

Addendum to the Determination of Effects to Historic Properties: I-25 New Pueblo Freeway Improvement Project, Pueblo, Colorado

This report is an addendum to the *Determination of Effects to Historic Properties: I-25 New Pueblo Freeway Improvement Project, Pueblo, Colorado, March 2010*. The project description, Area of Potential Effect (APE), survey methodology, pertinent regulations, and definition of the proposed action are discussed in detail in Sections 1.0 through 3.0. The alternatives being considered (the Existing I-25 Alternative and the Modified I-25 Alternative) are also described in detail in Section 3.0 of that report. Attachment A of this addendum contains the Office of Archaeology and Historic Preservation (OAHP) Architectural inventory Management Data and Linear Component forms for the properties discussed in this report.

The table in Exhibit 1 lists the historic properties addressed in this addendum and the impact from each build alternative. A reconnaissance field survey was conducted the week of March 08, 2010 on the linear features discussed in this report. Minimal archival research on the properties, including Sanborn Fire Insurance and other historic maps, was carried out at the Pueblo City-County Library. General mitigation recommendations made in the original report, may apply to these properties. Specific mitigation measures will be formalized in a Memorandum of Agreement.

EXHIBIT 1

Historic Properties within the Area of Potential Effects Covered in the Addendum

Resource Identification Number	Name	Resource Type	Impact Under Existing I-25 Alternative	Impact Under Modified I-25 Alternative
5PE1776	Union Pacific Railroad	Linear	Direct	Direct
5PE1899	Missouri Pacific Railroad	Linear	Indirect	Indirect
5PE5042	Newton Lumber Company	Industrial	Direct	Direct
5PE6937	Colorado Smelting Company Retaining Walls	Linear	Unknown	Direct
5PE7261	BNSF Railway Company	Linear	Indirect	Indirect

The *I-25: The New Pueblo Freeway Project Conceptual Structures Report* (CH2M HILL, 2007) was utilized in determining physical impacts to the railroad properties. That report includes preliminary design of the bridges that would span the various rail lines and shows the locations of bridge piers, abutments and other structural details.

5PE1776 Union Pacific Railroad (historically known as Denver & Rio Grande Railway)

5PE1776.15 Site Description

The Union Pacific Railroad (UPRR) lines within the project area were previously owned by the Denver and Rio Grande Railway (D&RG), by Rio Grande Industries, and then by Southern Pacific Transportation Company. The D&RG is now owned and operated by

UPRR. The D&RG has been in continuous operation since it was constructed in the early 1870s (Ghost Depot, 2010, Union Pacific, 2010). The rail line continues north and south from the current project area. In the southern portion of the project area, the double-track line skirts the west side of the Evraz Inc. NA steel mill (formerly CF&I [5PE5138]) and in that area there are interchange tracks with the Colorado & Wyoming Railroad (5PE5139). The tracks have been continually maintained; some ties have been replaced with concrete ties and most of the track now features welded rail.

The portion of the UPRR which is within the APE and was surveyed for this project (5PE1776.15) is a 5.87-mile segment from Dillon Drive on the north to Illinois Avenue on the south. There are three segments of the UPRR in Pueblo (5PE1776.1, 5PE1776.6, and 5PE1776.7) that were previously surveyed, all of which are encompassed within the new OAH Resource ID number 5PE1776.15. The previously surveyed segments are listed below; all of these segments are now incorporated into 5PE1776.15.

- 5PE1776.1, 1,320-foot segment, north of E. 26th Street
- 5PE1776.6, 153-foot segment, railroad bridge over I-25
- 5PE1776.7, 406-foot segment, at milepost 98.3 of I-25, interstate bridge over the UPRR

The photographs below show the UPRR from various vantage points throughout the rail corridor. The railroad right-of-way (ROW) is access-restricted, so photos were taken from the public ROW.

	
<p>5PE1776.15 Union Pacific railroad at 8th Street crossing. View to the north. Both tracks are UPRR. (2010)</p>	<p>5PE1776.15 Union Pacific railroad at 8th Street crossing. View to the south. (2010)</p>



5PE1776.15 Union Pacific railroad at Mesa Avenue crossing. View to the north. (2010)



5PE1776.15 Union Pacific railroad at Mesa Avenue crossing. View to the south. (2010)

	
<p>5PE1776.15 Union Pacific railroad north of the Mesa Avenue crossing. View to the south. (2010)</p>	<p>5PE1776.15 Union Pacific railroad at Northern Avenue. View to the south. (2010)</p>

There are three segments of the UPRR in Pueblo (5PE1776.1, 5PE1776.6, and 5PE1776.7) that were previously surveyed, all of which are encompassed within 5PE1776.15. Segment 5PE1776.15 is a 5.87-mile segment of the UPRR in Pueblo and it incorporates all of the previously surveyed segments within the APE. The northernmost segment (5PE1776.1), surveyed in 1995, is a 1,320-foot-long segment, 100 feet on either side of the center of the existing access road going east from the Interstate 25 (I-25) frontage road south of 29th Street (see Exhibit 2). This spur of the D&RG was constructed in the 1890s to link the industrial operations of the Standard Fire and Brick Company in the north with Pueblo's other industrial operations, such as CF&I in the southern part of the city (CDOT, 1995). The line currently runs roughly parallel to the interstate in a heavily commercial area with a large amount of surface parking and large, recent buildings. The rail line crosses over five lanes of W. 29th Street on an elevated bridge. This bridge is not original and was excavated under the rail line in the early 1970s. The elevation of the rail line did not change; the roadway was built under the rail alignment.



5PE1776.1 Union Pacific railroad at 26th Street.
View to the south. (2005). This segment is now part of
5PE1776.15.



5PE1776.1 Union Pacific railroad at 26th Street.
View to the north. (2005). This segment is now part of
5PE1776.15.



5PE1776.1 Union Pacific railroad bridge at 29th Street.
View to the northwest. (2010). This segment is now part
of 5PE1776.15.



5PE1776.1 Union Pacific railroad south of 29th Street.
View to the southwest. (2010). This segment is now part
of 5PE1776.15.

EXHIBIT 2

5PE1776.15 Union Pacific Railroad Segment under Both Build Alternatives. This segment is now part of 5PE1776.15.



- Legend**
- Proposed Impact Area
 - Historic Railroad Segment
 - Toe of Slope
 - Proposed Noise Wall
 - Edge of Pavement
 - Historic Districts

5PE1776.1
 Union Pacific Railroad

Projection: Colorado State Plane Grid South Zone, NAD83
 Aerial Photography 2004

Notes:
 This is a draft document and subject to change.
 Atlas updated 06/02/2009

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New Pueblo Freeway

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The previous segment 5PE1776.6 (now part of 5PE1776.15) is an interstate span over the UPRR tracks dating to the construction of I-25 in the mid-1950s and is a 153-foot segment (see Exhibits 3 and 4). Due to access restrictions, no photos are available of this span. The other previously surveyed segment (5PE1776.7, now part of 5PE1776.15) is located at milepost 98.3 of I-25 as it crosses under the interstate, just north of the Rockwool site (Centennial, 1999a). This segment of the railroad is within the I-25 ROW and measures 120 feet. The existing I-25 bridge span at this location is 68 feet wide (see Exhibit 5).



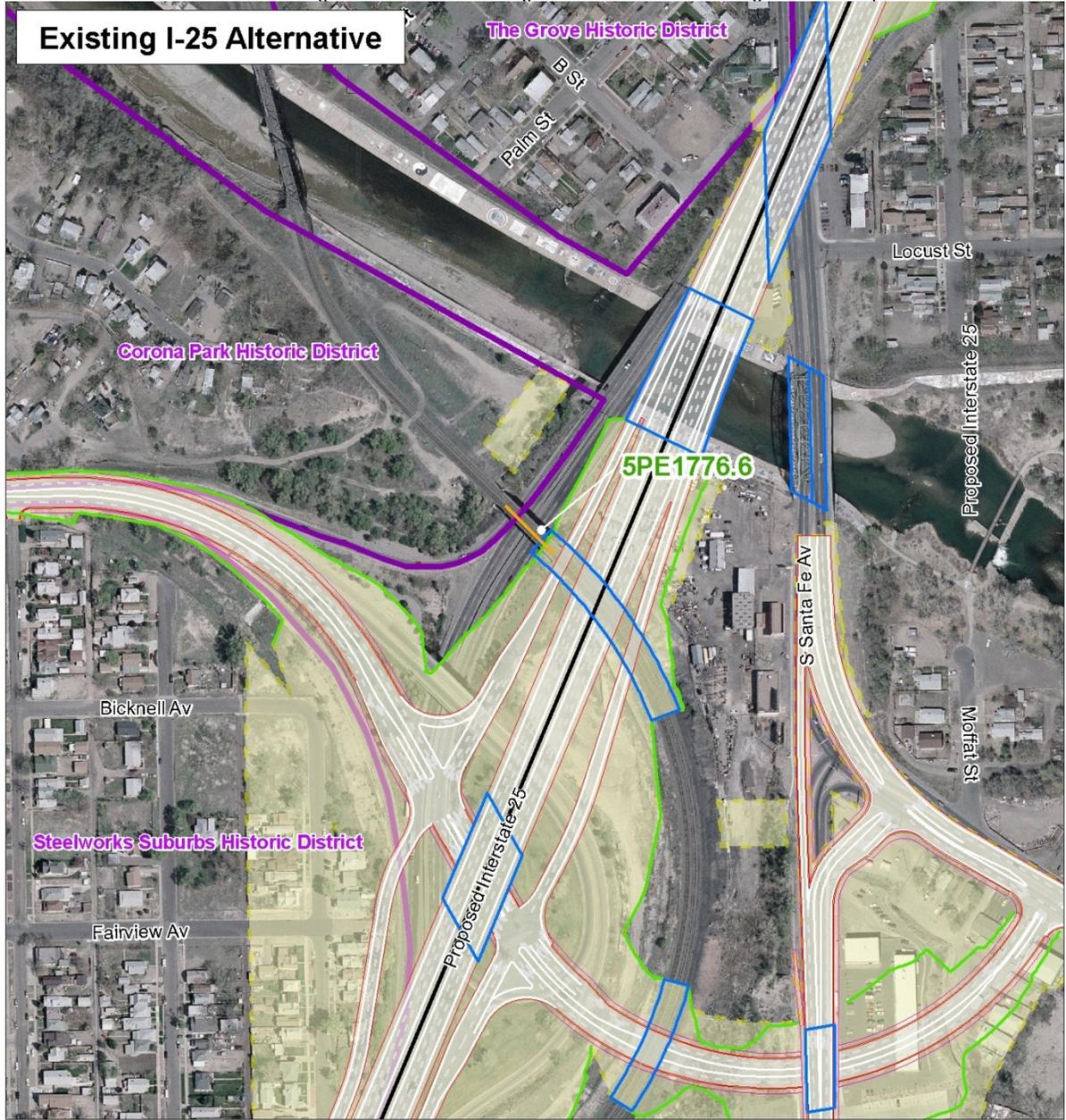
5PE1776.15 (formerly segment 5PE1776.7) Union Pacific railroad at Santa Fe Avenue with I-25 crossing in the distance. View to the east. (2010). The UPRR tracks are on the far right. This segment is now part of 5PE1776.15.



5PE1776.15 Union Pacific railroad from Santa Fe Avenue crossing. View to the west. (2010). The UPRR tracks are on the far left. This segment is now part of 5PE1776.15.

EXHIBIT 3

5PE1776.6 Union Pacific Railroad Segment under the Existing Build Alternative. This segment is now part of 5PE1776.15.



- Legend**
- Proposed Impact Area
 - Linear Feature
 - Bridge Structure
 - Toe of Slope
 - Proposed Noise Wall
 - Sidewalk
 - Historic Districts

5PE1776.6
Union Pacific Railroad

Projection: Colorado State Plane Grid South Zone, NAD83
Aerial Photography 2004

Notes:
This is a draft document and subject to change.
Atlas updated 06/02/2009

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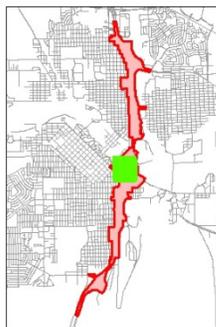
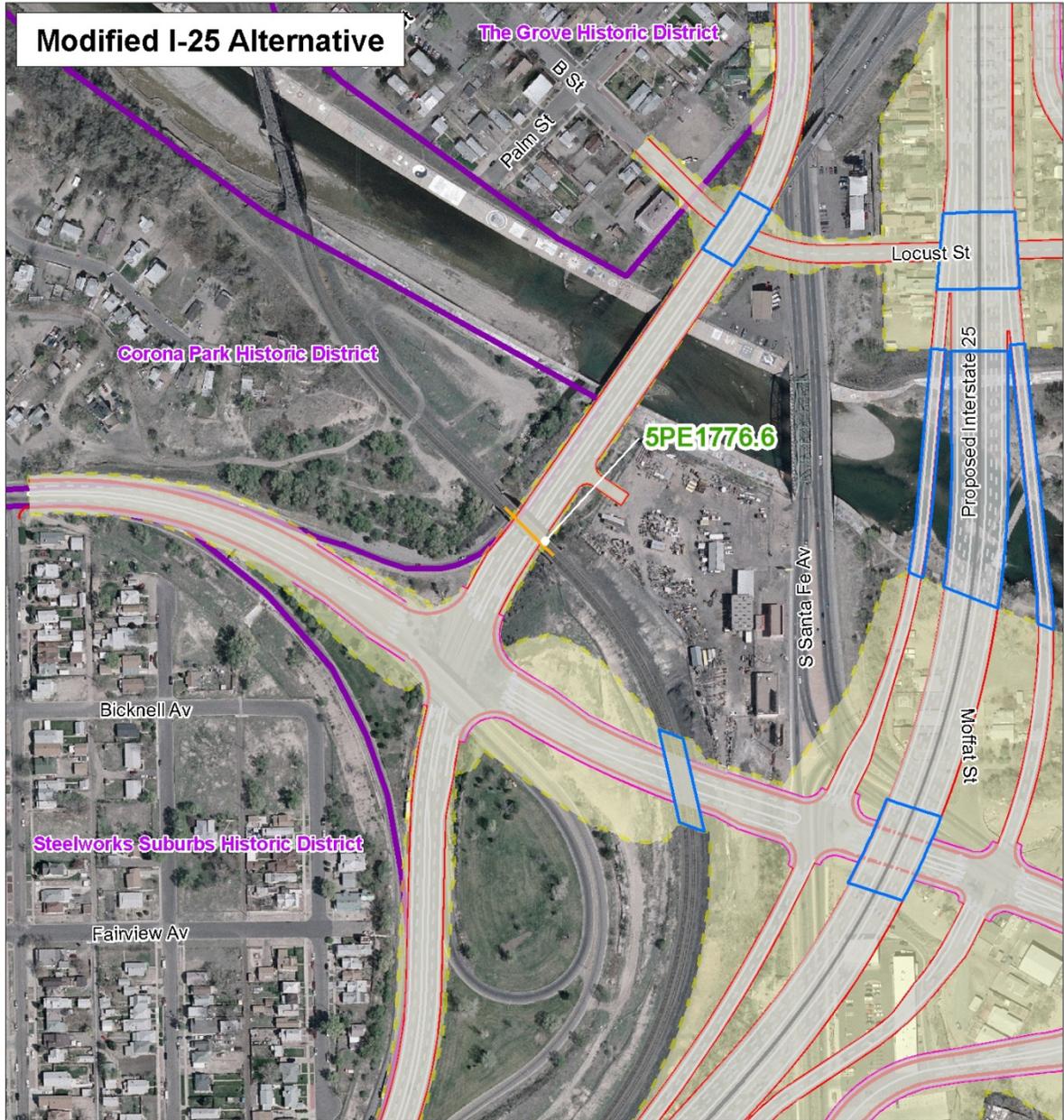
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New Pueblo Freeway

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EXHIBIT 4

5PE1776.6 Union Pacific Railroad Segment under the Modified Build Alternative. This segment is now part of 5PE1776.15.



- Legend**
- Proposed Impact Area
 - Linear Feature
 - Bridge Structures
 - - - Proposed Noise Wall
 - Sidewalk
 - Historic Districts

5PE1776.6
 Union Pacific Railroad

Projection: Colorado State Plane Grid South Zone, NAD83
 Aerial Photography 2004

Notes:
 This is a draft document and subject to change.
 Atlas updated 06/02/2009

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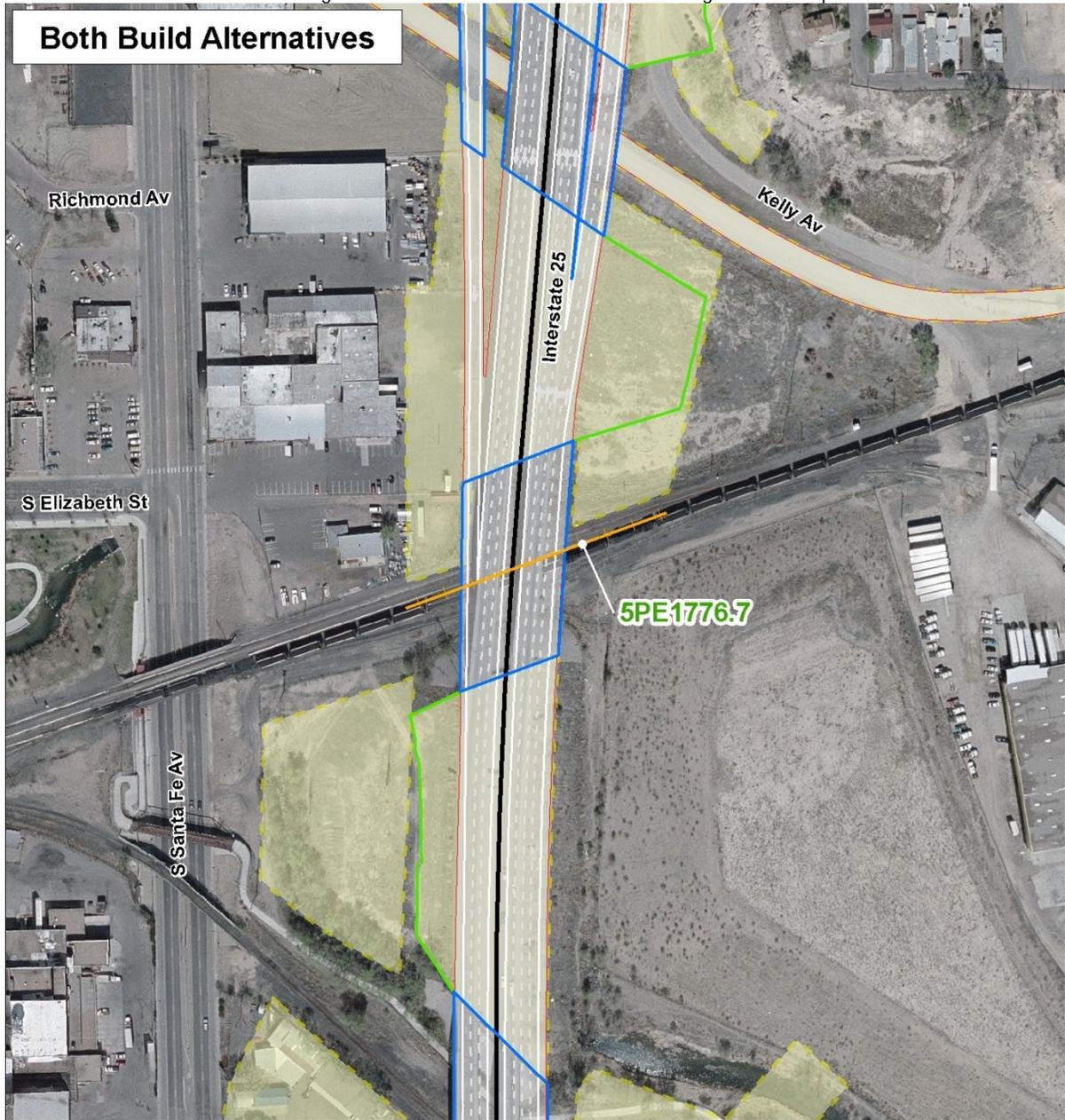
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25 ^{WB} New Pueblo Freeway

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EXHIBIT 5

5PE1776.7 Union Pacific Railroad Segment under Both Build Alternatives. This segment is now part of 5PE1776.15.



Legend

- Proposed Impact Area
- Historic Railroad Segment
- Bridge Structure
- Toe of Slope
- Proposed Noise Wall
- Edge of Pavement
- Historic Districts

5PE1776.7
Union Pacific Railroad

Projection: Colorado State Plane Grid South Zone, NAD83
Aerial Photography 2004

Notes:
This is a draft document and subject to change.
Atlas updated 06/02/2009

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New Pueblo Freeway

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5PE1776.16 Site Description

This segment of the UPRR (5PE1776.16) is a spur from the UPRR main line, which starts just south of Northern Avenue and extends north to the vicinity of Newton Lumber. The line has been abandoned, but for the majority of the segment, the rails are intact. It is approximately 2,120 feet long and is a single track.



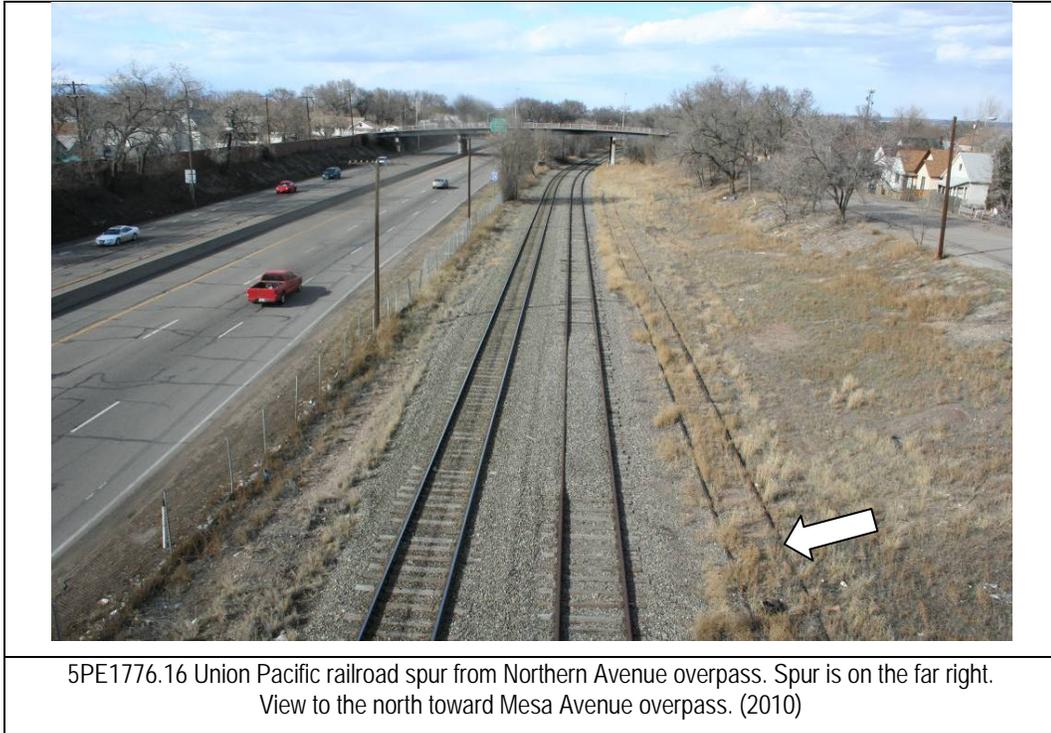
5PE1776.16 Union Pacific railroad spur from the Mesa Avenue overpass. View to the north. The spur segment is on the right and the UPRR main line is on the left. (2010)



5PE1776.16 Union Pacific railroad spur from the Mesa Avenue overpass. Detail of rails. The spur segment is on the right and the UPRR main line is on the left. (2010)



5PE1776.16 Union Pacific railroad spur from the Northern Avenue overpass. Spur on the far left with vegetation. View to the south. (2010)



Eligibility Determination

The three previously recorded segments of the UPRR that are within the APE (5PE1776.1, 5PE1776.6, and 5PE1776.7) are all now incorporated into segment 5PE1776.15. The northern segment of the UPRR (5PE1776.1) was originally recorded in 1995 for the improvements to I-25, US Highway 50 (US50), and State Highway 47 and was recommended National Register of Historic Places (NRHP)-eligible. The State Historic Preservation Officer (SHPO) concurred with the NRHP-eligible recommendation on September 9, 1995. Segment 5PE1776.6 only was located on a map for site 5PE1899.1; no site form or other information was found on this segment (Centennial Archaeology, Inc., 1999b). The other segment (5PE1776.7) was surveyed by Centennial Archaeology in May 1999. They recommended the entire line eligible and this segment a contributing element to the line as a whole. No concurrence on those recommendations was found. Segments 5PE1776.1 and 5PE1776.7 were re-evaluated by WCRM as a part of this project in February, 2005. No changes to the eligibility were recommended at that time.

The UPRR (formerly the D&RG) is eligible for the NRHP under Criterion A for its contribution to the development of communities throughout Colorado and to the economic and industrial development of Pueblo (CDOT, 1995). The 5.87-mile segment surveyed in March 2010 (5PE1776.15) retains sufficient integrity of setting, location, and association to convey the significance of the UPRR. The spur segment of the UPRR (5PE1776.16) is being treated as maintaining sufficient integrity to convey the significance of the rail line as a whole.

Effect Determination

Both Build Alternatives. There are several indirect impacts to the UPRR that are the same under Both Build Alternatives where there would be several new or wider spans of the interstate over the UPRR (see Exhibit 6). Although the final bridge designs for the spans over the UPRR have not been finalized, it is certain that no part of the bridge structures would impact the railroad property. The preliminary bridge designs, including pier and abutment locations, were published in the 2007 *I-25: The New Pueblo Freeway Project Conceptual Structures Report* (CH2M HILL, 2007).

- The existing 77-foot crossing at US50B would be removed and replaced by a 160-foot span just south of W. 23rd Street that would be 23.5 feet tall (the minimum required height for bridge crossings over railroad lines).
- At approximately E. 19th Street, a 50-foot-wide pedestrian bridge would be built across I-25 and the UPRR to the Fountain Creek parkland, as a part of the Mineral Palace Park restoration plan. The bridge would be at least 23.5 feet tall.
- The existing 60-foot-wide span at 8th Street would be widened to 80 feet, but there would be no direct impact to the rail line.
- Two bridges that currently span segment 5PE1776.7 by a total of 68 feet would be replaced with a 110-foot-wide single span bridge.
- The crossing at W. 29th Street (part of segment 5PE1776.1) would not be changed.

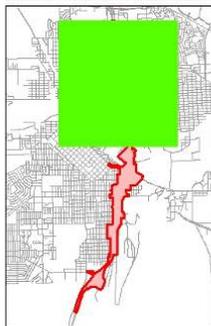
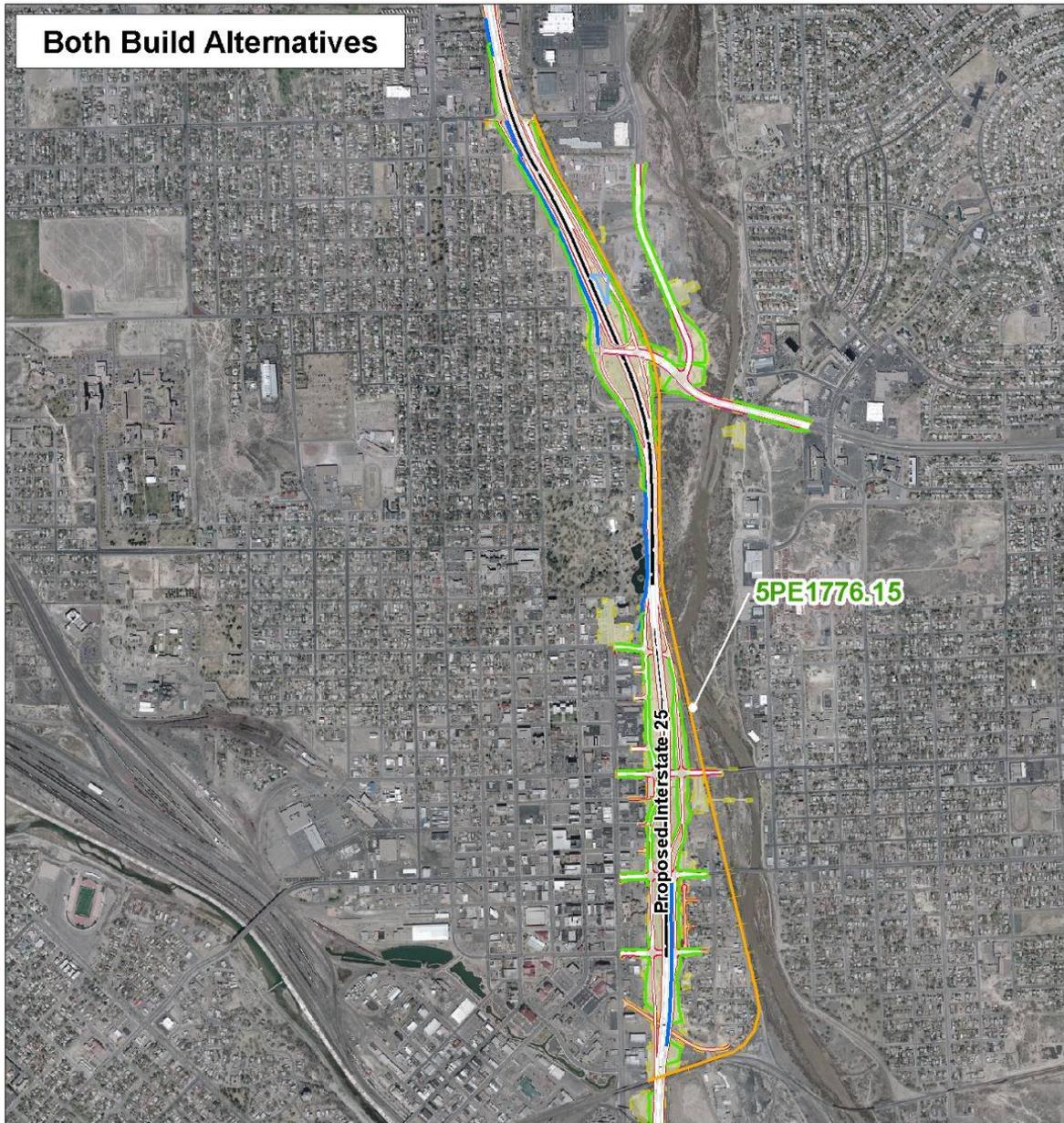
Existing I-25 Alternative. The build alternatives begin to differ south of the Arkansas River. This list shows the impacts to the UPRR under the Existing I-25 Alternative. The narrative following the list explains the impacts in more detail.

- The previous 5PE1776.6 segment over I-25 would be removed.
- A new 382-foot railroad bridge south of the old bridge would be built over the proposed Abriendo Avenue Extension.
- 1.41 miles of UPRR track would be realigned to the east.
- Segment 5PE1776.16, the UPRR spur would be removed
- The Mesa Avenue overpass would be widened from 52 feet to 68 feet.
- The 56-foot-wide Northern Avenue bridge over the UPRR would be removed and replaced farther south with a 180-foot-wide bridge.

Under the Existing I-25 Alternative, the 210-foot-wide railroad bridge (formerly segment 5PE1776.6) over I-25 would be removed. As shown in Exhibit 3, the interstate would shift to the southeast and this bridge would be demolished and the track replaced. The railroad would remain at its current elevation and the new interstate would be excavated below the current grade. The proposed railroad bridge over the interstate would be 382 feet wide to include the interstate lanes and two access ramps, one in each direction.

Under the Existing I-25 Alternative, 1.41 miles (7,445 feet) of UPRR track within segment 5PE1776.15 would be realigned starting from the Abriendo Avenue Extension on the north to just south of Logan Avenue on the south (see Exhibit 7). This realignment would be a direct impact to the UPRR and would diminish the integrity of design and location.

EXHIBIT 6
 5PE1776.15 Northern Portion of the Union Pacific Railroad Segment under Both Build Alternatives

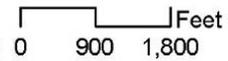


- Legend**
- Proposed Impact Area
 - Linear Feature
 - Toe of Slope
 - Proposed Noise Wall
 - Sidewalk
 - Historic Districts

5PE1776.15
 Union Pacific Railroad

Projection:
 Colorado State Plane Grid
 South Zone, NAD83
 Aerial Photography 2004

Notes:
 This is a draft document and
 subject to change.
 Atlas updated 08/02/2009



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The integrity of location for a linear resource such as a rail line is a critical element for conveying the significance of the line. The integrity of association would not be diminished, because the line would continue to serve as a rail line. The integrity of setting and feeling would be altered by the widening of the interstate and by the loss of some visual elements of the steel mill, which would be demolished in order to move the rail line to the east (see 5PE5138 and 5PE5523 in the March 2010 report). The interstate shift to the east and the UPRR realignment would remove all of segment 5PE1776.16, the spur that goes under the Mesa Avenue and Northern Avenue overpasses (see Exhibit 8).

Under the Existing I-25 Alternative, a portion of segment 5PE1776.15 would be realigned, several spans would be expanded or added over the segment 5PE1776.15, the spur (5PE1776.16) would be removed, and the setting and feeling would be altered due to visual changes. All of these impacts to various segments of 5PE1776.15 and to 5PE1776.16 of the UPRR would diminish the integrity of these segments such that they would not be able to convey the significance of the UPRR linear resource. These losses of integrity would cause an **Adverse Effect** to the historic property.

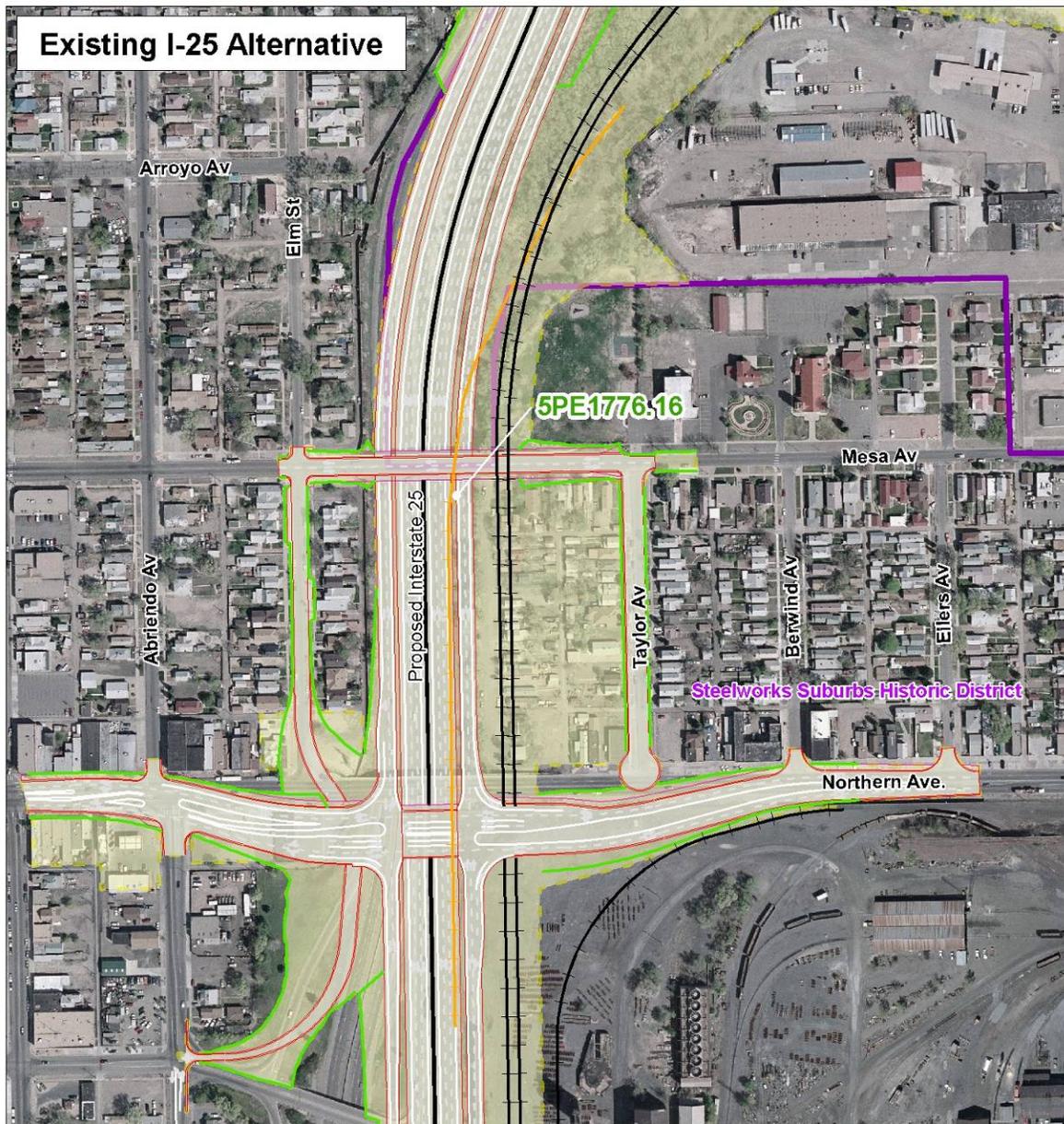
Modified I-25 Alternative. Under the Modified I-25 Alternative, the UPRR line would remain in place and the interstate would move to the east of the railroad. The former I-25 would remain and would be converted to the Santa Fe Avenue Extension, so the rail line would operate between the previous interstate and the proposed interstate (Exhibit 9). Several existing crossings over 5PE1776.15 would be widened or altered and others would be added. This list shows the impacts to the UPRR under the Existing I-25 Alternative. The narrative following the list explains the impacts in more detail.

- 325 feet of the 2,120-foot UPRR spur (5PE1776.16) would be removed
- The Mesa Avenue overpass would be widened from 52 feet to 68 feet
- The 56-foot-wide Northern Avenue bridge over the UPRR would be removed and replaced farther south with a 180-foot-wide bridge.
- A new 382-foot railroad bridge over the Abriendo Avenue Extension would be added.
- A new 595-foot bridge would be added over the railroad between Minnequa and Emerson avenues.

The current railroad bridge over the interstate just south of the river (formerly segment 5PE1776.6), would not be changed. It would remain in use as part of the Santa Fe Avenue Extension. A new 382-foot railroad bridge over the proposed Abriendo Avenue Extension would be added between the existing and proposed interstates (see Exhibit 4). The current, at-grade tracks would be replaced and the bridge would be constructed over the new roadway. The alignment and elevation of the tracks would remain the same; the proposed roadway would be excavated below the rail line.

The UPRR spur (segment 5PE1776.16) north of Mesa Avenue would lose 325 feet at the northern tip of the spur for the interstate roadway. This section of the segment retains little physical integrity and has already lost the rails and the ties and is in an area of dense overgrowth. The condition of this section is relatively poor compared to the visible, intact section under Mesa and Northern avenues. Once the segment goes into the wooded area shown in the photograph, it no longer maintains the rails and ties.

EXHIBIT 8
5PE1776.16 Union Pacific Railroad Spur under the Existing I-25 Alternative



Legend

- Proposed Impact Area
- Proposed UPRR Realignment
- UPRR Spur
- Toe of Slope
- Proposed Noise Wall
- Edge of Pavement
- Historic Districts

5PE1776.16
Union Pacific Railroad

Projection:
Colorado State Plane Grid
South Zone, NAD83
Aerial Photography 2004

Notes:
This is a draft document and
subject to change.
Atlas updated 06/02/2009

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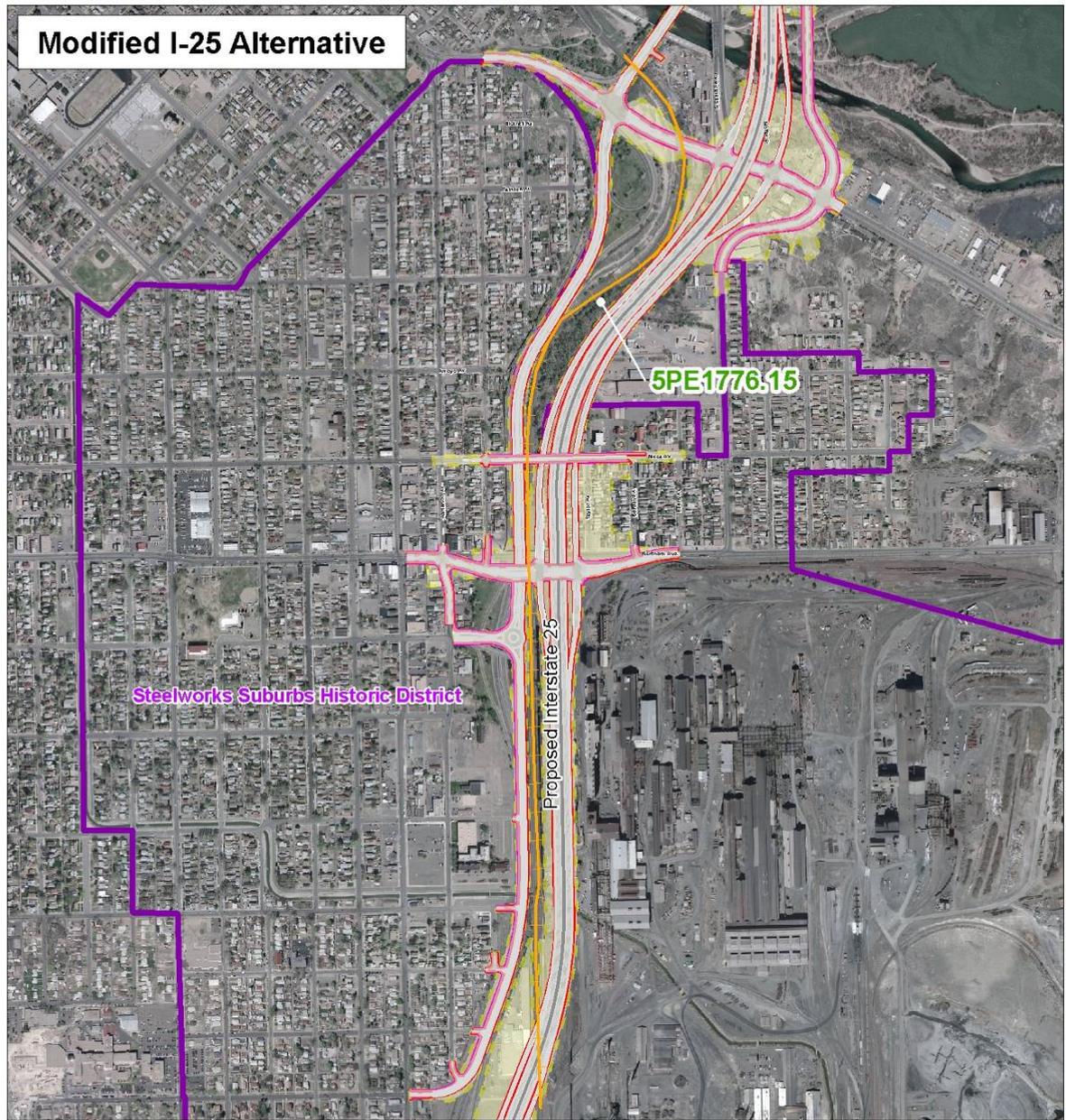
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25 **New Pueblo Freeway**

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EXHIBIT 9

5PE1776.15 Southern Portion of the Union Pacific Railroad Segment under the Modified I-25 Alternative

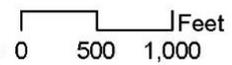


- Legend**
- Proposed Impact Area
 - Linear Feature
 - Proposed Noise Wall
 - Sidewalk
 - Historic Districts

5PE1776.15
Union Pacific Railroad

Projection: Colorado State Plane Grid
South Zone, NAD83
Aerial Photography 2004

Notes:
This is a draft document and
subject to change.
Atlas updated 06/02/2009



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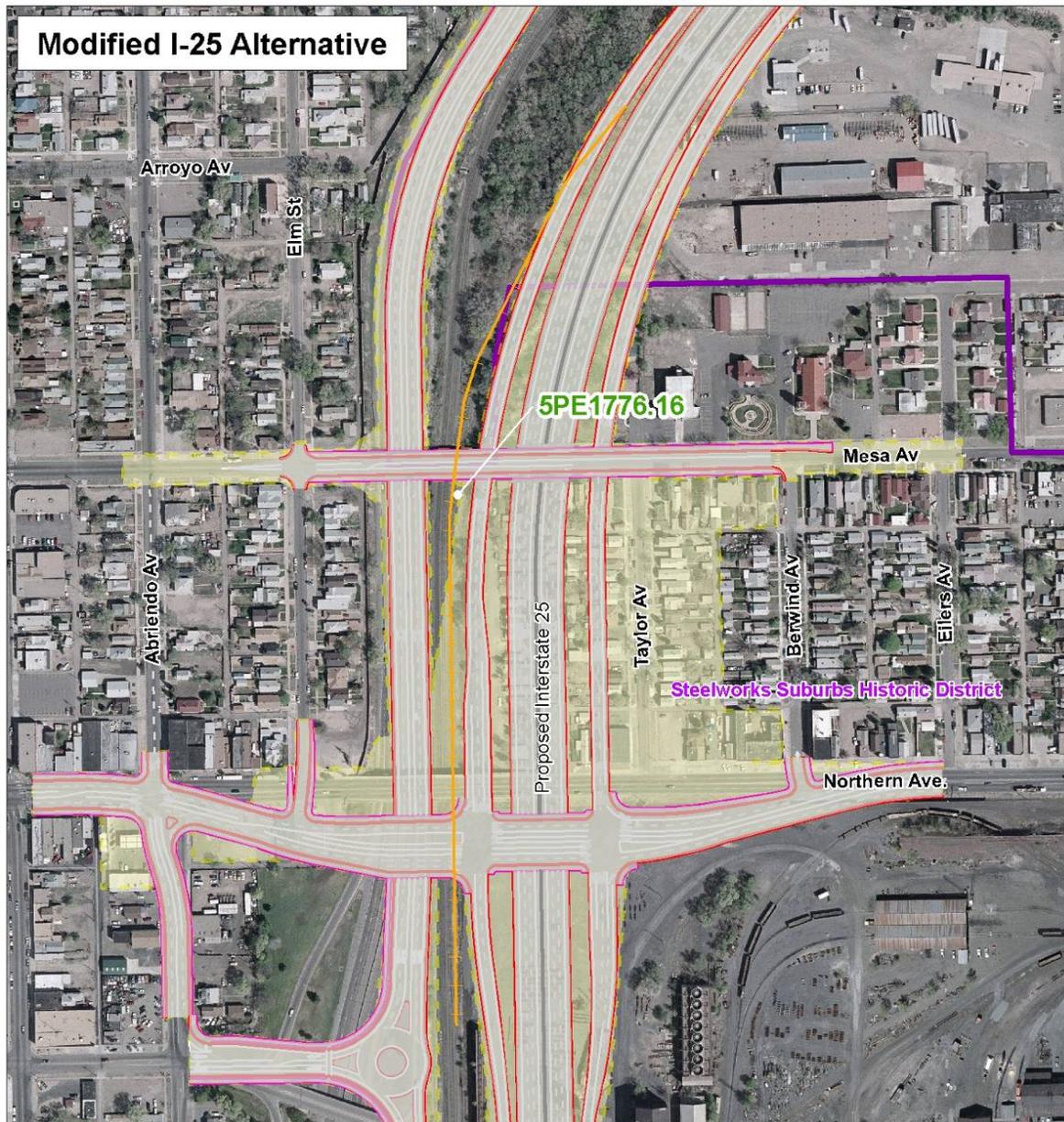
The current Mesa Avenue bridge span is 52 feet and the current Northern Avenue span is 56 feet. Under the Modified I-25 Alternative, the Mesa Avenue bridge over the UPRR would be 68 feet and the Northern Avenue bridge would move to the south and be widened to 180 feet. The abandoned spur with its rails intact would still be visible from the Northern Avenue and Mesa Avenue overpasses as it joins the main line rail at about Central Avenue near the steel mill (Exhibit 10).

A new single 595-foot-wide bridge over the railroad between Minnequa and Emerson avenues would be constructed (see Exhibits 11 and 12). In all cases, these bridges would have a vertical clearance of 23.5 feet over the rail line. Based on the preliminary design of the bridge spans over the railroad, none of these crossings would directly impact the UPRR (5PE1776.15). They have been designed to specifically avoid impacting the railroad property.

Under the Modified I-25 Alternative, there would be two new bridge crossings and three widened bridge crossings that would not directly impact the rail line. Direct impacts would be to 325 feet of the spur (5PE1776.16), which would be removed, and from the new bridge at Abriendo Avenue. The new bridge would not alter the integrity of location or design, but would impact the integrity of setting and feeling of this interchange since it would change the surroundings, even if the rail grade remained the same.

The vast majority of segment 5PE1776.15 would maintain its integrity of setting, feeling, association, and location and would therefore be able to convey the significance of the rail line as a whole. The direct impact to segment 5PE1776.16, the UPRR spur, would be 325 feet of the 2,120-foot spur. The partial loss of this abandoned spur would not reduce the integrity of the main line of the railroad and the majority of the spur would remain. Overall, the minor loss of integrity from interstate bridges spanning a few segments of the main line, the new bridge at Abriendo Avenue and the loss of a small portion of the spur, would not alter the overall integrity of the entire linear resource. Therefore, there would be **No Adverse Effect** to this historic property, the rail line as a whole, from the Modified I-25 Alternative.

EXHIBIT 10
5PE1776.16 Union Pacific Railroad Spur under the Modified I-25 Alternative



- Legend**
- Proposed Impact Area
 - UPRR Spur
 - Proposed Noise Wall
 - Sidewalk
 - Historic Districts

5PE1776.16
Union Pacific Railroad

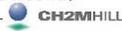
Projection: Colorado State Plane Grid South Zone, NAD83
Aerial Photography 2004

Notes:
This is a draft document and subject to change.
Atlas updated 06/02/2009

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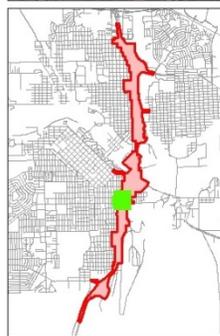
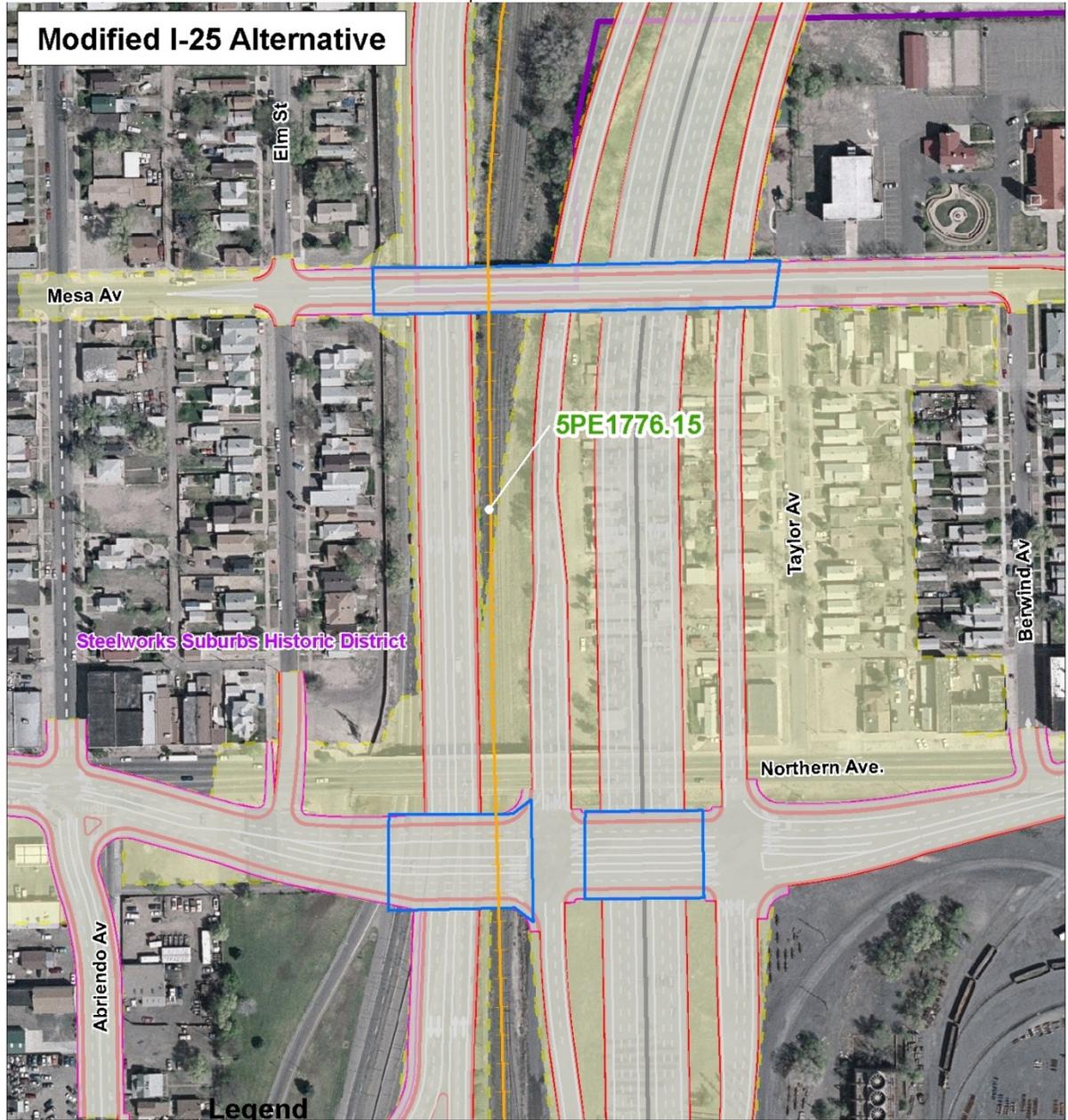


 New Pueblo Freeway



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EXHIBIT 11
5PE1776.15 Northern Avenue and Mesa Avenue Overpasses Under the Modified I-25 Alternative.

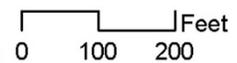


- Legend**
- Proposed Impact Area
 - Linear Feature
 - Bridge Structures
 - - Proposed Noise Wall
 - Sidewalk
 - Historic Districts

5PE1776.15
Union Pacific Railroad

Projection: Colorado State Plane Grid South Zone, NAD83
Aerial Photography 2004

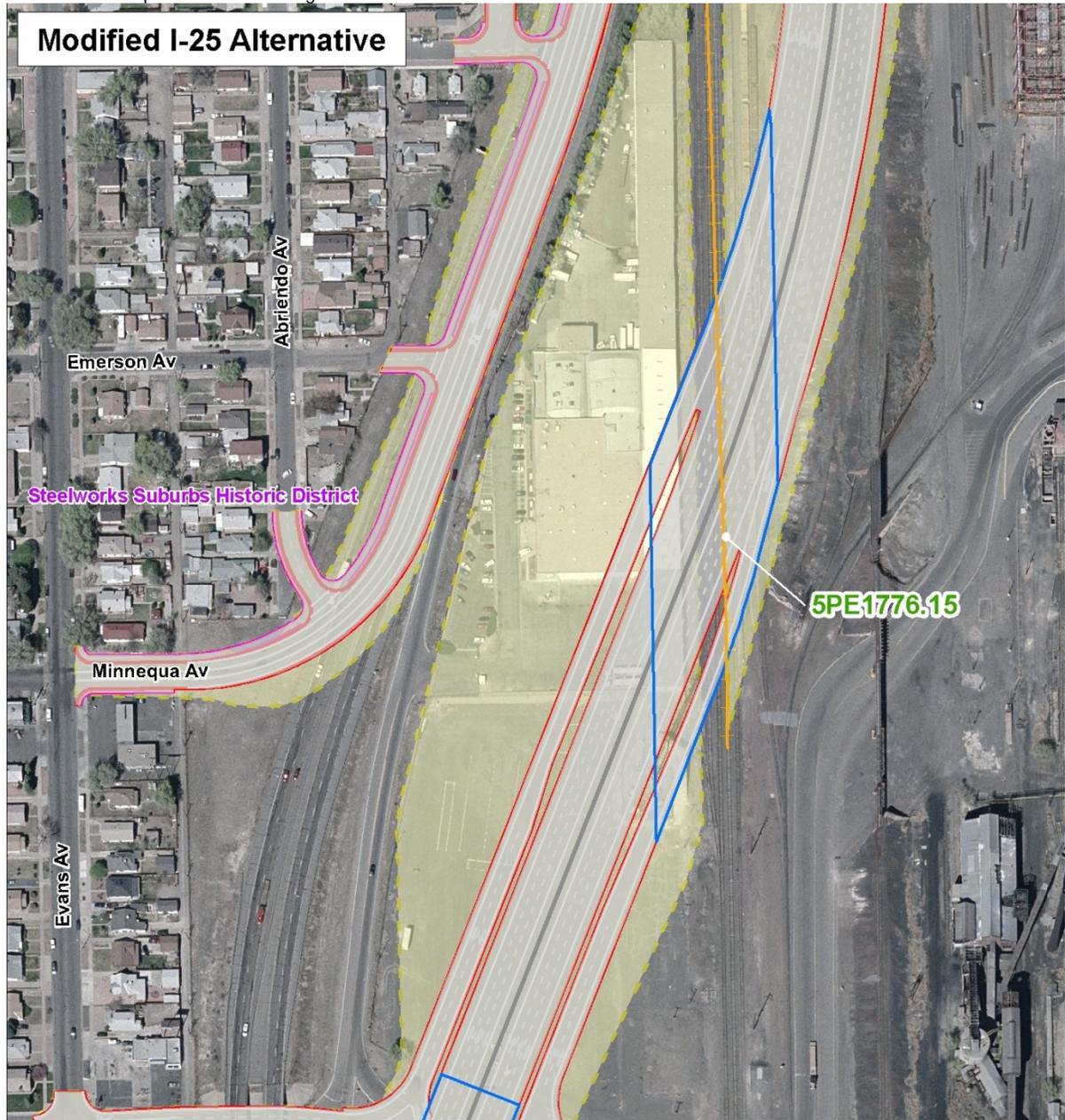
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Atlas updated 06/02/2009



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EXHIBIT 12

5PE1776.15 Proposed I-25 Crossing Over the UPRR Under the Modified I-25 Alternative.



- Legend**
- Proposed Impact Area
 - Linear Feature
 - Bridge Structures
 - Proposed Noise Wall
 - Sidewalk
 - Historic Districts

5PE1776.15
Union Pacific Railroad

Projection: Colorado State Plane Grid South Zone, NAD83
Aerial Photography 2004

Notes:
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Atlas updated 06/02/2009

0 100 200 Feet



 New Pueblo Freeway



5PE1899 Missouri Pacific Railroad

Site Description

This segment (5PE1899.1) of the Missouri Pacific Railroad crosses under the lanes of I-25. The current I-25 crossing over the tracks is 80 feet wide and includes two independent bridge spans, one for northbound traffic and one for southbound. The line runs in roughly an east/west alignment. It is unclear if this line is still in use. Parts of the track are grown over with vegetation.

	
<p>5PE1899.1 Missouri Pacific Railroad under I-25. View to the south. (2010)</p>	<p>5PE1899.1 Missouri Pacific Railroad under I-25 View to the east. (2010)</p>

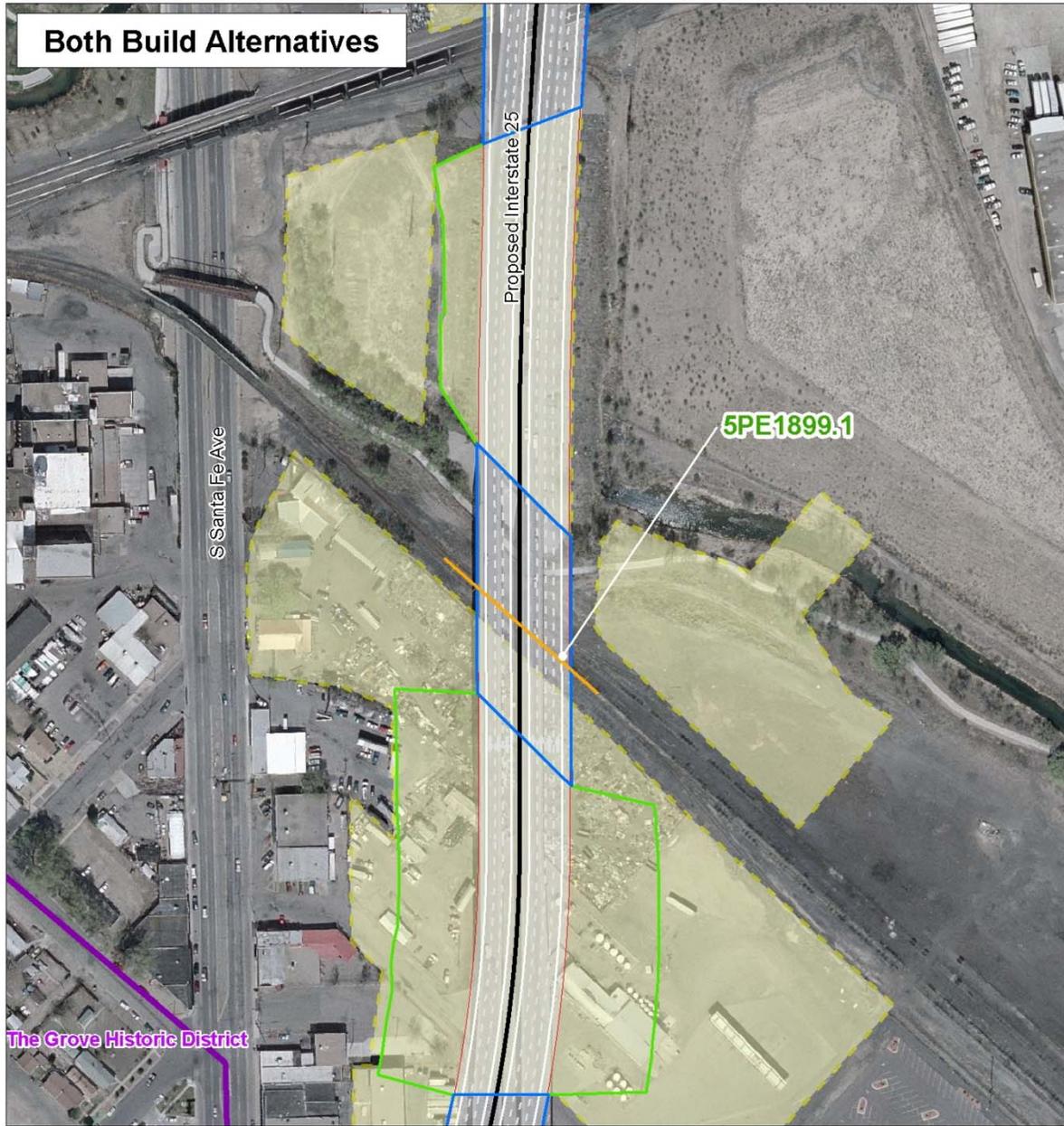
Eligibility Determination

The MP was surveyed in 1999 and recommended eligible for the NRHP under Criterion A for its important role in the growth and development of communities throughout Colorado and to the economic and industrial development of Pueblo (Centennial, 1999b). This segment of the MP (5PE1899.1) was recommended as having lost integrity of materials and workmanship due to periodic repair and replacement, but preserved enough integrity to contribute to the significance of the line. No concurrence was found for these recommendations. For the purposes of this project, the MP is being treated as eligible for the NRHP and this segment is treated as maintaining sufficient integrity of association and location to convey the significance of the rail line as a whole.

Effect Determination

Under both Build Alternatives, there would be no direct impacts to this rail line. The total span over the tracks would be widened from 80 feet currently, to 118 feet and would go from two separate bridge spans to a single span (Exhibit 13). An additional 38 feet of the railroad would be spanned, compared to current conditions. The bridge would be a minimum vertical clearance of 23.5 feet, the standard clearance for spans over rail lines. The effect from the widened span over this rail segment would not impact the integrity of setting, feeling, location, or association of this segment (5PE1899.1). The segment would continue to convey the significance of the rail line as a whole. Therefore, there would be **No Adverse Effect** to this historic property.

EXHIBIT 13
5PE1899.1 Segment of the Missouri Pacific Railroad at I-25 under Both Build Alternatives



- Legend**
- Proposed Impact Area
 - Linear Feature
 - Bridge Structure
 - Toe of Slope
 - Proposed Noise Wall
 - Sidewalk
 - Historic Districts

5PE1899.1
Missouri Pacific Railroad

Projection: 0 100 200 Feet
Colorado State Plane Grid
South Zone, NAD83
Aerial Photography 2004

Notes:
This is a draft document and
subject to change.
Atlas updated 06/02/2009



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5PE5042 Newton Lumber Company (1103-07 S. Santa Fe Avenue)

Site Description

Historically, the Newton Lumber Company was on land that was used as the Colorado Smelting property from 1883 to 1905. Within the larger smelter boundary is the former Newton Lumber Company, which moved to the southern part of the former smelter property sometime in the early 1920s. The area is now occupied by Northern Colorado Paper Company. The original lumber company boundary included a variety of lumber-related buildings, many of which have been removed and replaced with modern buildings. The property now consists of a building supplies warehouse, a lumber warehouse, a mill/lumber building/office, a double-bay Quonset hut, and a segment of a railroad spur. The boundary of this property includes the four remaining structures and an approximately 600-foot segment of UPRR railroad that extends onto the property, and an additional small spur. The former Newton Lumber Company complex is located in a mixed-use area on the northwest corner of S. Santa Fe and Agram avenues. The area around the property is a mix of industrial uses and residential neighborhoods.



5PE5042 Lumber supplies warehouse. (2009)



5PE5042 View to the west; rail spur as it extends in front of the building supplies warehouse and the lumber warehouse. (2009)



5PE5042 Double Bay Quonset Hut. (2009)



5PE5042 View to the west; building supplies warehouse to the right. (2009)

	
<p>5PE5042 Southern rail spur on western edge of Newton Lumber. View to the east. (2010)</p>	<p>5PE5042 Northern rail spur on western edge of Newton Lumber. View to north. (2010)</p>

Eligibility Determination

The Newton Lumber Company site (5PE5042) is eligible for the NRHP under Criterion C as a good example of manufacturing/ industrial architecture associated with a lumber operation. The period of significance is 1920 to 1960 and it is eligible on the state and local level. The SHPO concurred with the eligibility recommendation on August 28, 2009. Since then, the boundaries of 5PE5042 have been expanded to include the remnants of two rail spurs on the west side of the property associated with the lumber company.

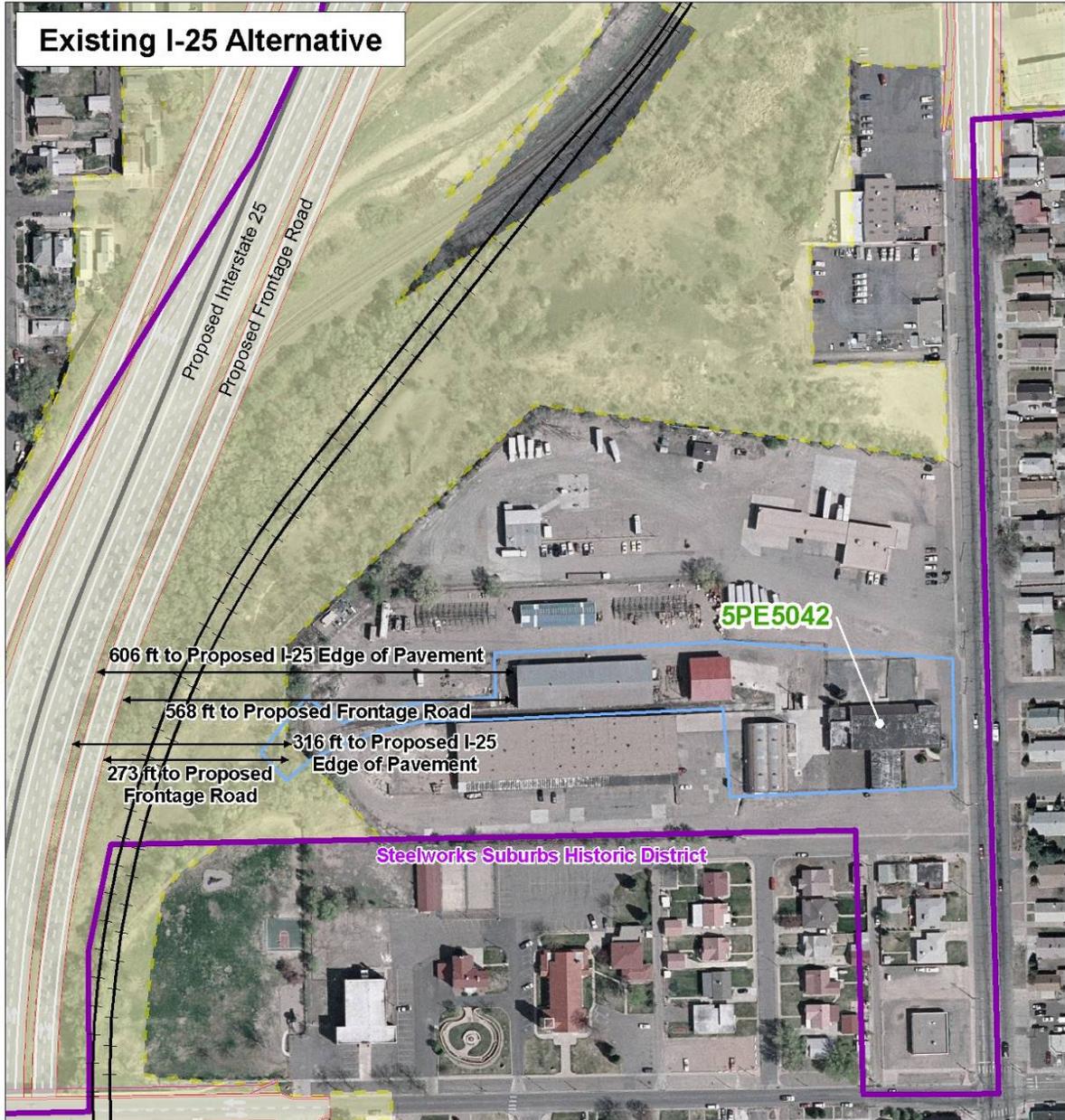
Effect Determination

Existing I-25 Alternative. Under the Existing I-25 Alternative, the interstate lanes would be widened and would move approximately 200 feet to the east, closer to this property. Currently, the western edge of this parcel is over 400 feet from the eastern edge of the interstate lanes. Both Build Alternatives include a two-lane, northbound frontage road between this property and the interstate. The eastern edge of the frontage road would be about 273 feet from the western edge of the parcel, while the interstate lanes would be 316 feet from the edge of the parcel (see Exhibit 14). The closest building on the site would be 568 feet from the proposed frontage road and 606 feet from the proposed interstate. The UPRR would be relocated to the east under this alternative, and it would run on the east side of the frontage road and would be below grade at this location. A trail is also planned in this area and it would probably be located on top of the proposed railroad retaining wall, just to the east of the realigned railroad tracks, but final locations have not been determined. The rest of the land surrounding this parcel to the north and west would become CDOT ROW.

The two railroad spurs on the western edge of the property would become CDOT ROW, but are not slated to be demolished or removed under the Existing I-25 Alternative. The ultimate disposition of these two spurs is currently unknown. For the purposes of this report, it is assumed that the spurs in the CDOT ROW would be removed. The western edge of the spurs coming off the Newton Lumber site have low physical integrity due to lack of use and damage to the ties and rails that are no longer parallel. Under the Existing I-25 Alternative, 46 feet of the 660 feet of spur would be impacted, meaning more than 600 feet would remain intact.

EXHIBIT 14

The Former Newton Lumber Site (5PE5042) under the Existing I-25 Alternative



- Legend**
- Proposed Impact Area
 - Proposed UPRR Realignment
 - Edge of Pavement
 - Sidewalk
 - Property Boundary
 - Historic District

0 100 200 Feet

Projection:
Colorado State Plane Grid
South Zone, NAD83
Aerial Photography 2004

Notes:
This is a draft document and
subject to change.
Atlas updated 06/02/2009

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5PE5042



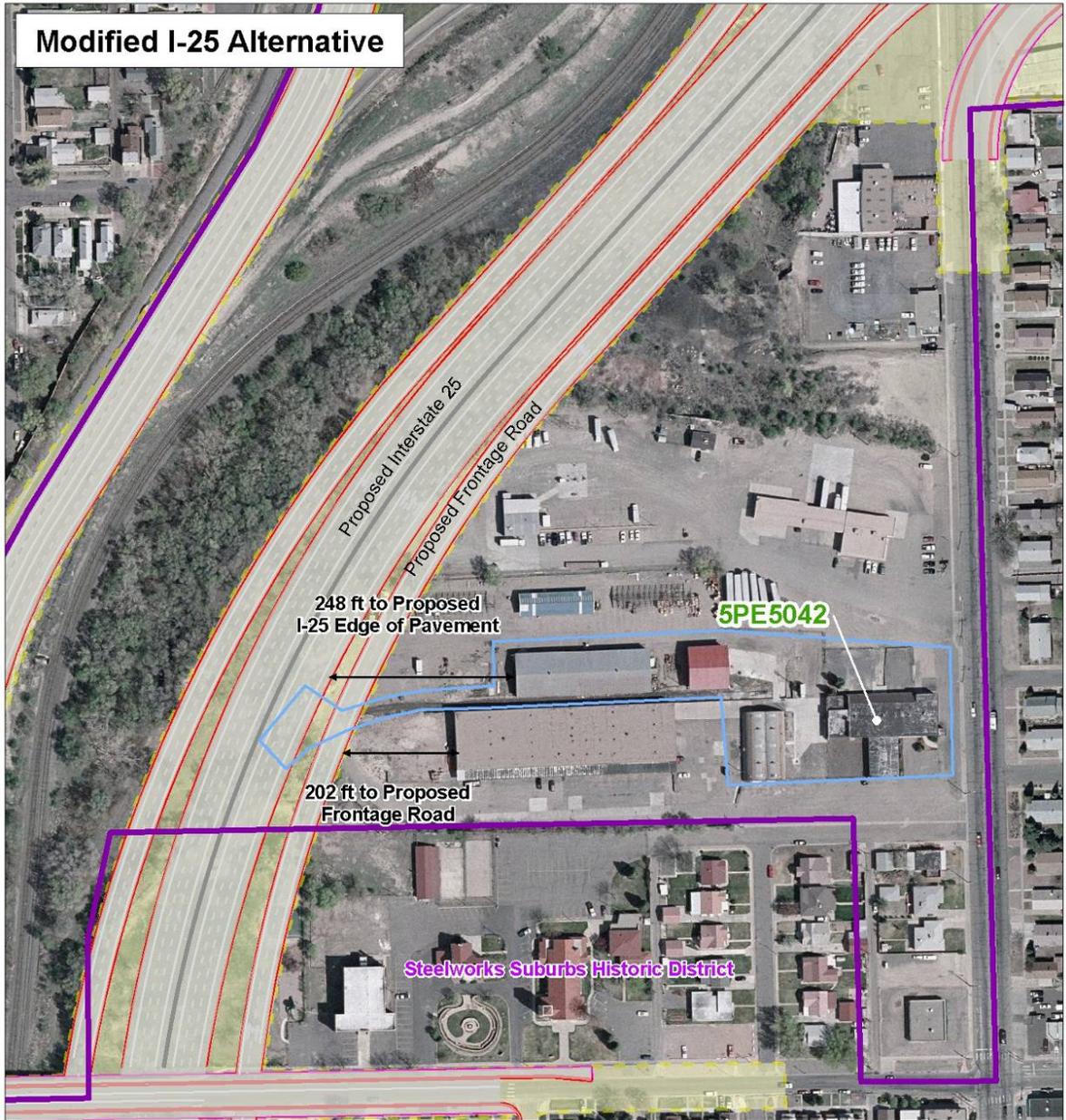
The design, materials, workmanship, and location of this property would not be altered by the railroad and interstate realignments, which would bring them closer to this property. Even with the loss of 46 feet of the rail spurs, the majority of the site would remain intact. The integrity of setting and feeling would be altered somewhat by the relocation, but the property would maintain its significance under Criterion C as an example of 20th century industrial architecture. Therefore, there would be No Adverse Effect to the Newton Lumber Company site (5PE5042) from the Existing I-25 Alternative.

Modified I-25 Alternative. Under the Modified I-25 Alternative the proposed interstate would move almost 600 feet to the east, closer to this property. The eastern portion of the legal parcel would be acquired by CDOT for the implementation of the Modified I-25 Alternative (see Exhibit 15). The entire property is 2.53 acres in size and the area of acquisition would be 0.06 acre, or roughly 2 percent of the whole. The edge of the frontage road would be just over 200 feet from the closest structure on the parcel and the interstate would be 248 feet from the building. None of the buildings on the parcel would be directly impacted; however a 122-foot segment of the railroad spur on the property will be directly impacted by the new I-25 alignment and both spur remnants would be removed. The spur is 660 feet long, leaving 538 feet of the rail spur intact. The western edge of the spur has low physical integrity due to lack of use and damage to the ties and rails. The eastern portion of the rails (leading up to the buildings and between the buildings) retains a much greater degree of integrity.

The realigned highway, as well as the northbound frontage road, would be below grade at this location as they pass under Mesa Avenue south of this parcel. The interstate would not be visible from the structures at Newton Lumber. As part of the plan to expand recreational trails throughout Pueblo, a trail would be located between the frontage road and the structures on this parcel. The exact location of the trail has not yet been determined. The former Newton Lumber site (5PE5042) would be directly impacted and partially acquired by CDOT to implement the Modified I-25 Alternative. None of the structures on the parcel would be impacted so the integrity of design, workmanship, location, and materials would not be affected. The integrity of setting, feeling, and association would be impacted by the proximity of the interstate and frontage road lanes, but they would be below grade and would not be visible from this property. The Modified I-25 Alternative would not diminish the qualities of this complex of properties that make it eligible for the NRHP under Criterion C. Therefore, the Modified I-25 Alternative would have **No Adverse Effect** to the Newton Lumber Company site (5PE5042).

EXHIBIT 15

The Former Newton Lumber Site (5PE5042) under the Modified I-25 Alternative



- Legend**
- Proposed Impact Area
 - - - Proposed Noise Wall
 - Edge of Pavement
 - Sidewalk
 - Property Boundary
 - Historic District

5PE5042

Projection:
Colorado State Plane Grid
South Zone, NAD83
Aerial Photography 2004

Notes:
This is a draft document and
subject to change.
Atlas updated 06/02/2009

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25 New Pueblo Freeway

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5PE6937.1 Colorado Smelting Company Retaining Walls

Site Description

The resource consists of a network of roughly-squared stone retaining walls that range from 4 to 14 courses high and higher and were constructed in the late 19th century as part of the Colorado Smelting Company. Parallel walls create a narrow corridor and open up into larger area where a single stretch of wall extends. The walls are located between the mainline of the UPRR line and the St. Mary's School and former Newton Lumber Company properties. The wall corridor extends for about 100 feet along the northern boundary of the park adjacent to St. Mary's School complex. The walls extend around the west, northwest, and north sides of the hexagon that is made up of the Newton Lumber site and the parcel just north of the Newton Lumber site. The walls vary in height depending upon the topography, erosion, and the amount of detritus. The walls are in an access restricted area, although the area appears to be used for habitation.



5PE6937.1 Retaining Walls. Section in the southwest corner with a double wall. View to the northeast. (2010)



5PE6937.1 Retaining Wall. Section in the southwest corner with a double wall where the channel turns north. View to the northeast. (2010)



5PE6937.1 Retaining Wall on the western edge of the hexagon. View to the northwest. (2010)



5PE6937.1 Retaining Wall Detail on the western edge. View to the east. (2010)

Eligibility Determination

The retaining walls from the former Colorado Smelting Company are being treated as eligible for the NRHP under Criterion C for design, method of construction, and use of materials. The walls were not surveyed to the intensive level, but for the purposes of Section 106, these retaining walls are being treated as NRHP-eligible.

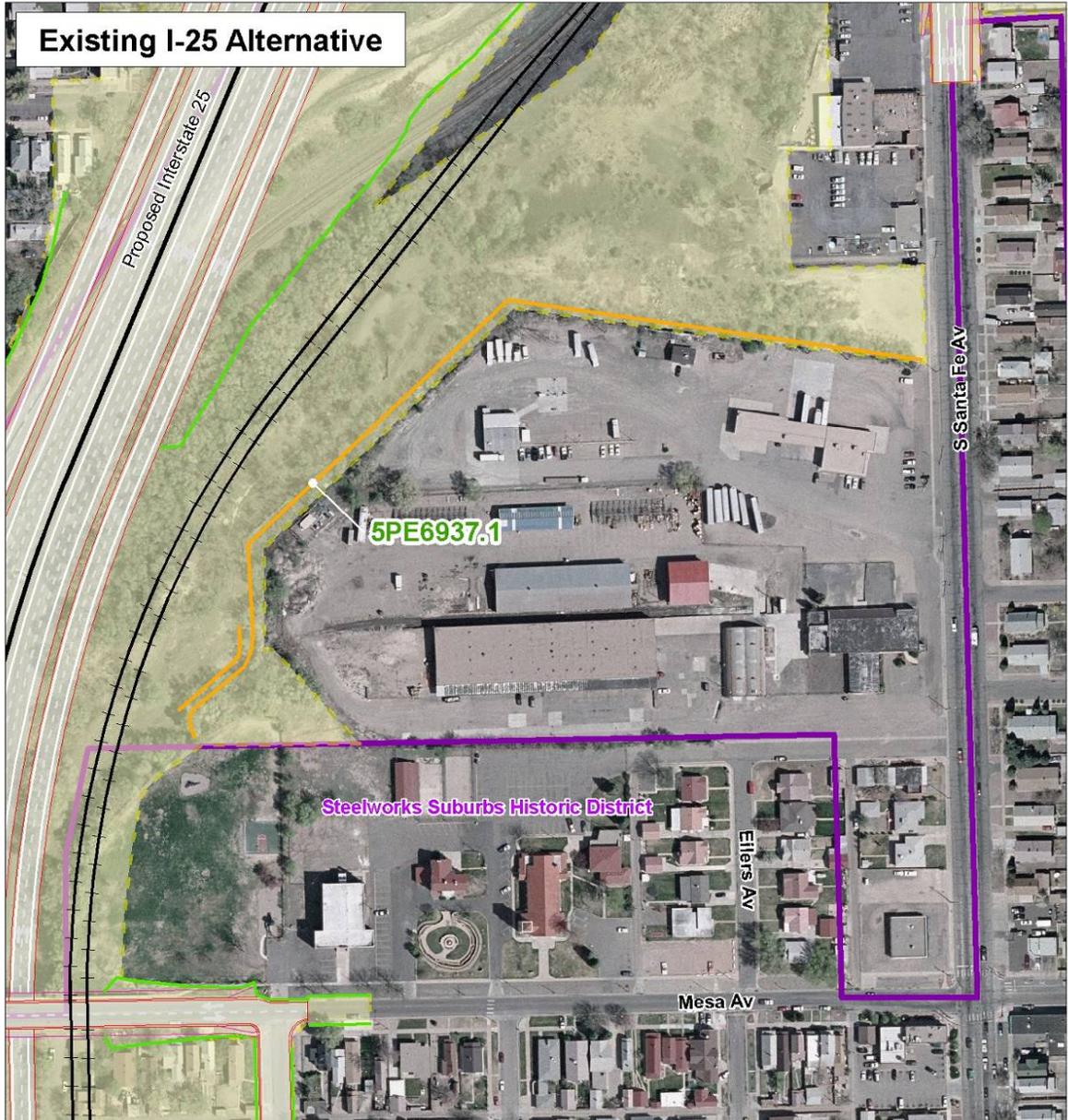
Effect Determination

Existing I-25 Alternative. Under the Existing I-25 Alternative, the interstate lanes would be widened and would move approximately 200 feet to the east, closer to this property. Currently, the western portion of the wall is over 400 feet from the eastern edge of the interstate lanes and is in an access restricted area. The eastern edge of the frontage road would be about 270 feet from the western edge of the resource, while the interstate lanes would be about 300 feet from the walls (see Exhibit 16). The area on the west, northwest, and north sides of the hexagon would be acquired by CDOT for ROW (shaded in yellow on Exhibit 16). It is unknown at this time how this ROW would be used or if the walls would be removed. Based on current design and construction information, it is not possible to make an effects determination from the Existing I-25 Alternative to the Colorado Smelting Company retaining wall (5PE6937). When plans for this area, and specifically these retaining walls, become finalized an effect recommendation would need to follow the standard consultation process.

Modified I-25 Alternative. There would be a direct impact to the retaining walls under the Modified I-25 Alternative. North and southbound lanes would be built over the retaining walls on the west and northwest sides of the hexagon and parts of the north side (see Exhibit 17). This area would be acquired by CDOT for the construction of the interstate and would be an **Adverse Effect** to the retaining walls (5PE6937) from the Modified I-25 Alternative. A portion of the walls would remain on the north side of the hexagon.

EXHIBIT 16

Colorado Smelting Company Retaining Walls (5PE6937.1) under the Existing I-25 Alternative



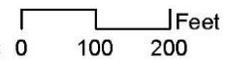
Legend

- Proposed Impact Area
- Proposed UPRR Realignment
- Retaining Walls
- Toe of Slope
- Proposed Noise Wall
- Edge of Pavement
- Historic Districts

5PE6937.1
Retaining Walls

Projection:
Colorado State Plane Grid
South Zone, NAD83
Aerial Photography 2004

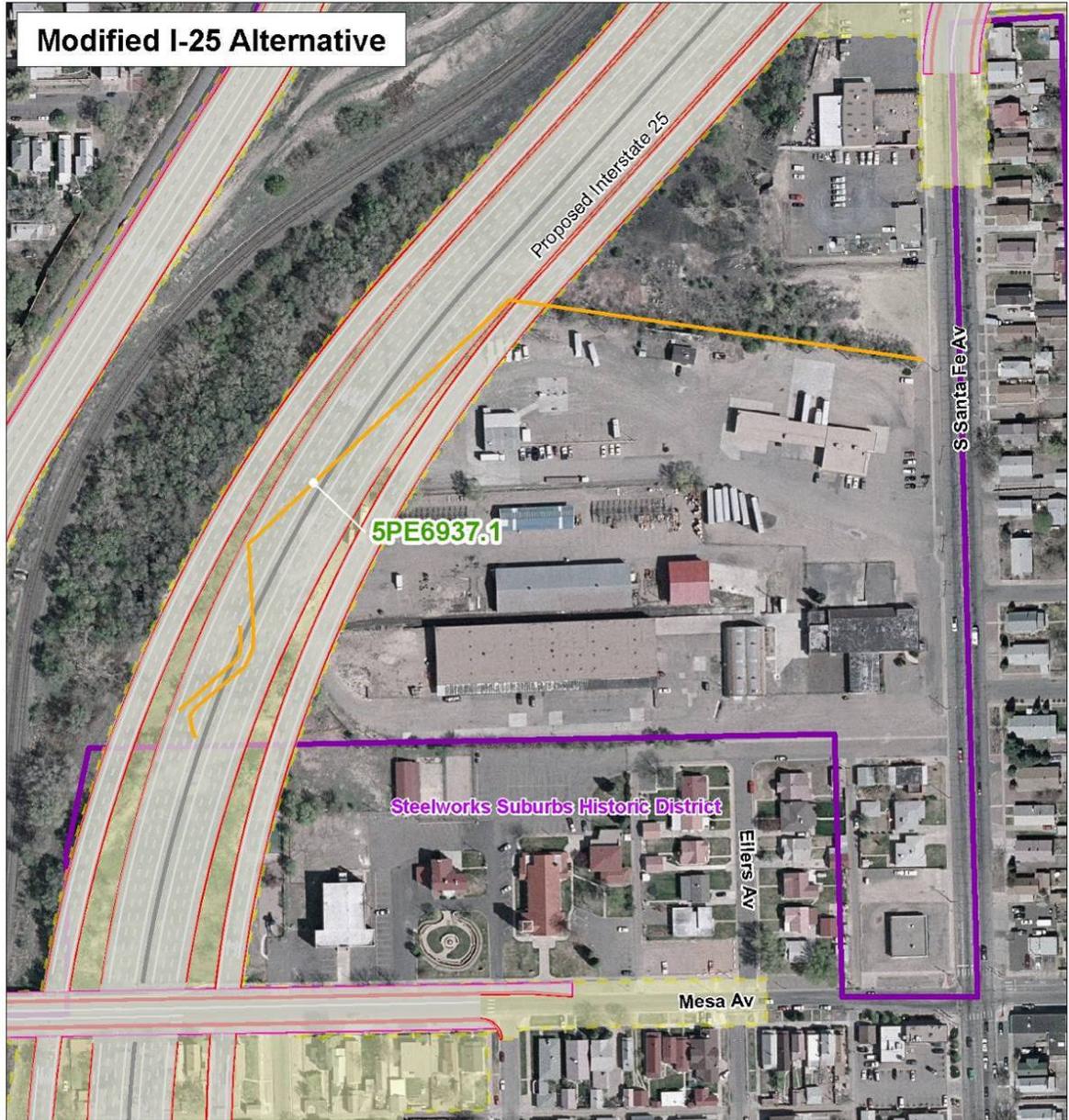
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subject to change.
Atlas updated 06/02/2009



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EXHIBIT 17
Colorado Smelting Company Retaining Walls (5PE6937.1) under the Modified I-25 Alternative



- Legend**
- Proposed Impact Area
 - Retaining Walls
 - Proposed Noise Wall
 - Sidewalk
 - Historic Districts

5PE6937.1
Retaining Walls

Projection:
Colorado State Plane Grid
South Zone, NAD83
Aerial Photography 2004

Notes:
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subject to change.
Atlas updated 06/02/2009

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New Pueblo Freeway

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5PE7261.1 BNSF Railway Company (historically known as Atchison Topeka & Santa Fe)

Site Description

This segment of the BNSF Railway Company crosses under both northbound and southbound lanes of I-25 and is 275 feet long. This segment is located at milepost 98.3 of I-25 as it crosses under the interstate, just north of the Rockwool site. This segment of the railroad is well-maintained and is still in use. The current interstate bridge crossing is 68 feet wide. The BNSF Railway Company was built prior to 1890 according to the 1890 W.H. Whitney map. The rail line continues to the west toward the Union Depot and to the northeast around a large bluff.



Eligibility Determination

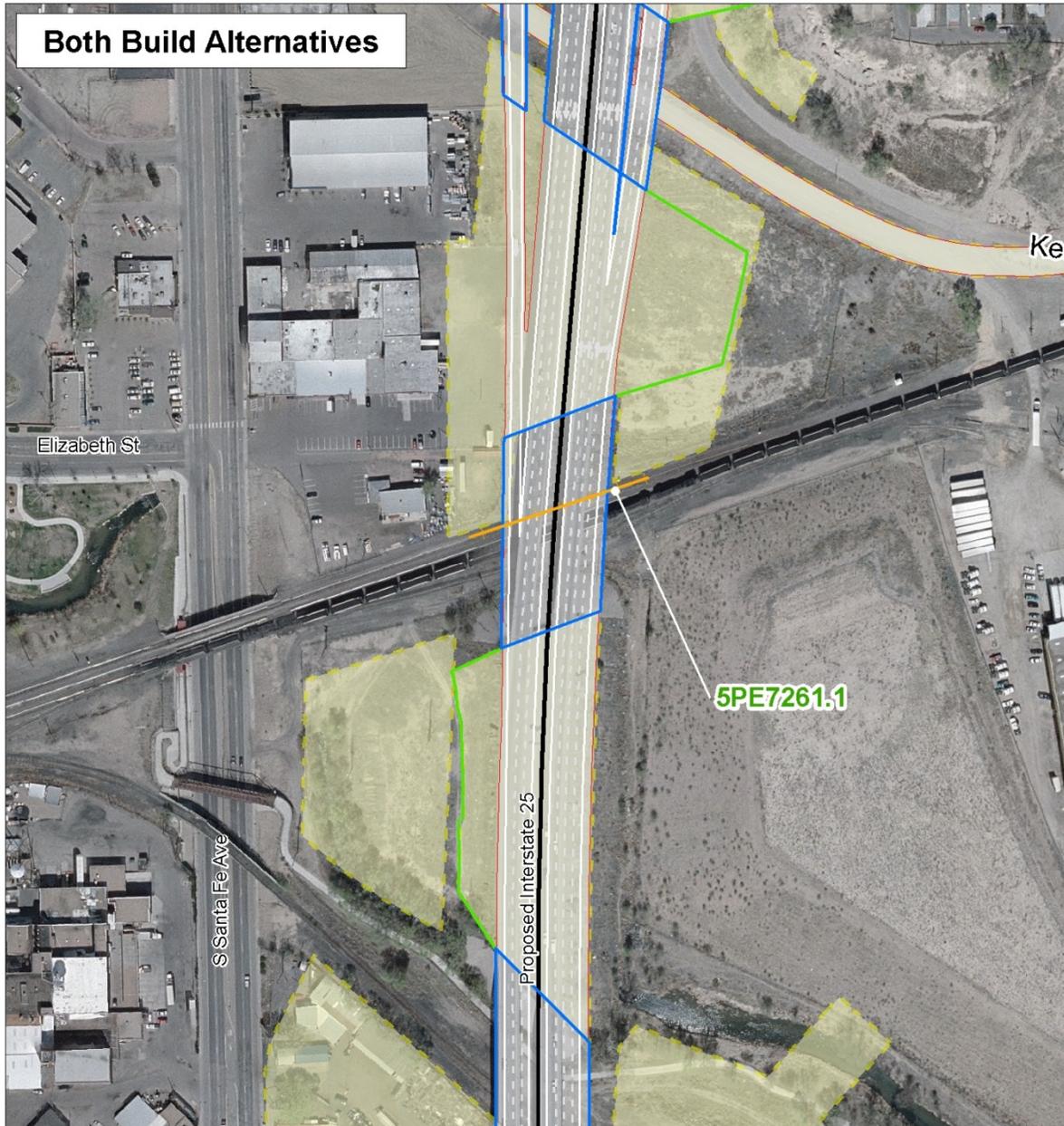
The BNSF Railway Company railroad is being treated as eligible for the NRHP under Criterion A for its contribution to the development of communities throughout Colorado and to the economic and industrial development of Pueblo. This segment of the BNSF Railway Company railroad (5PE7261.1) is being treated as maintaining sufficient integrity to convey the significance of the rail line as a whole.

Effect Determination

Under both Build Alternatives, there would be no direct impacts to this rail line. The total bridge span over the tracks would be widened from 80 feet currently, to 118 feet and would go from two separate bridge spans to a single span (Exhibit 18). The bridge type has not yet been determined, but it would be a minimum vertical clearance of 23.5, the standard clearance for spans over rail lines. The indirect effect from the widened bridge span over this rail segment would not impact the integrity of location, design, materials, or workmanship of the segment. The integrity of setting, feeling, or association of this segment (5PE7261.1) would not be changed by the widening of the existing span; the segment would continue to convey the significance of the rail line as a whole. Therefore, there would be **No Adverse Effect** to this historic property.

EXHIBIT 18

5PE7261.1 Segment of the BNSF Railway Company Railroad at I-25 under Both Build Alternatives



- Legend**
- Proposed Impact Area
 - Linear Feature
 - Bridge Structure
 - Toe of Slope
 - Proposed Noise Wall
 - Sidewalk
 - Historic Districts

5PE7261.1
Burlington Northern
Santa Fe Railroad

Projection: Colorado State Plane Grid South Zone, NAD83
Aerial Photography 2004

Notes:
This is a draft document and subject to change.
Atlas updated 06/02/2009

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New Pueblo Freeway

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5PE7298 Ace Enterprises (751 South Santa Fe Avenue)

Site Description

The main building (Building #1) on the Ace Enterprises property is a rectangular cinderblock warehouse building with a low-pitched metal gable roof built in 1971. The boundary of this property consists of the legal parcel as well as a small triangular piece of land to the south and a rectangular strip of land to the north. There are two additional buildings and a feature on the property. Building #2 is a rectangular 1-story metal shed. It features a low-pitched metal gable roof and metal awnings on the south and east-facing windows. Building #3 is a rectangular wood frame shed with a low-pitched gable roof that was moved to this property at an unknown date. Feature #1 is a formed concrete chute with an unknown date of construction. The current owner indicated it may have been a coal chute. See the OAHP Architectural Inventory form in Attachment A for more information and location maps for this property.

	
<p>5PE7298 Ace Enterprises Building #1 (left) and Building #2 (metal shed, right). View to the southwest.</p>	<p>5PE7298 Ace Enterprises Building #3, Wood frame shed. View to the south.</p>
	
<p>5PE7298 Ace Enterprises Feature #1, concrete chute. View to the southwest.</p>	<p>5PE7298 Ace Enterprises Overview, taken from the railroad grade above the property.</p>

Eligibility Determination

Based on historic maps, the property at 751 South Santa Fe (Ace Enterprises, 5PE7298) appears to historically have been part of a larger bottle-shaped property associated with the Colorado Smelting Company and later Newton Lumber and St. Mary's School. The smelter

was dismantled after it closed in 1908. Newton Lumber operations and school activities were limited to land to the south. There is no association between the lumber company or the school and the property at 751 South Santa Fe. This property has been the site of an auto company and the current machining and welding business, and there is no indication that these businesses are associated with any important trends or events in business development in this area of Pueblo. For these reasons, the property is not significant under Criterion A. With regard to Criterion B, there is no evidence that any persons significant in Pueblo history were associated with this property. Under Criterion C, the buildings and the concrete chute on the property are examples of functional industrial architecture and equipment, but they have been modified and relocated and are in generally poor condition and are not representative examples of this type of architecture. Based on this analysis, the property is not eligible for the NRHP under any of the criteria.

Effects Determination

Ace Enterprises, 5PE7298, is being recommended Not Eligible for the NRHP. Therefore, there would be **No Historic Properties Affected**.

Addendum Summary

A total of six properties were surveyed as a part of this addendum to the determination of effects (4 linear resources and 2 industrial sites). Five of the 6 properties have been determined officially NRHP-eligible or are being treated as NRHP-eligible for the purposes of Section 106. One of the industrial sites (5PE7298) is being recommended as Not Eligible for the NRHP.

Exhibit 19 summarizes the effects recommendations by build alternative for each historic property. For these five properties, the UPRR (5PE1776) would be adversely affected by the Existing I-25 Alternative and the Colorado Smelting Company retaining walls (5PE6937) would be adversely affected by the Modified I-25 Alternative.

EXHIBIT 19
Summary of Adverse Effects to Historic Properties

Resource Identification Number	Name	Recommended Effects Determinations - Existing I-25 Alternative	Recommended Effects Determinations - Modified I-25 Alternative
5PE1776	Union Pacific Railroad	Adverse Effect	No Adverse Effect
5PE1899	Missouri Pacific Railroad	No Adverse Effect	No Adverse Effect
5PE5042	Newton Lumber	No Adverse Effect	No Adverse Effect
5PE6937	Colorado Smelting Company Retaining Walls	Unknown	Adverse Effect
5PE7261	BNSF Railway Company Railroad	No Adverse Effect	No Adverse Effect
TOTAL		1	1

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