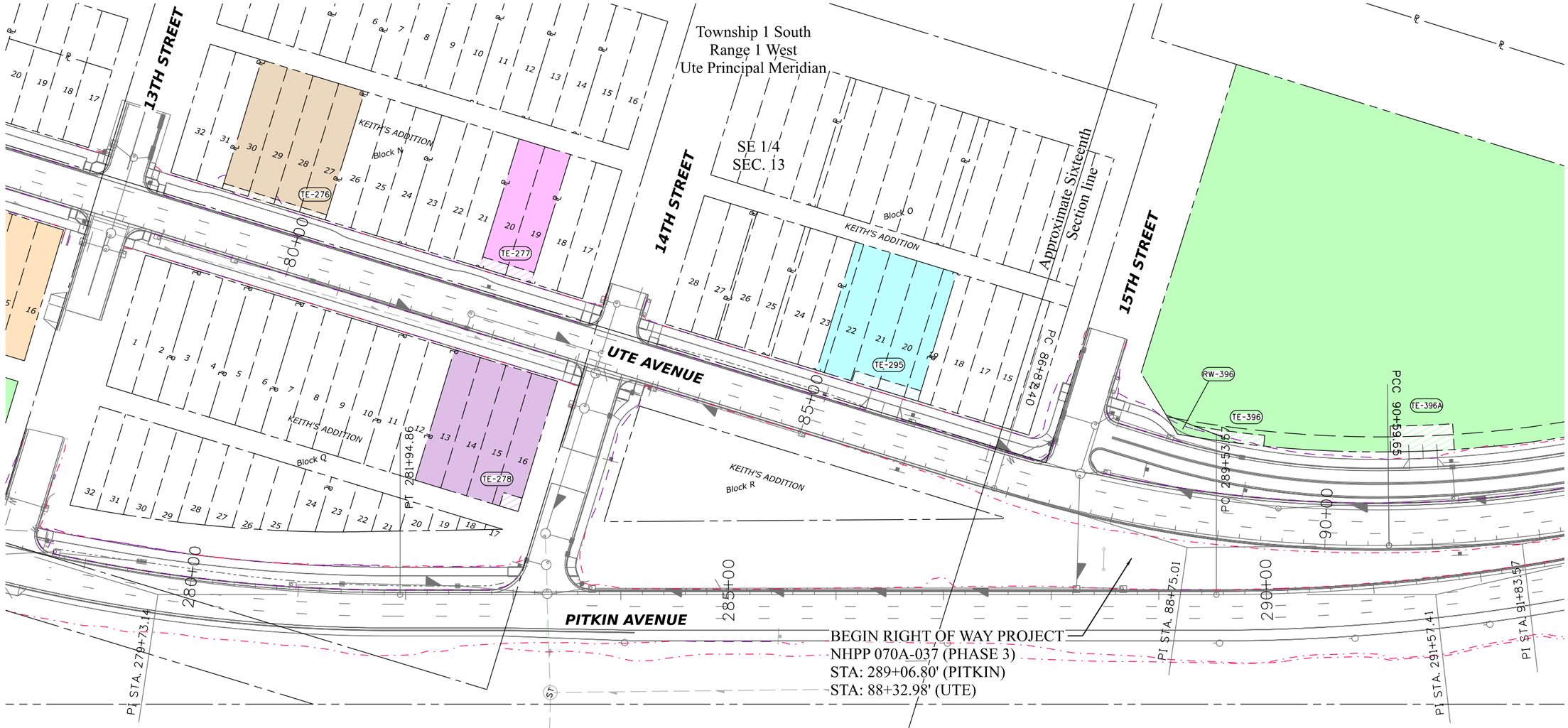
0' 25' 50' 100'

Right of Way Plans
Ownership Map

Project Number: NHPP 070A-037
Project Location: I-70B SOUTH OF ROOD (PHASE 8)
GRAND JUNCTION, CO

Project Code:	Last Mod. Date	Subset	Sheet No.
25797	7/14/26	8.01 to 8.05	8.04

Phase 3



TE-276
GRAND VALLEY PUBLIC RADIO COMPANY INC
1310 UTE AVE
GRAND JUNCTION, CO 81501-4620

TE-277
DOTTSON JEFFERY
241 S 14TH ST
GRAND JUNCTION, CO 81501

TE-278
1321 UTE LLC
PO BOX 717
GRAND JUNCTION, CO 81502

TE-295
REO HOLDINGS LLC
1100 ROYAL COACHMAN
DILLON, CO 80435

RW-396 TE-396 TE-396A
Landmark Baptist Church of G.J., Inc
1600 UTE AVE
GRAND JUNCTION, CO 81501-4677
TC:10597A2026

7/14/2026 Lee 2:30:05 PM F:\10025000_10029999\10025795_CDOT_I-70B_Grand_Junction_Ph8\CAD\25797_ROW_Denership.dgn

Colorado Department of Transportation
222 South 6th St.
Grand Junction, CO 81501
Phone: (970) 683-6236
Fax: (970) 683-6227
Region 3 BKB

WOOLPERT
720 S. COLORADO BLVD. #120-A
GLENDALE, CO 80246
(303) 925-1400 PHONE
(303) 925-1401 FAX

Sheet Revisions		
Date	Description	Initials

Sheet Revisions		
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Sheet Revisions		
Date	Description	Initials

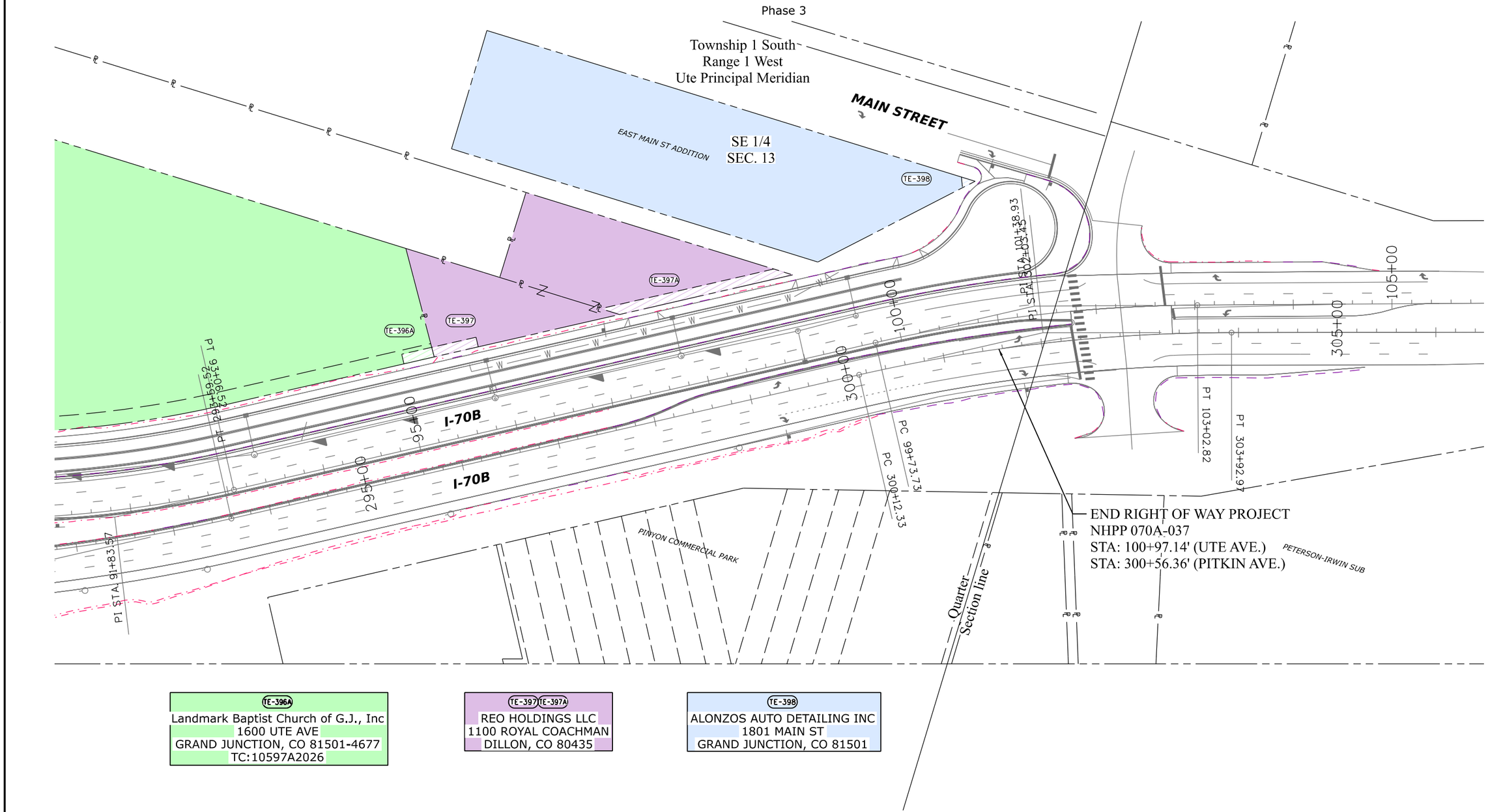
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0' 25' 50' 100'

Right of Way Plans
Ownership Map

Project Number: NHPP 070A-037
Project Location: I-70B SOUTH OF RODD (PHASE 8)
GRAND JUNCTION, CO

Project Code:	Last Mod. Date	Subset	Sheet No.
25797	7/14/26	8.01 to 8.05	8.05



TE-396A
Landmark Baptist Church of G.J., Inc
1600 UTE AVE
GRAND JUNCTION, CO 81501-4677
TC:10597A2026

TE-397 TE-397A
REO HOLDINGS LLC
1100 ROYAL COACHMAN
DILLON, CO 80435

TE-398
ALONZOS AUTO DETAILING INC
1801 MAIN ST
GRAND JUNCTION, CO 81501

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GRAND JUNCTION UNION DEPOT
Historic Preservation of the Denver & Rio Grande Western Depot
119 Pitkin Avenue, Grand Junction, CO 81501

July 31, 2026

Lisa Schoch, Cultural Resources Manager
Colorado Department of Transportation
Environmental Programs Branch
2829 W. Howard Pl.
Denver, CO 80204

RE: ***Comments on Section 106 Eligibility and Effects Determinations, I-70B Corridor Traffic Improvements (6th Street to Main Street), Project NHPP 070A-043, Grand Junction, Colorado***

Dear Ms. Schoch:

Thank you for the opportunity to review and comment on CDOT's Determination of Eligibility and Effects Analysis for the above-referenced undertaking, transmitted by letter dated July 29, 2026. Grand Junction Union Depot appreciates being included as a consulting party in this Section 106 process.

We have reviewed the July 29, 2026 letter, including the project description, Area of Potential Effects, and effect determinations for the corridor between South 6th Street and Main Street. The Union Depot property at 119 Pitkin Avenue is located several blocks from the project limits and the scope of work described in your letter. Based on this distance, and the nature of the proposed improvements (roadway resurfacing, sidewalk and driveway work, drainage and utility upgrades, and limited right-of-way acquisitions within the defined APE), we do not anticipate direct, visual, auditory, or atmospheric effects to our property and have no concerns to raise regarding the current Determination of Eligibility and Effects Analysis at this time.

We appreciate being included as a consulting party and ask to be notified should the project scope, APE, or construction activities later be expanded in a manner that could affect the Union Depot property. We otherwise reserve the right to submit further comments should circumstances change.

Thank you again for your continued engagement with Grand Junction's historic preservation community. Please feel free to contact us with any questions.

Sincerely,

Dustin Anzures
Managing Member, GJ Union Depot, LLC
(602)509-9970 dustin@gjuniondepot.com

cc:

Bill Wade, Chair, Friends of the Historic Grand Junction RR Depot; Jennifer Orrigo-Charles, Colorado Preservation Inc.; Shannon Power, City of Grand Junction Historic Preservation Board; Shenna Hayden, Museums of Western Colorado

Grand Junction Planning Commission

Regular Session

Meeting Date: August 28, 2026

Presented By: Tim Lehrbach, Principal Planner

Department: Community Development

Submitted By: Tim Lehrbach, Zoning Supervisor

Information

SUBJECT:

Staff liaison to the Historic Preservation Board

RECOMMENDATION:

EXECUTIVE SUMMARY:

BACKGROUND OR DETAILED INFORMATION:

SUGGESTED MOTION:

Attachments

None