

I-25 CIMARRON INTERCHANGE ENVIRONMENTAL ASSESSMENT REEVALUATION

ATTACHMENT 7

2014 Section 106 Historic Properties Consultation Documentation



COLORADO
Department of
Transportation



COLORADO
Department of Transportation
Division of Transportation Development

Environmental Programs Branch
4201 E. Arkansas Ave., Shumate Bldg.
Denver, CO 80222-3400
(303) 757-9281

September 30, 2014

Mr. Edward C. Nichols
State Historic Preservation Officer
History Colorado
1200 Broadway
Denver, CO 80203

SUBJECT: Section 106 Update and Re-Evaluation, I-25 Improvements through Colorado Springs Urbanized Area Environmental Assessment, CDOT Project IM0252-423, Cimarron Street Bridge & Interchange, El Paso County

Dear Mr. Nichols:

This letter and enclosed materials constitute a request for concurrence on Determinations of Eligibility and Effects for the project referenced above. The I-25 Cimarron interchange project just southwest of downtown Colorado Springs will reconstruct an existing interchange with a new configuration that meets modern design guidelines.

This phase of the Environmental Assessment (EA) referenced above has recently received funding to proceed. The Colorado Department of Transportation (CDOT), in cooperation with the City of Colorado Springs, is revising the 2004 EA and Finding of No Significant Impact (FONSI) to include two historic resources that have attained the fifty year age threshold for the National Register of Historic Places (NRHP) since completion of the EA. The proposed Project Area is along I-25 between Colorado Avenue and West Motor World Parkway for approximately 1.3 miles. **Figure 1** highlights the general project area.

Figure 2 (enclosed) shows the basic configuration design for the project area located at I-25 and W. Cimarron Street. Final designs are being developed, which will be available later this year. This phase of I-25 improvements entails the construction of an intersection and replacement of a bridge. The intersection will be a single-point diamond interchange (SPDI) with a loop ramp for eastbound to northbound travel at US 24 and I-25, and the 1959 bridge on West Cimarron Street that crosses Fountain Creek will be replaced. The EA recommended a tight urban diamond interchange but the project is moving forward with a single point diamond interchange that will not change the project footprint.

AREA OF POTENTIAL EFFECTS

An APE for the EA project corridor was developed in 2002. Although the interchange configuration for this project has changed slightly from the EA, the original APE still applies and does not require adjustments. A copy of the APE map from the 2003 survey report is attached for your review.

SECTION 106 BACKGROUND

Consulting parties for the overall corridor project were identified in 2001. The historic resources survey report for the EA, completed in 2003, resulted in the identification of 228 properties within the APE that were 45 years or older. Of these properties, 31 were found to be NRHP field eligible, eligible, or listed on the State Register of Historic Places (SRHP) and/or NRHP. Consultation on eligibility and effects



Figure 1: Project Area including Motor City.

occurred in December 2003 and January 2004. A Memorandum of Agreement (MOA) for the project was executed in September 2004. In 2012, CDOT consulted with your office and the consulting parties regarding a re-evaluation of the EA for widening the highway from Woodmen Road (Exit 149) to State Highway 105 (Exit 161).

SURVEY METHODS

The survey methodology involved a search of the Office of Archaeology and Historic Preservation (OAHP) Compass database and assessor records for properties that have attained or will attain the fifty year old age threshold for evaluation under the NRHP. Several properties near or beyond 50-years old were identified, but are outside the project area and will not be affected. These include the Motor City area and the WPA walls along Monument Creek (5EP3856).

The area referred to as Motor City is generally located between S. 8th Street (W), Motor City Drive (N&E), and W. Brookside Street (S), and is an area of car dealerships dating from the 1960s to 1980s. Five properties in the broader Motor City area were found to be either fifty years or nearly fifty years old and are within the original APE for the EA. Four of these properties are outside the limits of the current project area and one property is separated from the project by a local roadway, so these properties were not evaluated. The WPA walls along Monument Creek, which were documented in the 2003 survey report, are north of the current project area and will not be affected.

Two historic resources were identified in the APE and within the current project area but were not documented in either the EA or the subsequent survey conducted for the US Highway 24 corridor west of I-25. These include the West Cimarron Street Bridge, CSG-F.85-08.23 (5EP7404) and the Denver & Rio Grande (D&RG) railroad spur (5EP2181.25) into the Martin Drake Power Plant. Consultant Dawn

Bunyak conducted a Section 106 review of these resources and completed a Bridge Inventory Form for the bridge and linear resource documentation for the railroad spur.

DETERMINATIONS OF ELIGIBILITY

W Cimarron Street Bridge, CSG-F.85-08.23 (5EP7404): The bridge over Fountain Creek was constructed in 1959 as an access point between US 24 and southwest Colorado Springs. It is an off-system bridge that is a standard concrete pre-stressed, pre-cast girder bridge type. As defined by the draft *Historic Context for Construction of 1959-1968 On-System Bridges in Colorado (November 2013)*, this bridge is not significant under NRHP Criteria A or C. It was constructed from standardized CDOT plans and is not an early or prominent product of the Colorado State Engineer's Office or Colorado Highway Department. Please see the site form for more information.

Denver & Rio Grande Railroad Spur, City of Colorado Springs Light & Power Plant (5EP2181.25): This railroad spur was constructed circa 1925 to redirect coal cars from the main line of the D&RG railroad into the Colorado Springs Light & Power Plant (now the Martin Drake Power Plant) to its coaling plant on the west side of the physical plant. Based on the registration requirements for railroads and their features outlined in the *Railroads in Colorado, 1858-1948 MPS*, this spur is significant under NRHP Criterion A. The overall Denver & Rio Grande Railroad was determined eligible in August 1994 under Criterion A for Development and Expansion of the Rail Network. While the spur does not share this broader significance, it is significant under Criterion A for its role in carrying coal cars from the mainline into the city's power plant and its historical association with early electrical power in Colorado Springs. The spur is not significant under Criterion C as it not an example of a distinctive railroad design or construction method, or a work of a significant engineer or builder.

DETERMINATIONS OF EFFECTS

W Cimarron Street Bridge, CSG-F.85-08.23 (5EP7404): The bridge will be replaced as part of the I-25 EA Re-evaluation. CDOT has determined that the project results in a finding of *no historic properties affected*.

Denver & Rio Grande Railroad Spur, City of Colorado Springs Light & Power Plant (5EP2181.25): The railroad spur is outside the current project limits just south of the W. Cimarron Street Bridge. CDOT has determined that the project results in *no historic properties affected*.

CONSULTING AND INTERESTED PARTIES

To be consistent with the Section 106 consultation effort conducted in 2002-2004 and in the re-evaluation effort in 2012, we have forwarded this information concurrently to the City of Colorado Springs Parks, Recreation, and Cultural Services Department, and the US Air Force Academy, both invited signatories to the MOA. The National Park Service was consulted in 2004 regarding effects to the Cadet Area National Historic Landmark (NHL) at the USAFA; there are no updates regarding the NHL, but the NPS is copied on this correspondence. This submittal has also been forwarded to the City of Colorado Springs Historic Preservation Board, which is a Certified Local Government (CLG) and was a concurring party signatory to the MOA.

In the previous consultation, a variety of interested parties were identified, copied on the correspondence to the CLG, and given an opportunity to review the attachments to the submittal through the CLG office. For this submittal, we have copied these parties on this letter for informational purposes. The list of interested individuals, groups, and organizations has been updated to reflect current contacts, as noted below the signature block below.

We request your concurrence with these determinations of eligibility and effects. Your response is necessary for FHWA's compliance with Section 106 of the National Historic Preservation Act and the

Advisory Council on Historic Preservation's regulations. Thank you in advance for your prompt attention to this matter. If you have questions or require additional information in order to complete your review, please contact CDOT Senior Staff Historian Lisa Schoch at (303) 512-4258 or lisa.schoch@state.co.us.

Very truly yours,



Jane Hann, Manager
Environmental Programs Branch

Enclosures: Site forms (2)
Figure 2, Basic Configuration Preliminary Design

cc: Rob Frei, CDOT Region 2
Christine Whitacre, National Park Service
Tim Blevins, Penrose Library
Jessy Randall, Tutt Library
Matt Mayberry, Pioneer Museum
David Futey, Western Museum of Mining and Industry
Historic Preservation Alliance of Colorado Springs
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Patricia Doyle, Old North End Historic Preservation Committee
Judith Rice-Jones, UCCS Librarian



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October 1, 2014

Mr. Kim King
Parks, Recreation & Cultural Services
1401 Recreation Way
Colorado Springs, CO 80905-1975

SUBJECT: Section 106 Update and Re-Evaluation, I-25 Improvements through Colorado Springs Urbanized Area Environmental Assessment, CDOT Project IM0252-423, Cimarron Street Bridge & Interchange, El Paso County

Dear Mr. King:

This letter and enclosed materials constitute a request for comments on Determinations of Eligibility and Effects for the project referenced above. The I-25 Cimarron interchange project just southwest of downtown Colorado Springs will reconstruct an existing interchange with a new configuration that meets modern design guidelines.

This phase of the Environmental Assessment (EA) referenced above has recently received funding to proceed. The Colorado Department of Transportation (CDOT), in cooperation with the City of Colorado Springs, is revising the 2004 EA and Finding of No Significant Impact (FONSI) to include two historic resources that have attained the fifty year age threshold for the National Register of Historic Places (NRHP) since completion of the EA. The proposed Project Area is along I-25 between Colorado Avenue and West Motor World Parkway for approximately 1.3 miles. **Figure 1** highlights the general project area.

Figure 2 (enclosed) shows the basic configuration design for the project area located at I-25 and W. Cimarron Street. Final designs are being developed, which will be available later this year. This phase of I-25 improvements entails the construction of an intersection and replacement of a bridge. The intersection will be a single-point diamond interchange (SPDI) with a loop ramp for eastbound to northbound travel at US 24 and I-25, and the 1959 bridge on West Cimarron Street that crosses Fountain Creek will be replaced. The EA recommended a tight urban diamond interchange but the project is moving forward with a single point diamond interchange that will not change the project footprint.

CDOT is submitting this information to you in compliance with Section 106 of the National Historic Preservation Act, which requires federal agencies to evaluate the effects of their undertakings on historic properties. Your organization was identified as a consulting party for this project. For more information about Section 106 and how you can participate as a consulting party, please visit the Advisory Council on Historic Preservation's web site, which contains the Citizen's Guide to Section 106 Review at <http://www.achp.gov/docs/CitizenGuide.pdf>.

AREA OF POTENTIAL EFFECTS

An APE for the EA project corridor was developed in 2002. Although the interchange configuration for this project has changed slightly from the EA, the original APE still applies and does not require adjustments. A copy of the APE map from the 2003 survey report is attached for your review.

SECTION 106 BACKGROUND

Consulting parties for the overall corridor project were identified in 2001. The historic resources survey report for the EA, completed in 2003, resulted in the identification of 228 properties within the APE that were 45 years or older. Of these properties, 31 were found to be NRHP field eligible, eligible, or listed on the State Register of Historic Places (SRHP) and/or NRHP. Consultation on eligibility and effects



Figure 1: Project Area including Motor City

occurred in December 2003 and January 2004. A Memorandum of Agreement (MOA) for the project was executed in September 2004. This MOA outlines mitigation for adverse effects to historic properties and was signed by Paul Butcher, who used to represent your office for this project. In 2012, CDOT consulted with your organization and the consulting parties regarding a re-evaluation of the EA for widening the highway from Woodmen Road (Exit 149) to State Highway 105 (Exit 161).

SURVEY METHODS

The survey methodology involved a search of the Office of Archaeology and Historic Preservation (OAHP) Compass database and assessor records for properties that have attained or will attain the fifty year old age threshold for evaluation under the NRHP. Several properties near or beyond 50-years old were identified, but are outside the project area and will not be affected. These include the Motor City area and the WPA walls along Monument Creek (5EP3856).

The area referred to as Motor City is generally located between S. 8th Street (W), Motor City Drive (N&E), and W. Brookside Street (S), and is an area of car dealerships dating from the 1960s to 1980s. Five properties in the broader Motor City area were found to be either fifty years or nearly fifty years old and are within the original APE for the EA. Four of these properties are outside the limits of the current project area and one property is separated from the project by a local roadway, so these properties were

not evaluated. The WPA walls along Monument Creek, which were documented in the 2003 survey report, are north of the current project area and will not be affected.

Two historic resources were identified in the APE and within the current project area but were not documented in either the EA or the subsequent survey conducted for the US Highway 24 corridor west of I-25. These include the West Cimarron Street Bridge, CSG-F.85-08.23 (5EP7404) and the Denver & Rio Grande (D&RG) railroad spur (5EP2181.25) into the Martin Drake Power Plant. Consultant Dawn Bunyak conducted a Section 106 review of these resources and completed a Bridge Inventory Form for the bridge and linear resource documentation for the railroad spur.

DETERMINATIONS OF ELIGIBILITY

W Cimarron Street Bridge, CSG-F.85-08.23 (5EP7404): The bridge over Fountain Creek was constructed in 1959 as an access point between US 24 and southwest Colorado Springs. It is an off-system bridge that is a standard concrete pre-stressed, pre-cast girder bridge type. As defined by the draft *Historic Context for Construction of 1959-1968 On-System Bridges in Colorado (November 2013)*, this bridge is not significant under NRHP Criteria A or C. It was constructed from standardized CDOT plans and is not an early or prominent product of the Colorado State Engineer's Office or Colorado Highway Department. Please see the site form for more information.

Denver & Rio Grande Railroad Spur, City of Colorado Springs Light & Power Plant (5EP2181.25): This railroad spur was constructed circa 1925 to redirect coal cars from the main line of the D&RG railroad into the Colorado Springs Light & Power Plant (now the Martin Drake Power Plant) to its coaling plant on the west side of the physical plant. Based on the registration requirements for railroads and their features outlined in the *Railroads in Colorado, 1858-1948 MPS*, this spur is significant under NRHP Criterion A. The overall Denver & Rio Grande Railroad was determined eligible in August 1994 under Criterion A for Development and Expansion of the Rail Network. While the spur does not share this broader significance, it is significant under Criterion A for its role in carrying coal cars from the mainline into the city's power plant and its historical association with early electrical power in Colorado Springs. The spur is not significant under Criterion C as it not an example of a distinctive railroad design or construction method, or a work of a significant engineer or builder.

DETERMINATIONS OF EFFECTS

W Cimarron Street Bridge, CSG-F.85-08.23 (5EP7404): The bridge will be replaced as part of the I-25 EA Re-evaluation. CDOT has determined that the project results in a finding of *no historic properties affected*.

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CONSULTING AND INTERESTED PARTIES

To be consistent with the Section 106 consultation effort conducted in 2002-2004 and in the re-evaluation effort in 2012, we have forwarded this information concurrently to the City of Colorado Springs Parks, Recreation, and Cultural Services Department, and the US Air Force Academy, both invited signatories to the MOA. The National Park Service was consulted in 2004 regarding effects to the Cadet Area National Historic Landmark (NHL) at the USAFA; there are no updates regarding the NHL, but the NPS is copied on this correspondence. This submittal has also been forwarded to the City of Colorado Springs Historic Preservation Board, which is a Certified Local Government (CLG) and was a concurring party signatory to the MOA.

In the previous consultation, a variety of interested parties were identified, copied on the correspondence to the CLG, and given an opportunity to review the attachments to the submittal through the CLG office.

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As a Section 106 consulting party for this project, we welcome your comments. Should you choose to respond, we request that you do so within 30 days of receipt of these materials. If we do not hear from you in this time frame, we will assume you do not plan to respond. Thank you in advance for your prompt attention to this matter. If you have questions or require additional information in order to complete your review, please contact CDOT Senior Staff Historian Lisa Schoch at (303) 512-4258 or lisa.schoch@state.co.us.

Very truly yours,



for Jane Hann, Manager
Environmental Programs Branch

Enclosures: Site forms (2)
Figure 2, Basic Configuration Preliminary Design

cc: Rob Frei, CDOT Region 2
Christine Whitacre, National Park Service
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4201 E. Arkansas Ave., Shumate Bldg.
Denver, CO 80222-3400
(303) 757-9281

October 6, 2014

Ms. Victoria Williams
10 CES/CEV
8120 Edgerton Drive
U.S. Air Force Academy, CO 80840

SUBJECT: Section 106 Update and Re-Evaluation, I-25 Improvements through Colorado Springs Urbanized Area Environmental Assessment, CDOT Project IM0252-423, Cimarron Street Bridge & Interchange, El Paso County

Dear Ms. Williams:

This letter and enclosed materials constitute a request for comments on Determinations of Eligibility and Effects for the project referenced above. The I-25 Cimarron interchange project just southwest of downtown Colorado Springs will reconstruct an existing interchange with a new configuration that meets modern design guidelines.

This phase of the Environmental Assessment (EA) referenced above has recently received funding to proceed. The Colorado Department of Transportation (CDOT), in cooperation with the City of Colorado Springs, is revising the 2004 EA and Finding of No Significant Impact (FONSI) to include two historic resources that have attained the fifty year age threshold for the National Register of Historic Places (NRHP) since completion of the EA. The proposed Project Area is along I-25 between Colorado Avenue and West Motor World Parkway for approximately 1.3 miles. **Figure 1** highlights the general project area.

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CDOT is submitting this information to you in compliance with Section 106 of the National Historic Preservation Act, which requires federal agencies to evaluate the effects of their undertakings on historic properties. Your agency was identified consulting party for this project and was an invited signatory to the Section 106 Memorandum of Agreement for the EA. For more information about Section 106 and how you can participate as a consulting party, please visit the Advisory Council on Historic Preservation's web site, which contains the Citizen's Guide to Section 106 Review at <http://www.achp.gov/docs/CitizenGuide.pdf>.

AREA OF POTENTIAL EFFECTS

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Figure 1: Project Area including Motor City

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This railroad spur was constructed circa 1925 to redirect coal cars from the main line of the D&RG railroad into the Colorado Springs Light & Power Plant (now the Martin Drake Power Plant) to its coaling plant on the west side of the physical plant. Based on the registration requirements for railroads and their features outlined in the *Railroads in Colorado, 1858-1948 MPS*, this spur is significant under NRHP Criterion A. The overall Denver & Rio Grande Railroad was determined eligible in August 1994 under Criterion A for Development and Expansion of the Rail Network. While the spur does not share this broader significance, it is significant under Criterion A for its role in carrying coal cars from the mainline into the city's power plant and its historical association with early electrical power in Colorado Springs. The spur is not significant under Criterion C as it not an example of a distinctive railroad design or construction method, or a work of a significant engineer or builder.

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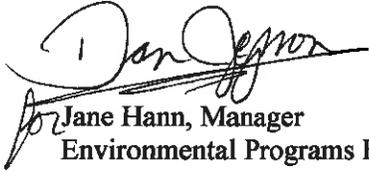
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Jane Hann, Manager
Environmental Programs Branch

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October 1, 2014

Ms. Lonna Thelen
City of Colorado Springs
Land Use Review Division
P.O. Box 1575, Mail Code 155
Colorado Springs, CO 80903

SUBJECT: Section 106 Update and Re-Evaluation, I-25 Improvements through Colorado Springs Urbanized Area Environmental Assessment, CDOT Project IM0252-423, Cimarron Street Bridge & Interchange, El Paso County

Dear Ms. Thelen:

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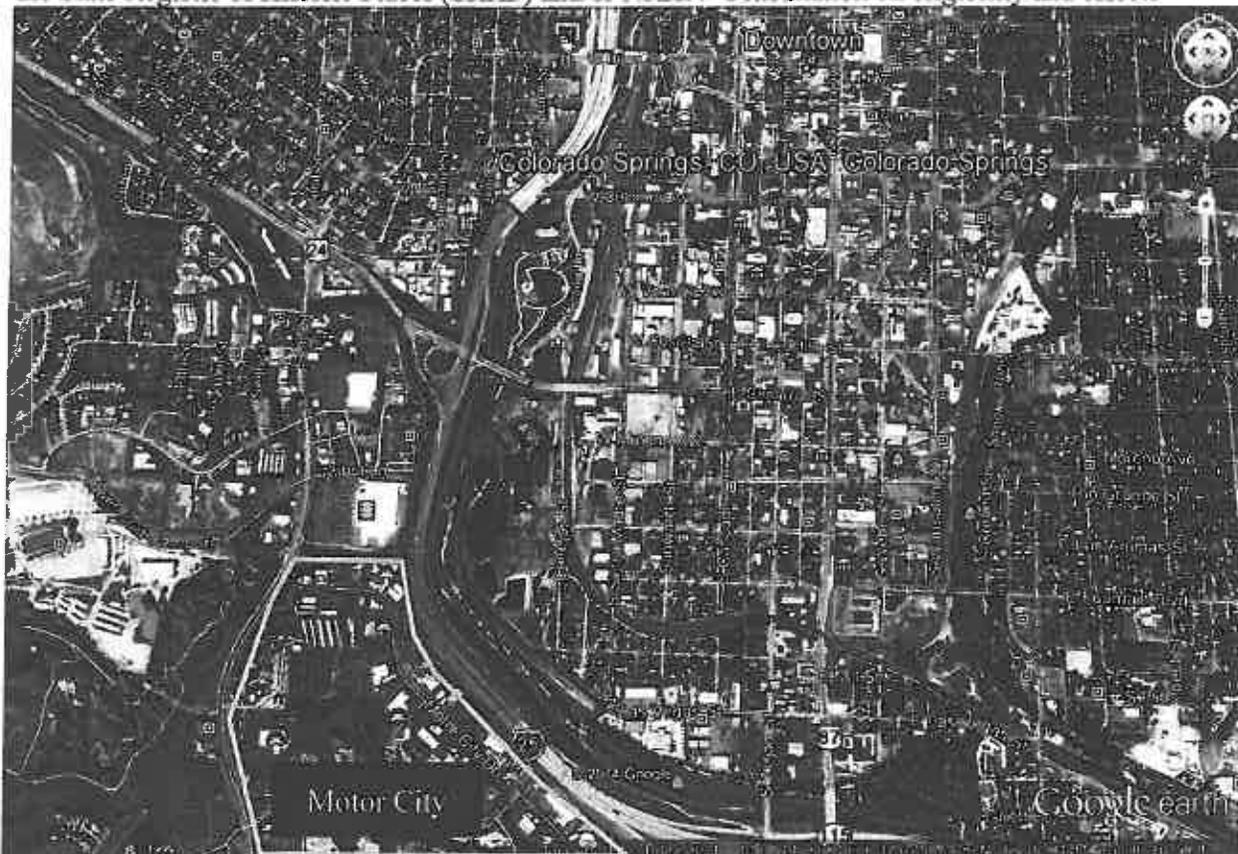


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Two historic resources were identified in the APE and within the current project area but were not documented in either the EA or the subsequent survey conducted for the US Highway 24 corridor west of I-25. These include the West Cimarron Street Bridge, CSG-F.85-08.23 (SEP7404) and the Denver & Rio Grande (D&RG) railroad spur (SEP2181.25) into the Martin Drake Power Plant. Consultant Dawn Bunyak conducted a Section 106 review of these resources and completed a Bridge Inventory Form for the bridge and linear resource documentation for the railroad spur.

DETERMINATIONS OF ELIGIBILITY

W Cimarron Street Bridge, CSG-F.85-08.23 (SEP7404): The bridge over Fountain Creek was constructed in 1959 as an access point between US 24 and southwest Colorado Springs. It is an off-system bridge that is a standard concrete pre-stressed, pre-cast girder bridge type. As defined by the draft *Historic Context for Construction of 1959-1968 On-System Bridges in Colorado (November 2013)*, this bridge is not significant under NRHP Criteria A or C. It was constructed from standardized CDOT plans and is not an early or prominent product of the Colorado State Engineer's Office or Colorado Highway Department. Please see the site form for more information.

Denver & Rio Grande Railroad Spur, City of Colorado Springs Light & Power Plant (SEP2181.25):

This railroad spur was constructed circa 1925 to redirect coal cars from the main line of the D&RG railroad into the Colorado Springs Light & Power Plant (now the Martin Drake Power Plant) to its coaling plant on the west side of the physical plant. Based on the registration requirements for railroads and their features outlined in the *Railroads in Colorado, 1858-1948 MPS*, this spur is significant under NRHP Criterion A. The overall Denver & Rio Grande Railroad was determined eligible in August 1994 under Criterion A for Development and Expansion of the Rail Network. While the spur does not share this broader significance, it is significant under Criterion A for its role in carrying coal cars from the mainline into the city's power plant and its historical association with early electrical power in Colorado Springs. The spur is not significant under Criterion C as it not an example of a distinctive railroad design or construction method, or a work of a significant engineer or builder.

DETERMINATIONS OF EFFECTS

W Cimarron Street Bridge, CSG-F.85-08.23 (SEP7404): The bridge will be replaced as part of the I-25 EA Re-evaluation. CDOT has determined that the project results in a finding of *no historic properties affected*.

Denver & Rio Grande Railroad Spur, City of Colorado Springs Light & Power Plant (SEP2181.25):

The railroad spur is outside the current project limits just south of the W. Cimarron Street Bridge. CDOT has determined that the project results in *no historic properties affected*.

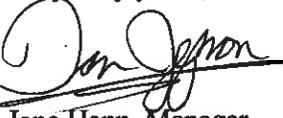
CONSULTING AND INTERESTED PARTIES

To be consistent with the Section 106 consultation effort conducted in 2002-2004 and in the re-evaluation effort in 2012, we have forwarded this information concurrently to the City of Colorado Springs Parks, Recreation, and Cultural Services Department, and the US Air Force Academy, both invited signatories to the MOA. The National Park Service was consulted in 2004 regarding effects to the Cadet Area National Historic Landmark (NHL) at the USAFA; there are no updates regarding the NHL, but the NPS is copied on this correspondence. The City of Colorado Springs Historic Preservation Board, a Certified Local Government (CLG) was a concurring party signatory to the MOA.

In the previous consultation, a variety of interested parties were identified, copied on the correspondence to the CLG, and given an opportunity to review the attachments to the submittal through the CLG office. For this submittal, we have copied these parties on this letter for informational purposes. The list of interested individuals, groups, and organizations has been updated to reflect current contacts, as noted below the signature block below.

As a Section 106 consulting party for this project, we welcome your comments. Should you choose to respond, we request that you do so within 30 days of receipt of these materials. If we do not hear from you in this time frame, we will assume you do not plan to respond. Thank you in advance for your prompt attention to this matter. If you have questions or require additional information in order to complete your review, please contact CDOT Senior Staff Historian Lisa Schoch at (303) 512-4258 or lisa.schoch@state.co.us.

Very truly yours,



Jane Hann, Manager
Environmental Programs Branch

Enclosures: Site forms (2)
Figure 2, Basic Configuration Preliminary Design

cc: Rob Frei, CDOT Region 2
Christine Whitacre, National Park Service
Tim Blevins, Penrose Library
Jessy Randall, Tutt Library
Matt Mayberry, Pioneer Museum
David Futey, Western Museum of Mining and Industry
Historic Preservation Alliance of Colorado Springs
Friends of Monument Valley Park
Patricia Doyle, Old North End Historic Preservation Committee
Judith Rice-Jones, UCCS Librarian



HISTORY Colorado

October 6, 2014

Jane Hann
Manager, Environmental Programs Branch
Colorado Department of Transportation
Environmental Programs Branch
4201 East Arkansas Avenue
Denver, CO 80222

Re: Section 106 Update and Re-Evaluation, I-25 Improvements through Colorado Springs Urbanized Area Environmental Assessment, CDOT Project IM0252-423, Cimarron Street Bridge & Interchange, El Paso County (CHS #62161)

Dear Ms. Hann,

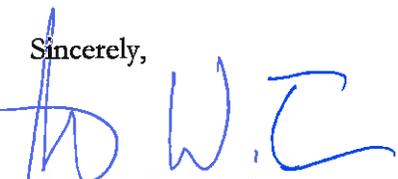
Thank you for your correspondence dated September 30, 2014 and received by our office on October 2, 2014 regarding the review of the above-mentioned project under Section 106 of the National Historic Preservation Act (Section 106). After review of the submitted information, we do not object to the proposed Area of Potential Effects (APE) for the project. After review of the survey information, we concur that resource 5EP.7404 is not eligible for the National Register of Historic Places. We concur that segment 5EP.2181.25 retains integrity and supports the overall eligibility of the entire linear resource 5EP.2181.

After review of the provided scope of work and assessment of adverse effect, we concur with the recommended finding of *no historic properties affected* [36 CFR 800.4(d)(1)] under Section 106 for resources 5EP.7404 and 5EP.2181, including segment 5EP.2181.25.

If unidentified archaeological resources are discovered during construction, work must be interrupted until the resources have been evaluated in terms of the National Register criteria, 36 CFR 60.4, in consultation with this office. We request being involved in the consultation process with the local government, which as stipulated in 36 CFR 800.3 is required to be notified of the undertaking, and with other consulting parties. Additional information provided by the local government or consulting parties might cause our office to re-evaluate our eligibility and potential effect findings.

Please note that our compliance letter does not end the 30-day review period provided to other consulting parties. If we may be of further assistance, please contact Amy Pallante, our Section 106 Compliance Manager, at (303) 866-4678.

Sincerely,



Edward C. Nichols
State Historic Preservation Officer



STATE OF COLORADO

Schoch - CDOT, Lisa <lisa.schoch@state.co.us>

Section 106 Update and Re-Eval, I-25 Improvements through COS Urbanized Area EA CDOT Project IM0252-423

WILLIAMS, VICTORIA D GS-13 USAF USAFA 10 CES/CEAO

Fri, Oct 17, 2014 at 2:36 PM

<victoria.williams@us.af.mil>

To: "lisa.schoch@state.co.us" <lisa.schoch@state.co.us>

Lisa,

I reviewed the "Section 106 Update and Re-Evaluation, I-25 Improvements through COS Urbanized Area EA CDOT Project IM0252-423, Cimarron Street Bridge & Interchange, El Paso County" submittal. The proposed project to reconstruct the existing interchange with a single point diamond interchange will have no impact on US Air Force Academy cultural resources.

I also reviewed the inventory forms for the W Cimarron Street Bridge and D&RG Railroad Spur and have no comments.

If you have any questions, please do not hesitate to contact me.

V/R
Vicki

Vicki Williams, AICP
Comprehensive Planning
Cultural Resources Manager
Tribal Liaison
10 CES/CENP
8120 Edgerton Drive Suite 40
United States Air Force Academy, CO 80840-2400

Email: victoria.williams@us.af.mil
Phone: (719) 333-7341
FAX: (719) 333-0475
DSN: 333-7341

Schoch - CDOT, Lisa <lisa.schoch@state.co.us>

Fri, Oct 17, 2014 at 2:52 PM

To: "WILLIAMS, VICTORIA D GS-13 USAF USAFA 10 CES/CEAO" <victoria.williams@us.af.mil>

Thanks!

Lisa Schoch
Senior Historian and Section 4(f) Specialist, Environmental Programs Branch



COLORADO
Department of Transportation
Division of Transportation Development

P 303.512.4258 | F 303.757.9445

4201 E. Arkansas Ave., Shumate Building, Denver, CO 80222

lisa.schoch@state.co.us | www.coloradodot.info | www.cotrip.org



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