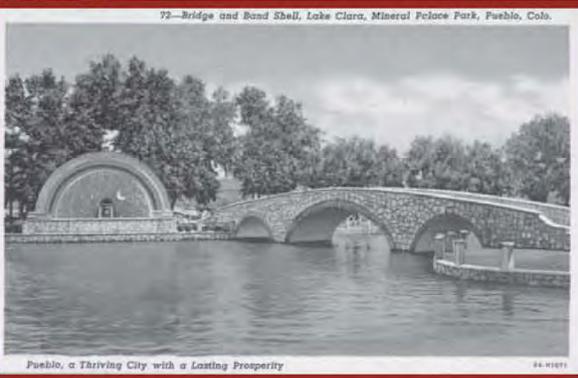
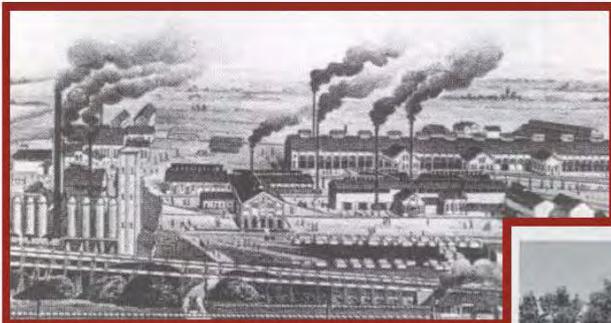


# Determination of Effects to Historic Properties: I-25 New Pueblo Freeway Improvement Project

Pueblo County, Colorado



**Colorado Department  
of Transportation**

**CDOT Project No.  
IM 0251-156**

**Project Control No.  
12831**



the  
**New Pueblo Freeway**

March 2010





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Prepared for  
Colorado Department of Transportation  
Region 2

Submitted by:  
**CH2MHILL**

March 2010



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# Acronyms and Abbreviations

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ACHP	Advisory Council on Historic Preservation
APE	Area of Potential Effects
C&W	Colorado & Wyoming Railroad
CCC	Civilian Conservation Corps
CDOT	Colorado Department of Transportation
CF&I	Colorado Fuel and Iron Company
CFR	Code of Federal Regulations
CRS	Colorado Revised Statutes
dB	decibel
dBA	decibel (A-weighted scale)
EIS	Environmental Impact Statement
FHWA	Federal Highway Administration
HABS	Historic American Buildings Survey
I-25	Interstate 25
MOA	Memorandum of Agreement
MOU	Memorandum of Understanding
NHPA	National Historic Preservation Act
NRHP	National Register of Historic Places
OAHP	Office of Archaeology and Historic Preservation
PACOG	Pueblo Area Council of Government
ROW	right-of-way
SH	State Highway
SHPO	State Historic Preservation Officer
UPRR	Union Pacific Railroad
USDOT	United States Department of Transportation
WCRM	Western Cultural Resources Management
WPA	Works Progress Administration

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# 1.0 Introduction

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The purpose of this Effects Analysis is to determine if properties that are listed or eligible for listing in the National Register of Historic Places (NRHP) would be affected by the proposed project. The project, which constitutes the federal undertaking, includes transportation improvements along a 7-mile segment of Interstate 25 (I-25). This effort is being completed in association with the I-25 New Pueblo Freeway Improvement Project Environmental Impact Statement (EIS) and in accordance with Title 36 of the Code of Federal Regulations (CFR) Part 800, Protection of Historic Properties (the Section 106 regulations) of the National Historic Preservation Act (NHPA).

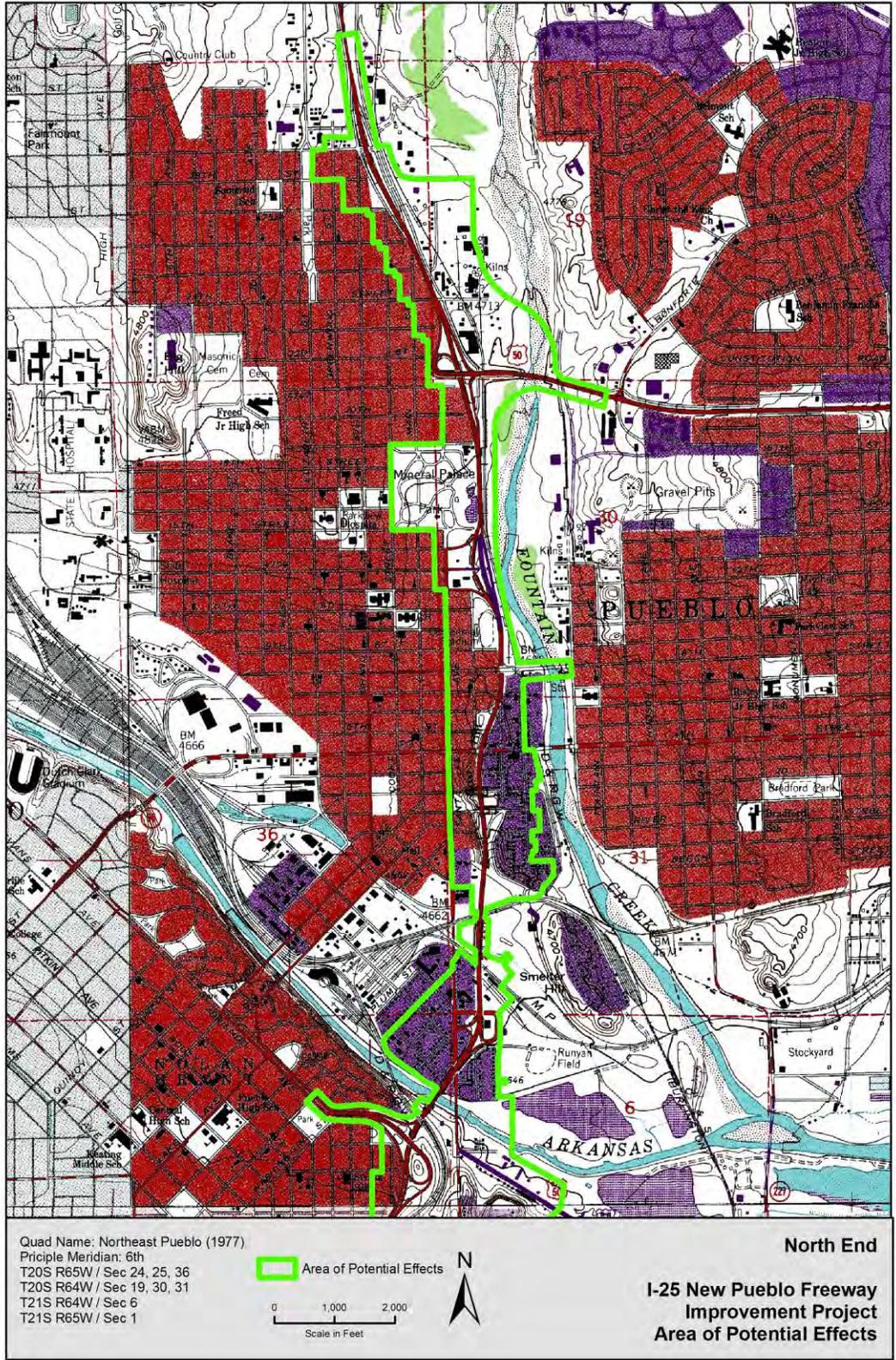
The proposed project is located in the City of Pueblo in Pueblo County, Colorado, from approximately 29th Street in the north to Pueblo Boulevard in the south. Proposed improvements would include highway widening, improved access, removal of dangerous curves, and other improvements to expedite the flow of traffic on I-25. Lands involved in the proposed project area outside the existing interstate are primarily privately held with some lands administered by the City of Pueblo and the Colorado Department of Transportation (CDOT). As part of the EIS, and in compliance with Section 106 of the NHPA, CDOT conducted a Class III cultural resources inventory for the proposed project to identify historic properties titled, *I-25 New Pueblo Freeway Improvement Project Architectural Resources Survey Report, Pueblo, Colorado* (CH2M HILL, 2009). This Effects Analysis assesses effects to historic properties identified in the 2007 cultural resources inventory, in subsequent field surveys, and in consultation with the Colorado State Historic Preservation Officer (SHPO). The term "historic properties" is used in this document to identify those structures, sites, linear features, or other resources that are listed in the NRHP, have been determined eligible for listing in the NRHP, or are being treated as NRHP-eligible for the purposes of this report.

This analysis includes the following elements: assessment of the impacts of the No Action Alternative to historic properties; assessment of direct and indirect impacts of the Proposed Build Alternatives to historic properties; recommended determinations of effects from the impacts of each alternative on historic properties; and potential mitigation measures for adverse effects to historic properties.

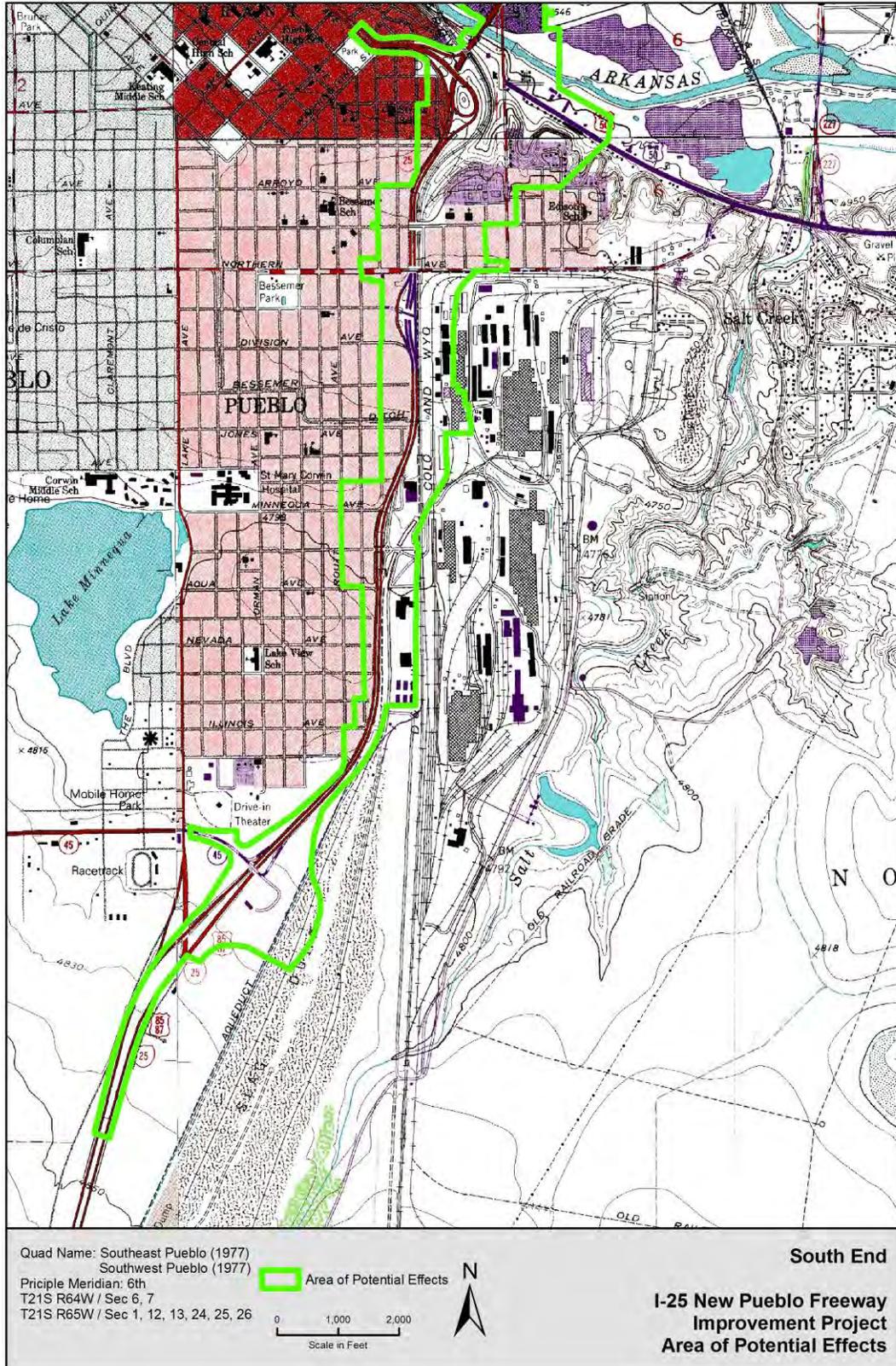
Based on guidelines for complying with Section 106 of the NHPA, the Area of Potential Effects (APE) defined for the project survey included areas potentially subject to either direct or indirect effects from the undertaking (see Exhibits 1-1 and 1-2). The width of the APE for this survey varied, including areas that could be affected by activities such as interchange reconstruction, frontage road relocation, or storm drainage changes.

The archaeological investigations are not discussed here, but can be found in a separate report: *An Intensive Archaeological Resources Survey and Test Excavations for the I-25 New Pueblo Freeway Improvement Project, Pueblo County, Colorado* (CH2M HILL, 2008). The potential effects to archaeological resources will be addressed in a separate document.

EXHIBIT 1-1  
Area of Potential Effects Map (North)



**EXHIBIT 1-2**  
Area of Potential Effects Map (South)



The architectural inventory of the APE (carried out between October 2003 and May 2009) assessed eligibility for 882 resources (876 individual properties and six neighborhoods). Of the 882 surveyed properties, 196 properties are eligible or are being treated as eligible for listing in the NRHP (see Table B-1 in Appendix B). These determinations of eligibility were reached through consultation with SHPO and consulting parties. There are two properties, the Union Pacific Railroad (5PE1776) and Newton Lumber (5PE5042), which have been field surveyed, but the effects analyses have not been completed. These properties will be addressed in an upcoming addendum to this report. They are included in the count of 196 historic properties, but are not included in effects totals found later in Section 8.1.

Of the six surveyed neighborhoods, five have been determined eligible for the NRHP as historic districts. The field surveys to establish the boundaries and evaluate the district potential in 2008 did not include documentation of all properties within the neighborhoods. Instead, CDOT used archival research to establish a historic context of the neighborhoods and conducted windshield surveys to determine boundaries for the potential districts. For the purposes of Section 106 of the NHPA and this undertaking, the five districts are considered NRHP-eligible and SHPO concurrence on the recommended boundaries was received on April 15, 2009. Within the five eligible districts, 587 properties are contributing elements of a district. These contributing properties are discussed by district in the appropriate sections below.

In some instances, due to the nature of the original survey methodology, there are multiple structures on a single assessor parcel, each with a separate Office of Archaeology and Historic Preservation (OAHP) Resource Identification number. These issues are addressed in the text on a case by case basis, but in most instances, the original site numbering system was retained for this report.

The data in the "Noise Technical Memorandum: New Pueblo Freeway" (Hankard, 2004) and the "Visual Impacts Technical Memorandum: New Pueblo Freeway" (CDOT, 2008a) prepared for CDOT as a part of the Draft EIS were also used to assist in the assessment of impacts and effects to historic properties. The Draft EIS has not yet been published, so those technical memoranda are not currently available. It is anticipated that the Draft EIS will be published in the summer of 2011 and these memoranda will be available at that time.

The noise analysis for historic properties utilizes the noise data in the technical memorandum to evaluate whether the introduction of audible elements or changes in noise levels diminish the qualities of significance of historic properties. The Federal Highway Administration (FHWA) and CDOT have developed guidelines regarding noise levels, which are referenced in the effects analysis for individual properties where appropriate. The guidelines indicate that a change in noise levels of 3 decibel (A-weighted scale) (dBA) is barely perceptible to the human ear, while a change of 5 dBA is readily perceptible, and a change of 10 dBA would be perceived as either halving or doubling the relative loudness. A substantial noise increase is defined by CDOT as an increase of 10 dBA or more over existing noise levels resulting from a highway project. These measurements are used in this report only to gauge the relative changes in noise and to evaluate whether the introduction of noise or changes to noise would diminish the qualities of significance of historic properties. Impacts to historic properties could be permanent or temporary, caused by operation or construction. Effects to historic properties could be direct or indirect, from the

roadway itself or from mitigation measures. Possible indirect impacts include changes to the setting of historic properties caused by visual intrusions from the elevated roadway or noise walls, audible intrusions from elevated noise levels, and alterations to the street grid or traffic patterns.

The evaluation of visual impacts to historic properties involves an understanding of what makes the property significant and how the introduction of visual elements or changes to the visual setting would affect the qualities of significance of the property. Visual effects include, but are not limited to, the loss of structures and vegetation in the immediate vicinity of the property, the introduction of new visual elements (such as a noise wall, elevated interstate, or retaining wall), and other viewshed interruptions that could alter the significance of the historic property.

Construction of the Build Alternatives may result in construction impacts that include but are not limited to: temporary construction easements outside of CDOT right-of-way (ROW), temporary lane or roadway closures, and temporary noise and visual impacts from construction equipment and activities. These noise and visual impacts would vary depending on the equipment operating at any given moment. Construction footprints for the Build Alternatives are expected to be coincident with the project impact footprint where possible. Refinement to the design of the chosen Preferred Alternative will occur during final design and additional temporary construction easements may be identified at that time. Temporary lane closures may be necessary throughout construction. A traffic control plan would be implemented to minimize impacts to the surrounding street network. Closures of cross streets will be limited to off-peak hours and one lane per direction. Impacts would be temporary and mitigated by use of Best Management Practices, such as restricting construction to daylight hours, when possible.

There are several I-25 bridges in the corridor that are greater than 50 years of age. Under both Build Alternatives, all of these interstate bridges would be replaced. These bridges have all been recorded by CDOT and they are exempt from the Section 106 process through the Advisory Council on Historic Preservation (ACHP) Exemption Regarding Historic Preservation Review Process for Effects to the Interstate Highway System, which went into effect on March 10, 2005. This action exempts agencies "from the requirement of taking into account the effects of their undertakings on the Interstate Highway System," with some exceptions (ACHP, 2005).

This report is organized into nine sections, including this introduction, followed by Section 2.0, Regulations and Consultation, which describes the pertinent regulations and the steps followed for the requisite consultation with agencies and the public. Section 3.0, Proposed Action and Alternatives, explains the proposed project and the two Build Alternatives (the Existing I-25 Alternative and the Modified I-25 Alternative) considered for this undertaking. Project effects are discussed on a property by property basis in Sections: 4.0, Impacts of the No Action Alternative; 5.0, Directly Impacted Historic Properties; 6.0, Indirectly Impacted Historic Properties; and 7.0, Historic Properties Not Impacted by the Proposed Project. Each property discussion includes a description of the property, the NRHP eligibility of the property, the effects recommendation, an aerial map of the property location, and a photograph of the property. Section 8.0, Effects Analysis Summary and Mitigation Recommendations, summarizes the effects recommendations and suggests

possible mitigation measures for adverse effects to historic properties. Section 9.0 contains the bibliography.

Four appendices are included with this report to assist the reader in finding the locations of each historic property and to depict the Build Alternatives throughout the entire corridor. Appendix A, Maps Showing the Existing I-25 Alternative and Modified I-25 Alternative, includes corridor maps for each Build Alternative showing the shifts in the roadways, the noise walls, retaining walls, park improvements, and proposed interchanges. Appendix B, Property Tables, includes the full tables of the properties discussed in each section. In Appendix B, Table B-1 shows all the properties within the APE that are eligible for or listed in the NRHP. Properties listed as “Officially Eligible” have SHPO concurrence on eligibility; those shown as “Eligible” have either been recommended NRHP-eligible by another party but have no SHPO concurrence, or they are being treated as eligible for the NRHP for the purposes of Section 106 and for this effects analysis. A more detailed discussion of the results of SHPO and consulting party consultations can be found in Section 2.2. Appendix C, Atlas Showing the Project Area and Historic Property Locations, is a detailed atlas showing all of the historic properties within the APE in relation to both Build Alternatives. Appendix D is the 2010 New Pueblo Freeway Aesthetic Guidelines, which describes in some detail the potential appearance of the interstate improvements, the proposed overpasses, noise walls, and other features of the Build Alternatives.

## 2.0 Regulations and Consultation

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Numerous federal laws, regulations, executive orders, and guidelines establish the need and process for considering America's cultural heritage in the planning process for proposed federal undertakings. In addition, the State of Colorado has passed legislation pertinent to state and local undertakings that might affect cultural resources.

Section 106 of the NHPA requires federal agencies to take into consideration any effects of their undertakings on historic properties and affords the ACHP a reasonable opportunity to comment on such undertakings. Provisions of NHPA are implemented through 36 CFR 800 (Section 106). Historic properties are those that are listed in, or qualify for listing in, the NRHP. According to 36 CFR 800.4, the criteria for eligibility are as follows:

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

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

Applicable state and local laws include the Colorado State Register of Historic Places Act (Colorado Revised Statutes [CRS] 24-80.1 as amended). This Act requires state agencies to consider the impacts of their proposed actions that might adversely affect a property 50 years old or older. In addition, the Colorado Historical Society must be consulted regarding the effects of the action on the property if the property is found to be of historical significance as defined in the Colorado Register of Historic Places Act. This Act also established the Colorado State Register of Historic Properties.

Through additional laws, the state has also encouraged local governments to protect cultural resources during land use planning. These laws are the Colorado Land Use Act (CRS 24-65.1-101) and the Land Use Control and Conservation Act (CRS 29-20-101). Title 12 of the municipal code outlines the City of Pueblo's land use ordinances and Title 14 established the Pueblo Historic Preservation Commission to help assure the City of Pueblo's compliance with the state laws and allows the City of Pueblo to be proactive in preserving Pueblo's cultural heritage.

## 2.1 Criteria for Effects to Historic Properties

Section 106 of the NHPA and the implementing regulations require federal agencies (such as the FHWA, state, or other agencies receiving federal assistance [such as CDOT]) take into account the effects a proposed undertaking may have on historic properties. The NHPA's Section 106 regulations (36 CFR 800.5) include specific criteria for adverse effects that must be applied to federal undertakings with the potential to impact historic properties. When considering the potential for adverse effects, all reasonable, foreseeable impacts must be taken into account, including direct, indirect, and cumulative impacts.

The ACHP has developed regulations that guide federal agencies on how to assess effects of their undertakings on historic properties and mitigate those effects, if necessary. Effects to cultural resources are defined in the following ways:

- **No Historic Properties Affected:** Either no historic properties are present, or there is no effect of any kind, neither harmful nor beneficial, on the historic properties.
- **No Adverse Effect:** There is an effect, but the effect does not diminish those characteristics that qualify the property for inclusion in the NRHP.

**Adverse Effect:** There is an effect, and that effect alters (directly or indirectly) the characteristics of a historic property that qualify the property for inclusion in the NRHP in a manner that diminishes the integrity of the property. This includes diminishing the integrity of the property's location, design, setting, materials, workmanship, feeling, or association. Adverse effects may include reasonably foreseeable effects caused by the undertaking that may occur later in time, or be further removed in distance, or effects that may be cumulative.

Examples of adverse effects to historic properties outlined in 36 CFR 800.5 include, but are not limited to:

- Physical destruction of, or damage to, all or part of the property;*
- Alteration of a property, including restoration, rehabilitation, repair, maintenance, stabilization, hazardous materials remediation, and provision of handicapped access, that is not consistent with the Secretary of Interior's standards for the treatment of historic properties (36 CFR 68) and applicable guidelines;*
- Removal of the property from its historic location;*
- Change of the character of the property's use or of physical features within the property's setting that contribute to its historic significance;*
- Introduction of visual, atmospheric, or audible elements that diminish the integrity of the property's significant historic features;*
- Neglect of a property which causes deterioration, except where such neglect and deterioration are recognized qualities of a property of religious and cultural significance to a [Native American] or native Hawaiian organization; and*

vii. *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.*

Effects to historic properties may be direct or indirect. Direct effects include, but may not be limited to, the physical destruction or modification of all or part of a resource. Indirect effects can include a variety of factors, such as the introduction of audible, visual, and atmospheric elements that alter the qualities that make a property eligible for the NRHP. Most effects to historic properties are permanent, but there may be short-term, temporary effects related to the project construction process.

If a proposed action were to cause an adverse effect to a historic property, the adverse effect must be resolved through the consultation process with the Colorado SHPO and the consulting parties, culminating in a Memorandum of Agreement (MOA) between the parties. This process would be carried out in accordance with Section 106 of the NHPA, Section 800.6 *Resolution of Adverse Effects* (36 CFR 800.6).

## 2.2 Consultation with the Colorado State Historic Preservation Officer and Other Interested Parties

The project APE was established through a series of meetings that included FHWA, CDOT, the Colorado SHPO and historical consultants from Western Cultural Resources Management (WCRM) and CH2M HILL. To solicit input on the APE from local concerned parties, meetings were held between November 2002 and December 2003 (with additional discussions in June 2008) with the Pueblo Historic Preservation Commission, Pueblo Planning Office, and Bessemer Historical Society.

In July 2007, the architectural inventory report and OAHP inventory forms were submitted to the SHPO and consulting parties for eligibility concurrence and review. Of the 864 forms and eligibility recommendations submitted for review, the SHPO concurred with 148. At that time, the SHPO was unable to concur with the other 716 eligibility recommendations, or with the eligibility recommendations for historic districts. The information submitted was considered not adequately documented and, therefore, the SHPO requested further information to complete their review. In response to this request for more information, the SHPO, CH2M HILL, CDOT, and FHWA conferred and devised a specific methodology to resurvey selected properties. Based on this methodology, it was determined that 88 of the 716 properties would be resurveyed. See *I-25 New Pueblo Freeway Improvement Project Architectural Resources Survey Report, Pueblo, Colorado* for more information about the methodology of the surveys (CH2M HILL, 2007). The 88 revised OAHP inventory forms and revised Management Data Forms for historic districts were submitted to the SHPO and consulting parties for review and eligibility concurrence in March 2009. Twelve additional properties were surveyed in the summer of 2009 and submitted to the SHPO and consulting parties for review and eligibility concurrence in August 2009. A list of the NRHP-eligible properties within the APE is shown in Table B-1 in Appendix B. Throughout this analysis,

properties that are shown as “Officially Eligible” have eligibility concurrence from the Colorado SHPO. Those shown as “Eligible” are being treated as eligible for the NRHP for the purposes of Section 106, in accordance with the 2008 plan agreed upon by the SHPO, CDOT, and the consulting parties to resolve the 2007 issues regarding the initial survey and inventory forms.

## 3.0 Proposed Action and Alternatives

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### 3.1 Project Purpose and Need

In cooperation with CDOT, FHWA is preparing an EIS for the New Pueblo Freeway project, a proposal to improve a 7-mile segment of I-25 through Pueblo, Colorado. Improvements are necessary to address an outdated roadway and bridges, inadequate geometrics, safety issues, and existing and future traffic demand. .

The purpose of the New Pueblo Freeway project is to:

- Improve safety by addressing deteriorating roadways and bridges and unsafe road characteristics on I-25 and
- Improve local and regional mobility within and through the City of Pueblo to meet existing and future travel demands.

Construction of I-25 through the City of Pueblo began in 1949 and was completed in 1959, before the current interstate system and its associated design guidelines had been created. As a result of its age and the design practices of the time, this segment of I-25 contains structural and operational deficiencies. I-25 is an aging facility with short, steep on- and off-ramps, tight curves, and little or no shoulders for emergency pull off. The 1950's highway design was intended to serve transportation needs through the year 1975.

The demands of 21st century travel manifest in high accident rates along this stretch of I-25. The on- and off-ramp deficiencies and high usage intensify the accident rates at and near interchanges. Approximately 75 percent of the horizontal and vertical alignments in the corridor are rated as poor. This rating is a result of the tight horizontal curves, inadequate banking of the road at curves, and long steep grades. Six of the nine interchange ramps and associated acceleration and deceleration lanes through the corridor are rated as poor for both exit and entrance design and ramp geometric design.

The service life of a roadway (approximately 20 to 30 years) is the expected time over which the facility would serve traffic without major improvements. The design of a roadway considers the traffic volumes and speeds that are expected over the service life; the design accommodates the volume with adequate lanes and accommodates the speeds with appropriate curves. At the time I-25 was designed and constructed, few interstate freeway design standards had been established. Horizontal constraints imposed on the original design were the location of the railroad line and Fountain Creek. The roadway was built through neighborhoods with minimal ROW acquired to separate the highway from private property. These constraints now severely limit the operations on I-25 as traffic volumes continue to increase. The proposed project would strive to achieve the goals and objectives outlined in the community's vision statement, which was developed at a workshop that was

designed to garner input and receive the consensus of the Community Work Groups, FHWA, and CDOT.

## 3.2 Project Alternatives

Project Alternatives for this undertaking analyzed the EIS consist of the No Action Alternative and two Build Alternatives: the Existing I-25 Alternative and the Modified I-25 Alternative. The two Build Alternatives as well as other alternatives previously eliminated are discussed below. Transportation management strategies and design variations of grade and alignment are incorporated into both the Existing I-25 Alternative and the Modified I-25 Alternative.

### 3.2.1 No Action Alternative

The No Action Alternative provides only for existing, planned minor improvements, repairs, and other maintenance actions. The existing four-lane I-25 would otherwise remain unchanged. The No Action Alternative includes projects throughout the Pueblo region that are part of Pueblo Area Council of Government (PACOG)'s *2025 Regional Transportation Plan* (PACOG, 1999). These projects have committed funding and are planned to occur sometime over the next 20 years. The following currently committed projects are included in the No Action Alternative and represent minor improvements, repairs, and other maintenance actions:

- Reconstruction of State Highway 47 from Bacalite Mesa to US 50/State Highway (SH) 96
- Reconstruction of US 50 from Pueblo to La Junta within the Pueblo transportation planning region
- Reconstruction of SH 47 at William White
- Replacement of the bridge at SH 96 (4th Street)
- Replacement of the US 50 bridges in the Pueblo transportation planning region
- Bus purchase projects, Intelligent Transportation Systems, and transit and trail projects

### 3.2.2 Existing I-25 Alternative

The Existing I-25 Alternative consists of reconstructing I-25 to six lanes on essentially the same location; reconfiguring and eliminating access points to the interstate to improve safety; and providing other improvements to the local street system to enhance system connectivity and traffic movement near the interstate. The roadway, interchange, network, bicycle, and pedestrian features of the Existing I-25 Alternative are described and illustrated in Exhibit 3-1. A benefit of the Existing I-25 Alternative is a new connection between Abriendo Avenue on the west side of the interstate and Santa Fe Drive on the east. This connection would provide additional access between the neighborhoods on the west and east sides of I-25.

EXHIBIT 3-1  
Features of the Existing I-25 Alternative

**I-25 Roadway Features**

Six lanes (three in each direction) just north of 29th Street to Pueblo Boulevard

Standard shoulders and acceleration/deceleration lanes

- 1 Straighten I-25 through downtown
- 2 Relocate UPRR

**Interchange Features**

- 3 Diamond interchange at US Hwy 50B with one-way frontage roads to 29th Street
- 4 Split-diamond interchange between 13th Street and 1st Street with one-way frontage roads between ramps; additional southbound and northbound exit ramps near 6th Street
- 5 Split-diamond interchange between Abriendo and Northern Avenues with one-way frontage roads connecting the ramps
- 6 Single-point diamond interchange at Indiana Avenue
- 7 Partial cloverleaf interchange at Pueblo Boulevard

**Network Features**

- 8 Extend Dillon Drive south from 26th Street to US Hwy 50B
- 9 Connect Abriendo Avenue and Santa Fe Drive (US Hwy 50C)

**Bicycle and Pedestrian Features**

- 10 Build sidewalks along Dillon Drive extension and US HWY 50B bridge
- 11 Expand sidewalks on the Mesa Avenue overpass to connect Benedict Park to the west side of I-25
- 12 Build trail from just north of US Hwy 50B bridge to Mineral Palace Park
- 13 Construct a bike/pedestrian bridge between Mineral Palace Park and the Fountain Creek trail
- 14 Build trail between Runyon Field and J.J. Raigoza park

**Other Features**

- Circulator Bus System
- Transportation Systems Management (TSM)
- Travel Demand Management (TDM)
- Intelligent Transportation Systems (ITS)



### 3.2.3 Modified I-25 Alternative

The Modified I-25 Alternative consists of reconstructing I-25 to six lanes and providing the other improvements included in the Existing I-25 Alternative, except the alignment would be shifted to the east at approximately Ilex Avenue. Moving I-25 to the east in this area would allow the Union Pacific Railroad (UPRR) south of the Arkansas River to remain in place. With the Modified I-25 Alternative, at approximately Minnequa Avenue, I-25 would bridge over the railroad tracks and run on the west side of the tracks and rejoin the existing I-25 alignment.

The Modified I-25 Alternative was found to have unexpected benefits in the southern end of the corridor. By straightening I-25 at Ilex Street, I-25 would leave the existing alignment and continue south. The roadway portion no longer used as I-25 would be available to become an extension of Santa Fe Avenue. This means that citizens living south and north of the Arkansas River would have direct access to southern or northern Pueblo without having to drive on I-25.

A second unexpected benefit of the Modified I-25 Alternative is a new connection between Abriendo Avenue and Santa Fe Drive. This connection would provide improved access between the neighborhoods west and east of I-25. The roadway, interchange, network, bicycle, and pedestrian features of the Modified I-25 Alternative are illustrated and described in Exhibit 3-2.

Transportation management strategies and design variations of grade and alignment are incorporated into both the Existing I-25 Alternative and the Modified I-25 Alternative.

EXHIBIT 3-2  
Features of the Modified I-25 Alternative

**Roadway Features**

Six lanes (three in each direction) from north of 29th Street to Pueblo Boulevard

Standard shoulders and acceleration/deceleration lanes

- 1 Straighten I-25 through downtown
- 2 Relocate I-25 from Abriendo Avenue to Indiana Avenue to eliminate relocation of the UPRR

**Interchange Features**

- 3 Diamond interchange at US Hwy 50B with one-way frontage roads to 29th Street
- 4 Split-diamond interchange between 13th Street and 1st Street with one-way frontage roads between ramps; additional southbound and northbound exit ramps near 6th Street
- 5 Split-diamond interchange between Abriendo and Northern Avenues with one-way frontage roads connecting the ramps
- 6 Single-point diamond interchange at Indiana Avenue
- 7 Partial cloverleaf interchange at Pueblo Boulevard

**Network Features**

- 8 Extend Dillon Drive south from 26th Street to US Hwy 50B
- 9 Connect Abriendo Avenue and Santa Fe Drive (US Hwy 50C)
- 10 Extend Santa Fe Avenue from Ilex Street to Minnequa Avenue
- 11 Rebuild Stanton Avenue from Santa Fe Avenue to Runyon Field; Extend Stanton Avenue south over the Arkansas River, intersect with Santa Fe Drive and connect to Santa Fe Avenue

**Bicycle and Pedestrian Features**

- 12 Build sidewalks along Dillon Drive extension and US Hwy 50B bridge
- 13 Expand sidewalks on the Mesa Avenue overpass to connect Benedict Park to the west side of I-25
- 14 Build sidewalks along Stanton Avenue to connect to the HARP trail and Benedict Park
- 15 Build trail from just north of US Hwy 50B bridge to Mineral Palace Park
- 16 Construct a bike/pedestrian bridge between Mineral Palace Park and the Fountain Creek trail
- 17 Build trail between Runyon Field and J.J. Raigoza Park

**Other Features**

- Circulator Bus System
- Transportation Systems Management (TSM)
- Travel Demand Management (TDM)
- Intelligent Transportation Systems (ITS)



### 3.2.4 Alternatives Considered but Eliminated from Further Consideration

Strategies apart from the Modified I-25 Alternative and the Existing I-25 Alternative were considered during the alternatives development and screening process. All of the following strategies were eliminated from further consideration. The strategies and reasons for elimination are summarized below and discussed in detail in Chapter 2 of the EIS.

#### Alternative Strategy 1: I-25 Safety Improvements

This strategy included safety improvements on I-25 from 1st Street to Abriendo Avenue. Although this strategy assumed minimal ROW acquisition, it was eliminated from further consideration because it would not meet the purpose and need for the project. Interchanges would remain unconnected to appropriate local streets, aging bridges would not be replaced, and conflicts with local and regional traffic would persist. Mobility would not be improved and safety concerns north of 1st Street and south of Abriendo Avenue would not be addressed. In addition, this strategy would not be fully consistent with the community vision.

#### Alternative Strategy 2: I-25 Safety Improvements with a Low-Speed Loop

Similar to Alternative Strategy 1, this strategy included safety improvements on I-25 from 1st Street to Abriendo Avenue. This alternative would add a low-speed loop around Pueblo with managed access. On the east side of I-25, Dillon Drive would be extended south to Pueblo Boulevard and north to Eden Avenue. Although this strategy assumed minimal ROW acquisition, it was eliminated from further consideration because it would not meet the purpose and need for the project. Interchanges would remain unconnected to appropriate local streets, aging bridges would not be replaced, mobility would not be improved, and safety concerns north of 1st Street and south of Abriendo Avenue would not be addressed. In addition, this strategy would not be fully consistent with the community vision.

#### Alternative Strategy 3: Relocate I-25 East or West of Pueblo with a Parkway

This strategy would relocate I-25 either east or west of the City of Pueblo. Five new interchanges would be constructed at crossings of state highways. I-25 from the Pinon Interchange to Stem Beach would be reconstructed as a parkway. All nine existing interchanges would be replaced with intersections. This strategy had a very high capital cost and would require substantial ROW acquisition for the new alignment. This strategy was eliminated from further consideration because it would not meet the purpose and need for the project. The relocation outside of the City of Pueblo would not address the mobility problems on the existing I-25 (future parkway), such as deteriorating roadway and bridges and inappropriate connections to local streets. Relocating I-25 east or west of the City of Pueblo would greatly impact the current economic structure. Bypassing downtown businesses and community investments would be potentially damaging to these facilities. This strategy would not be fully consistent with the community vision. In addition, the conversion of I-25 to a parkway would require CDOT to transfer the parkway to the City of Pueblo and the City of Pueblo would not agree to assume ownership or maintain the parkway.

### Alternative Strategy 4: Relocate I-25 East or West of Pueblo with a Highway

Similar to Alternative Strategy 3, this strategy would relocate I-25 either east or west of the City of Pueblo and construct five new interchanges at crossings of state highways. However, I-25 from 29th Street to Stem Beach would remain a highway with four lanes and continuous acceleration/deceleration lanes. This strategy had an extremely high capital cost and would require substantial ROW acquisition for the new alignment. This strategy was eliminated from further consideration because it would not meet the purpose and need for the project. While improvements to shoulders, on- and off-ramps, and interchanges would address some safety concerns, this strategy does not deal with deteriorating roadway conditions, insufficient bridges, unsafe roadway characteristics, or mobility concerns. Each bypass would be a new highway that would impact undisturbed natural areas and would not be compatible with ongoing economic investments in the community.

## 3.3 Efforts to Minimize Effects on Historic Properties

Throughout the development of the project, every effort was made to minimize effects to historic properties. The project team evaluated alternative strategies that bypassed the downtown area. While these strategies would have avoided many of the historic properties in the downtown area, they were eliminated from further consideration because they were extremely costly, had other significant environmental effects, and did not meet the purpose and need for the project.

Once the Build Alternatives were identified for detailed analysis in the EIS, additional efforts were made to minimize effects to historic properties. For example, four interchange configurations were considered near Mineral Palace Park. The project team considered moving the north terminus south from 13th Street to protect Mineral Palace Park. However, it was determined through several public meetings with affected neighbors and merchants and through technical analysis that a 13th Street connection is critical to the operation of this interchange.

Options for adjusting the alignment in certain locations were also considered. While some of these options minimized effects to properties in one location, each resulted in effects to historic properties in other locations. For example, avoiding a property on the west side of the highway would require widening to the east, which could result in effects to another historic property. Ultimately, the project is constrained by existing development, historic properties, Fountain Creek, and historic railroads. Therefore, any options considered required a trade-off between historic properties. Except in cases where going off-alignment would restore connections to historic neighborhoods (near Ilex Street for example), the project team found the most effective minimization technique was to stay as close as possible to the existing alignment.

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## 4.0 Impacts of the No Action Alternative to Historic Properties

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The roadway and transit projects included in the No Action Alternative, as described in Section 2.0, could result in effects to historic properties in the Pueblo region. Because these projects have not yet been designed, it is difficult to evaluate the extent of the impacts. Minor planned improvements such as maintenance on the existing I-25 are unlikely to impact historic properties. Prior to construction of any project included in the No Action Alternative, studies will be conducted to identify the presence of historic properties and document potential effects.

Under the No Action Alternative, historic neighborhoods would remain disconnected. Mineral Palace Park would not be expanded or improved, and the number of special events and performances held in the park would continue to decrease as a result of noise impacts. Overall, noise levels would remain the same or increase in most neighborhoods under the No Action Alternative.

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## 5.0 Directly Impacted Historic Properties

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The following section is a discussion of each historic property that would be directly impacted by the proposed project. Included for each property is a description, the eligibility determination, and photographs and maps. Each property discussion includes the potential project impacts to the property and the effects recommendation of those impacts. Table B-2 in Appendix B summarizes the effects recommendations for directly impacted historic properties.

### 5.1 Individually Listed or Eligible Properties

#### 5PE486 (Bessemer Ditch)

##### Site Description

In 1872, the newly created Central Colorado Improvement Company purchased the vast majority of the 48,000 acre Nolan Land Grant located south of the Arkansas River. The Bessemer Ditch was a part of the Central Colorado Improvement Company plans for the area east and south of Pueblo and was the second largest canal in the area. It was constructed between 1887 and 1890. The ditch was designed to draw water from the Arkansas River west of Pueblo for irrigation of 38,000 acres of former Nolan Grant land between Pueblo and the Huerfano River. By 1890, some 9,000 acres were under cultivation from the ditch. Creation of the Pueblo Dam and Reservoir reduced the original length of the canal from 37 miles to approximately 32 miles. The canal is still in use today and irrigates approximately 20,000 acres.

The ditch passes through the Steelworks Suburbs Historic District along Stone Avenue to Bay State Avenue where it turns to the east, then south on Pine Street, and east again at Canal Street. Here it runs by the former Minnequa Steelworks Museum under the existing I-25 (see photos), and through the steel mill to the southeast. Where the ditch crosses under I-25, it flows through a concrete box culvert. On the east side of I-25, the ditch is crossed again by the UPRR, which also has a concrete box culvert. Throughout the steel mill there are various small bridges crossing over the ditch.

	
<p>5PE486 (Bessemer Ditch) facing west into the residential section of Steelworks Suburbs neighborhoods as the ditch passes under Evans Avenue. (2009)</p>	<p>5PE486 (Bessemer Ditch) facing east toward I-25 as the ditch passes under the interstate. (2009)</p>

### Eligibility Determination

For the purposes of Section 106, the Bessemer Ditch is considered eligible for listing in the NRHP under Criterion A for its association with the settlement of the Arkansas River Valley near Pueblo. It is associated with the themes of agriculture, farming, and irrigation. The ditch is also considered a contributing element to the Steelworks Suburbs Historic District, as it is located partially within the district. However, the majority of the resource is located outside the district boundaries, so it is discussed here individually and included as a contributing element in the district discussion.

### Effect Determination

**Existing I-25 Alternative.** Under the Existing I-25 Alternative, the existing box culvert under I-25 would be replaced and extended due to the wider interstate (see Exhibit 5-1). An additional box culvert would be constructed for the relocated UPRR crossing, which would move slightly to the east. There are two options for crossing the ditch at this location: a span bridge or a box culvert. The proposed interstate span over the ditch would not rebuild the base or the sides of the ditch; it would simply cross over the ditch. The single span bridge for the UPRR crossing over the ditch would be approximately 42 feet wide by 65 feet long. The existing box culvert under the current UPRR would be removed. A box culvert would build four walls all around the ditch in order to transport the water under I-25. The new box culvert would be for a 33-foot-wide by 210-foot-long segment of the ditch.

**Modified I-25 Alternative.** Under the Modified I-25 Alternative, there would be a single span bridge over the ditch for the proposed I-25 crossing. This span would be 138 feet long by 149 feet wide in order to include pedestrian access to the steel mill under I-25 (Exhibit 5-2). Under this alternative, there would be no physical change to the ditch itself. The existing box culvert would remain unchanged because the old I-25 ROW would become the Santa Fe Avenue Extension and the existing rail line would remain unchanged over the ditch.

EXHIBIT 5-1  
Bessemer Ditch (5PE486) Crossings for the Existing I-25 Alternative



- Legend**
-  Proposed Railroad Re-alignment
  -  Proposed Impact Area
  -  Crossings Over the Bessemer Ditch
  -  Bessemer Ditch Boundary
  -  Toe of Slope
  -  Proposed Noise Walls
  -  Edge of Pavement
  -  Sidewalk

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

Notes:  
This is a draft document and  
subject to change.  
Atlas updated 06/15/2009

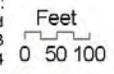
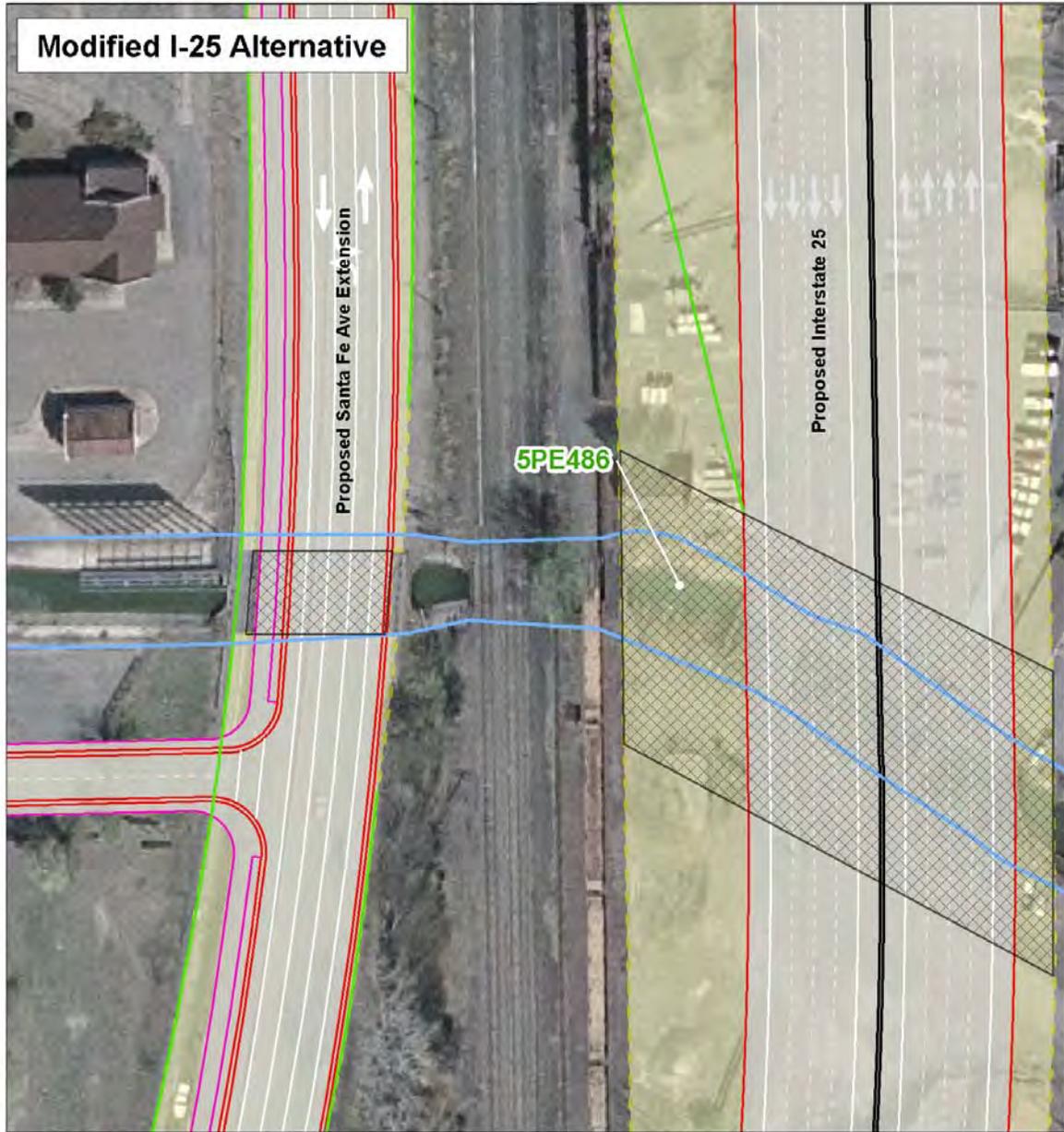


EXHIBIT 5-2  
Bessemer Ditch (5PE486) Crossings for the Modified I-25 Alternative



- Legend**
- Bessemer Ditch Boundary
  - Crossings Over the Bessemer Ditch
  - Proposed Impact Area
  - Toe of Slope
  - Proposed Noise Walls
  - Edge of Pavement
  - Sidewalk

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

Notes:  
This is a draft document and  
subject to change.  
Atlas updated 06/15/2009

0 50 100 Feet

**25** New Pueblo Freeway

CH2MHILL

5PE486

\\CD\BAC\PROJECTS\NEW PUEBLO\FREWAY\ALTER\_CADD\LOCATION\_WORK\ACTIONS\FILES\IMPACT\HISTORIC\SY\_FIGURES\SYR\_A\PUB\ALTA\5PE486\_022010\_16\_K208

Several segments of the Bessemer Ditch would be directly impacted by both Build Alternatives, however, the original I-25 ROW and the UPRR crossing previously impacted the ditch in roughly the same locations. The box culverts and span bridges would reduce the feeling, setting, and association of these segments, but the integrity of the overall ditch would remain intact. The entire linear feature would still convey its significance and association with the settlement of the Arkansas River Valley. The alterations to the property from both Build Alternatives would have **No Adverse Effect** to the Bessemer Ditch (5PE486).

### 5PE586 (Mineral Palace Park)

#### Site Description

The Mineral Palace Park is situated to the west of I-25 between the interstate and Court Street on the west. The southern boundary is 15th Street and the northern boundary is 19th Street, although tennis courts and other auxiliary buildings are north of 19th Street. Prior to the construction of I-25, the park extended to the UPRR ROW to the east, closer to Fountain Creek. Mineral Palace Park was originally designed by Perry Gallup of Denver and the site grading, excavation, and the plantings were done by the Pueblo firm of Carlile, Dittmer and Weitrec (Pueblo County Historical Society, 2000).

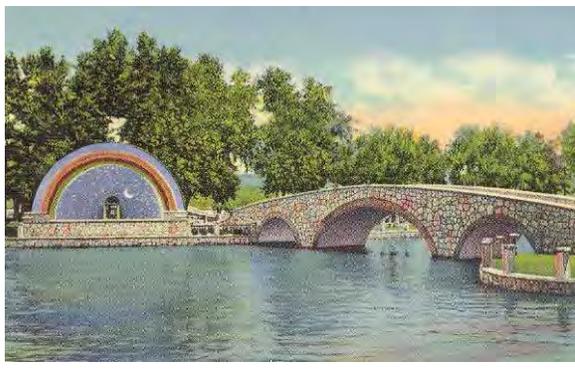


Postcard depicting Lake Clara at Mineral Palace Park. (Weston C. Burrer, Private Collection) (date unknown)

In 1889, Colorado and Pueblo businessmen and promoters sought to showcase the state's and region's mineral wealth with the construction of a grand exhibit hall built on spacious grounds in an area of town not yet developed. The Mineral Palace was constructed on what is now city park land and was surrounded by a botanic garden. By 1895, the company that owned the exhibit hall could not pay its taxes and the entire property was sold to a group of

prominent Pueblo businessmen. According to the *Guide to Historical Markers: City and County of Pueblo* (Pueblo County Historical Society, 2000) the Mineral Palace Park was officially established as Pueblo’s first municipal park in 1898, after a group of women under the leadership of Mrs. Clara Latshaw, for whom Lake Clara is named, organized the Women’s Park Improvement Association and established Park District No. 1 in order to purchase the 14 acres of land surrounding the Mineral Palace structure. An additional 13 acres were later acquired, making it Pueblo’s second largest park. The group dedicated the land as a park and began a program to beautify the park in the spirit of America’s great urban parks and the City Beautiful Movement (Burrer, 2004). The City Beautiful Movement emerged in response to the World’s Columbian Exposition in Chicago in 1893 and the term City Beautiful was used to describe the movement’s utopian ideals. The fundamental idea expounded at the fair was that cities were no longer symbols solely of economic development and industrialization, but could be instrumental in enhancing the aesthetic environment of its residents. The City Beautiful Movement intended to utilize the political and economic structure of the time to create beautiful, spacious, and orderly cities that contained healthy open spaces for public use and showcased public buildings. It was proffered that inhabitants of such cities would be more virtuous in preserving higher levels of morality and civic duty. The City Beautiful Movement promoted the idea that beautifying cities was beneficial to the residents. For more information about the history and development of Mineral Palace Park, see the Management Data Form for the North Side Historic District and the OAHP site forms for the park on file at the SHPO office (OAHP, 2003; NYPAP, 2009; and Hines, 2009).

	
<p>5PE586 Mineral Palace Park, Main Entrance on W. 15th Street. (2003)</p>	<p>5PE586 Mineral Palace Park, Ranger Cabin, view to the east. (2003)</p>

	
<p>5PE586 Mineral Palace Park, Pavilion, view to northeast. (2003)</p>	<p>5PE586 Mineral Palace Park, Pavilion, view to northwest. (2003)</p>
	
<p>5PE586 Mineral Palace Park, Bridge over Lake Clara, view to the southeast. (2003)</p>	<p>5PE586 Mineral Palace Park, Bridge over Lake Clara, view to northeast. (2003)</p>
	
<p>5PE586 Mineral Palace Park, Band Shell, view to northeast. (2003)</p>	<p>5PE586 Mineral Palace Park, Historic Postcard, Band Shell and Bridge over Lake Clara. (Weston C. Burrer, Private Collection) (date unknown)</p>

In the 1930s, the Works Progress Administration (WPA) undertook a number of public projects throughout the country, such as the construction of post offices, federal buildings, and highways. The Civilian Conservation Corps (CCC) put young men to work on public lands building facilities, improving springs, or constructing ranger stations. In Mineral

Palace Park, the CCC and WPA workers built new buildings and structures (such as the Lake Clara Bridge and the Band Shell) and made other improvements throughout the park. During the WPA period, the palace was renovated, retaining walls were added to Lake Clara, and at least five buildings were constructed in the WPA rustic style of the period. These WPA structures were built with an emphasis on teaching building skills in various related fields, such as masonry, carpentry, electrical, and plumbing to train workers in a transferable job skill useful in the real world. The Colorado Mineral Palace was demolished in 1942 and the park underwent further changes in the 1950s with the construction of I-25. See Exhibit 5-3 for a list of the structures in Mineral Palace Park and Exhibit 5-4 for their current locations (Burrer, 2004).

EXHIBIT 5-3  
List of Structures and Features in Mineral Palace Park

Resource Identification Number	Description	Construction Date
Not Applicable (NA)	Lake Clara	City Beautiful era
NA	Gardens	City Beautiful era
NA	Rose Garden	City Beautiful era
NA	Park Roadway Network	City Beautiful era
5PE586	Reflecting Pool/Lily Pond	WPA era
5PE586.4	Shop/Bathhouse	1933-1940
5PE586.5	Ranger Cabin	1933-1940
5PE6815	Park Pavilion/Boat House	1936
5PE6817	Lake Clara Pedestrian Bridge	1938
5PE6816	Band Shell	1938-1939
NA	Main Entry Arch	WPA era
NA	Park Walls (various locations)	WPA era
NA	Walls around Lake Clara	WPA era
5PE6813	Former City of Pueblo Parks Greenhouse	1973-1974
5PE3174	Sculpture at Mineral Palace Park Greenhouse	1975
NA	Swimming Pool	1975
5PE6819	City of Pueblo Parks and Recreation Maintenance Storage Building	1978
5PE6818	Open Shelter (Lattice Structure)	1994
NA	Tennis Courts	Unknown
NA	Maintenance Yard	Unknown
NA	Playground	Unknown

Notes:

- Not all structures/features have been surveyed. Only structures/features that have been surveyed have been assigned OAHF Resource Identification Numbers.



## Eligibility Determination

Mineral Palace Park has unique associations and landscape design characteristics and is an integral part of the North Side neighborhood. It has been recommended individually eligible for the NRHP under Criterion A for its associations with the development of public recreation in Pueblo, the growth of the City of Pueblo as an industrial center in the region, as well as the Great Depression and the WPA period of local history. The park was recommended NRHP-eligible under Criterion C for its landscape design values and because it is representative of park designs of the late 19th to early 20th century City Beautiful Movement. As a designed landscape, Mineral Palace Park is recommended as a significant collection of design elements from small gardens and flower beds to the larger built environment such as the Band Shell and Lake Clara. The park has two periods of significance for its two major development phases. The first design phase is the late 19th century City Beautiful Movement era when designed outdoor gathering places for city residents were becoming commonplace throughout the country. This period of significance encompasses the landscape design of the park, the layout, and the water features. The second design phase is the WPA period of the mid-1930s when the majority of the park structures, such as the bridge, the Band Shell, and the boathouse were designed and built. Mineral Palace Park is also a contributing element to the North Side Historic District (5PE5517) discussed in Section 5.2.

## Effect Determination

In this area there is no difference between the two Build Alternatives, so they are not discussed separately. There are two distinct types of impacts to Mineral Palace Park from both Build Alternatives. One is the direct impact to the park from the acquisition of park land for the interstate improvements. The other impacts to the park would be from the proposed Mineral Palace Park Restoration Plan, discussed in further detail below.

**Impacts to Mineral Palace Park (5PE586) from Interstate Improvements.** Mineral Palace Park would be directly impacted by the interstate improvements through acquisition of park land to implement the project. The widening of I-25 adjacent to the park would result in the loss of approximately 1.4 acres of park land, or roughly 3 percent of the existing park. A 50-foot sliver of land of varying widths would be acquired by CDOT under both Build Alternatives from the east side of Mineral Palace Park. Exhibit 5-5 shows the direct impacts to the park and the area of acquisition for the interstate improvements. There would be direct impacts to the eastern side of Lake Clara and to the WPA-era walls that line the lake. There are 1,665 linear feet of walls surrounding Lake Clara, in varying conditions. The direct impact to the WPA-era walls surrounding Lake Clara from the widening of I-25 would be 480 linear feet. The interstate improvements under both Build Alternatives would impact Mineral Palace Park in the following ways:

- Widening I-25 adjacent to the park would result in loss of approximately 1.4 acres of park land.
- The loss of the eastern portion of the park would result in a loss of about 40 parking spaces, grass, small shrubs, and approximately 20 mature trees.
- Fifteen to 20 percent of Lake Clara would be eliminated.



- Sections totaling approximately 480 linear feet of the WPA-era retaining walls around Lake Clara would be eliminated.
- Widening the highway would impact the park maintenance yard located in the northeast corner of the park by eliminating approximately 13 percent of the existing acreage of the maintenance yard.
- The trail that generally follows the eastern fence of the park would be severed.
- Approximately 12 acres of the remaining park would be impacted by increased noise from the proposed I-25 improvements.

### Noise and Visual Impacts

The existing noise conditions within the park are 60 dBA near Court and W. 16th streets and 65 dBA in the center of the park at I-25. Under both Build Alternatives, the noise levels from the interstate would rise to 62 dBA and 68 dBA, respectively. Roughly 512,000 square feet of park would be impacted by noise, as defined by CDOT and FHWA, making the park a candidate for noise mitigation measures. The mitigation modeling indicated a minimum noise reduction of 5 dBA, would be achieved with noise walls between 15 and 20 feet tall, meaning the noise levels would be reduced to a maximum level of 57 dBA and 63 dBA, respectively (Hankard 2004).

Noise walls and berms would be constructed between I-25 and the park to reduce noise from the interstate (see Exhibit 5-5). The noise walls would be 15 to 20 feet tall and would be a series of four semicircular walls that overlap one another by about 10 feet, which would lessen the visual impact of the length of walls. Overall, the noise walls combine to be 3,050 feet long (Hankard, 2004). Facilities and activity areas that are not noise sensitive, such as parking and the maintenance facility, would be moved closer to the interstate or away from the areas protected by the noise walls. The noise walls would create a visual impact for visitors to the park, but the current view is of the interstate traffic that passes at the eastern edge of the park. Aesthetics guidelines have been developed for the physical appearance of the noise walls, but none have been determined as yet for specific locations (CDOT, 2009). Aesthetic treatments could minimize the visual impacts of the walls.

The 5 dBA reduction in noise would be a beneficial effect for the park and would enable previous uses to resume and make more acreage available as usable park space. Areas currently close to the interstate are not used due to the traffic noise. For instance, due to the proximity to the interstate and consequent elevated noise levels, the Band Shell has not been used for many years.

In summary, the direct impacts to the park from the interstate improvements are limited to the far eastern edge of the park, where a 50-foot sliver of land would be acquired for CDOT ROW. Lake Clara and 480 feet of WPA retaining walls would be directly impacted by the CDOT acquisition. Noise levels from the improved interstate (prior to mitigation) would increase up to 68 dBA due to the proximity to the interstate lanes and increased traffic.

**Impacts to Mineral Palace Park (5PE586) from the Proposed Mitigation.** To address the direct impacts from the interstate improvements to Mineral Palace Park, the City of Pueblo staff and local citizens participated in an extensive public involvement process to determine

adequate mitigation for those impacts to the park. This process resulted in the development of the Mineral Palace Park Restoration Plan, which is the proposed mitigation for the transportation impacts to the park. While the proposed park mitigation affects some of the historic elements of the park, the restoration plan would adhere to an agreed-upon theme of celebrating the past and connecting to adjacent neighborhoods. The proposed restoration plan would not restore the park to a particular historic period, but would rather improve the park overall and restore some historic features. The restoration plan is a master plan for the park restoration in general, not a design plan. Key components of the mitigation plan are to return it to being a community facility, to recreate the sense of a gathering place, and to increase the size of the park. Under the Restoration Plan, approximately 45.16 acres of land would be added south to 13th Street and north to the US 50B loop. This land would either be acquired by the City of Pueblo (for the southern addition) or be available as CDOT ROW (through elimination of the existing US 50B loop).

As shown in Exhibit 5-6, the restoration plan, which is the proposed mitigation for the direct impacts to the park, includes the expansion of the park to the south, reconfiguration of Lake Clara, the relocation of several non-historic features such as the swimming pool and tennis courts, as well as restoration of some historic features from both periods of significance. One of the general goals of the proposed restoration plan is to return a garden and meeting place feeling to the park (as it was originally designed). Mineral Palace Park was originally used as a gathering place and a location for events - the public indicated a desire to recreate that function after restoration. The following explains the proposed facets of the mitigation plan and how it affects features and structures throughout the park.

### **Impacts to Lake Clara**

Under the proposed restoration plan, Lake Clara would be expanded to the west so that it reconnects to the boathouse and functions as a healthy, sustainable lake with adequate space for public use and enjoyment. This reconfiguration would displace the WPA-era reflecting pool/lily pond, which does not currently hold water. Public involvement efforts indicated that the reflecting pool was not of particular value to the community. Part of the original Lake Clara was on land that is no longer park land and is now I-25, so the lake could never be fully restored to either historic period. Instead, the plan calls for making it a viable lake that would be used as originally intended for outdoor gathering and events. Structures associated with Lake Clara would not be removed or relocated: the boathouse (5PE6815), Band Shell (5PE6816), Lake Clara Pedestrian Bridge (5PE6817), the WPA-era shop/bathhouse (5PE586.4), and the ranger cabin (5PE586.5). These structures would all remain in their existing locations and be brought back to use under the restoration plan.

### **Impacts to WPA Walls**

Throughout the park, there are 4,150 linear feet of walls constructed during the WPA period. Of those, 1,665 feet surround Lake Clara and 2,485 feet are in various locations throughout the park, at the entrance, surrounding planting beds, and along pathways. As part of the restoration plan, Lake Clara would be reconfigured and the 1,665 feet of walls surrounding the existing lake would be removed, 480 feet for the interstate improvements and 1,185 feet for the lake reconfiguration as part of the mitigation. The original Lake Clara did not have retaining walls, which were added during the WPA period to define the lake edges architecturally. Exhibit 5-7 shows the impacts to the walls from the interstate

improvements and the park restoration plan. The table includes a section for condition of the walls. Parts of the walls around the lake are buckling and falling into the lake due to lack of maintenance and other factors and 660 feet of walls have been replaced.

**EXHIBIT 5-6**  
Master Plan for the Mineral Palace Park Restoration Plan



EXHIBIT 5-7  
Direct Impacts to WPA-Era Walls around Lake Clara<sup>1</sup>

<b>Interstate Improvements from Both I-25 Build Alternatives</b>		
<b>Location</b>	<b>Wall Condition<sup>2</sup></b>	<b>Impact</b>
Lake Clara Walls	A	40 feet
Lake Clara Walls	D	20 feet
Lake Clara Walls	Z	420 feet
<b>Total impacted by I-25 improvements</b>		<b>480 feet</b>
<b>Mineral Palace Park Restoration Plan (excluding interstate improvements)</b>		
<b>Location</b>	<b>Wall Condition<sup>2</sup></b>	<b>Impact</b>
Lake Clara Walls	A	180 feet
Lake Clara Walls	C	775 feet
Lake Clara Walls	Z	230 feet
<b>Total impacted by Restoration Plan</b>		<b>1,185 feet</b>
<b>Total Lake Clara WPA walls</b>		<b>1,665 feet<sup>1</sup></b>

<sup>1</sup> This represents approximately 40 percent of existing WPA-era walls within the park boundaries (a total of 4,150 feet throughout the park).

<sup>2</sup> A = Original/Good Condition; C = Fair Condition; D = Poor Condition; Z = Recent Condition

### Impacts to Other Park Elements

The former City of Pueblo Parks greenhouse (5PE6813) was not from either of the historic periods of the park and was built in the location of the original Mineral Palace. The restoration plan originally called for the removal or relocation of the greenhouse, but it has since been destroyed by fire and is no longer extant. The open shelter (5PE6818) would remain in its current location and a new fountain would be constructed with a similar appearance to the fountains that were once present in the park. The existing features at the entrance to the park (including the Entry Arch and the WPA-era walls), would remain and this location would be restored to its original use as the main entrance to the park. Throughout the park, there are many plaques, benches, and other memorial features. None of these would be affected by park restoration.

The existing swimming pool, which is not a historic feature, would be moved to 13th Street and Santa Fe Avenue, the area proposed as part of the park expansion to the south. There would be pools for small children and adults in the outdoor pool area. The tennis courts, currently north of 19th Street, would be moved to the park expansion area south of 15th Street on the north side of the Mineral Palace Towers, which would remain in place. As part of this expansion, the two blocks of Santa Fe Avenue between E. 13th and E. 15th streets would be closed to vehicular traffic. An *allee* of trees would honor the original street grid and would mark the eastern edge of the previous avenue. Santa Fe Avenue has historically terminated in the park, but it was not originally a main entrance point to the park. These two blocks would be closed to vehicular traffic in order to achieve the overarching goal of expanding usable space in the park. Santa Fe Avenue would continue to terminate at the park, would still provide access to the park as it has historically, and the park would continue to be a strong focal point from Santa Fe Avenue.

The maintenance facility (5PE6819) and maintenance yard would be relocated out of the park to allow for more usable park land. Although the maintenance features provide important services, they are not consistent with the historical uses of the park and their removal would enhance the overall integrity of the park. The historic structures that house the maintenance facility in the northeast section of the park would remain, but the maintenance use would move to a new location outside the park boundary. The historic buildings are large enough to support use as gathering or meeting places, in accordance with the goals of the park improvements. The restoration plan calls for these structures to be used as community spaces, but no specific uses have been established for these buildings.

### **Impacts to Landscape Elements**

Existing shade trees, some that are over 100 years old, would remain and additional trees would be planted to provide an understory and nursery crop. Some trees are reaching the end of their effective life and the nursery crop would be planted under the existing older trees to replace them as they die off. It would be gradual replacement of the trees, many of which were specimens from the original botanic gardens surrounding the Mineral Palace in the late 19th century. The existing gardens would remain and would be restored to be consistent with their historic character. The circular garden area shown at the center of the park on Exhibit 5-6 would be improved using the historic garden plans from the original park design. The list of plants on the original planting plan from the City Beautiful era would be utilized throughout the park, wherever practicable. Vegetation would be planted on the east side of the park along the proposed noise walls and berms to protect views in to and out of the park.

Additional elements of the restoration plan include:

- A new Palace Plaza would be constructed in the previous location of the Mineral Palace and would provide a location for historical interpretation of the park, the palace and the botanic gardens.
- The planters at the base of the palace, which were not demolished with the palace in 1942, would remain and be incorporated into an interpretive display.
- Construction of an amphitheater at the previous intersection with Santa Fe Avenue and to reintroduce concerts and events to the park.
- Traffic calming techniques to slow traffic along the perimeter of the park.

### **Pedestrian and Recreational Improvements**

As a part of the mitigation plan and to improve public access to the park, a pedestrian bridge would be constructed to connect Mineral Palace Park to the Fountain Creek Parkland on the east side of the interstate. The specifications of the bridge have not yet been established, but it is depicted in Exhibit 5-6 in the northeast corner of the park. The elevated bridge would cross over the UPRR and the interstate at least 23 feet above the ground. The elevated bridge would be visible from areas in the northwest corner of the park.

Additional trail connections, improvements to internal roadways and pedestrian pathways, and the provision of handicap-accessible ramps and parking areas would also make the park more accessible and appealing to the public. New parking lots would be constructed in both the northern and southern portions of the park to replace parking lost to highway

widening and park improvements. The road and pathway network throughout the park would be reconfigured using the original trail alignment. The original City Beautiful layout of the internal roads would not be entirely recreated, but the proposed pathways would be built on previously built trail alignments. These are not considered public roads, but internal park roads.

There would be direct and indirect impacts to Mineral Palace Park from elements of the restoration plan. Some impacts would be beneficial, such as the noise reduction from the noise walls on the east side of the park. The partial relocation and westward expansion of Lake Clara would diminish the integrity of the design, workmanship, materials, and location of the lake, which was an element of the original park. It would also impact the integrity of the overall design of the original park. However, the park would continue to have a lake that could be used by park visitors, which was a goal of the City Beautiful Movement (to have people participating in outdoor and cultural activities). The lake expansion would diminish the historic integrity of the WPA-era walls around the lake, as they would be removed, but the lake edge would be restored to a grassy edge as in the original City Beautiful-era lake. The restoration plan would maintain or restore 2,485 feet of the WPA-era walls in other parts of the park.

Other park improvements would make the park more usable and accessible to the public and would attempt to return to the ideals of the City Beautiful Movement, which encouraged the use of healthy open spaces. There would be no physical impact to the structures at the park entrance at the corner of Main and E. 15th streets, but the plan would return it to its original use, which would be considered a beneficial effect and would increase the integrity of setting, feeling, and association of this element of the park. The relocations of the tennis courts, swimming pool, playground, southern parking lot and maintenance activities (which are not historic elements) would not impact the historic integrity of the park as a whole. Apart from the WPA-era walls around the lake, WPA period structures would not be directly impacted and would maintain their historic setting and location within an urban park, as well as their integrity of design, materials, and workmanship. Exhibit 5-8 summarizes the impacts to the structures and features of the park from the proposed restoration plan.

EXHIBIT 5-8  
Summary of Impacts from the Restoration Plan Mitigation

Resource Identification Number	Description	Historic Period	Impact from Restoration Plan
NA	Lake Clara	City Beautiful	Partial Relocation
NA	Gardens	City Beautiful	Restore
NA	Rose Garden	City Beautiful	Restore
NA	Park Roadway Network	City Beautiful	Realign Using Historic Trail Alignments
5PE586	Reflecting Pool/Lily Pond	WPA	Remove
5PE586.4	Shop/Bathhouse	WPA	No Impact
5PE586.5	Ranger Cabin	WPA	No Impact
5PE6815	Pavilion/Boat House	WPA	No Impact
5PE6817	Lake Clara Pedestrian Bridge	WPA	No Impact

EXHIBIT 5-8  
Summary of Impacts from the Restoration Plan Mitigation

Resource Identification Number	Description	Historic Period	Impact from Restoration Plan
5PE6816	Band Shell	WPA	No Impact
NA	Main Entry Arch	WPA	No Impact – Restore to Historic Use
NA	Park Walls (2,485 feet)	WPA	No Impact
NA	Walls around Lake Clara (1,185 feet)	WPA	Demolish or Remove and Reuse
5PE6813	Former City of Pueblo Parks Greenhouse	NA	NA (not extant)
5PE3174	Sculpture at Mineral Palace Park Greenhouse	NA	No Impact
NA	Swimming Pool	NA	Relocate
5PE6819	City of Pueblo Parks and Recreation Maintenance Storage Building	NA	No Impact
5PE6818	Open Shelter (Lattice Structure)	NA	No impact
NA	Tennis Courts	NA	Relocate
NA	Maintenance Yard	NA	Relocate
NA	Playground	NA	Relocate

Notes:

- Not all structures/features have been surveyed. Only structures/features that have been surveyed have been assigned OAHF Resource Identification Numbers.

The Restoration Plan is part of the project action as stipulated in a Memorandum of Understanding (MOU) between the City of Pueblo and the State of Colorado. The MOU is essentially an ownership and maintenance agreement between the two parties regarding final disposition of property and it outlines agreed upon commitments by each side. It is not a Section 106-related document. The MOU has not yet been executed, but it was approved by the Pueblo City Council in March 2010.

The effect recommendation from the proposed project, which includes the roadway impacts and the mitigation impacts discussed above, is an **Adverse Effect** to Mineral Palace Park (5PE586) from both Build Alternatives.

### 5PE3938 (Santa Fe Avenue Bridge)

#### Site Description

This structure, owned by CDOT, is a steel bridge over the Arkansas River at milepost 1.33 of US 50. The main span is 280 feet long, while the structure itself is 286 feet long. The bridge is 40.8 feet wide and the roadway width is 26.8 feet. The bridge, designed by H.S. Crocker, is a steel, rigid-connected Pennsylvania through truss type with substructure and concrete abutments. It was erected in 1924, 3 years after the 1921 flood of the Arkansas River. The contractor was the Pueblo Bridge & Construction Company and the fabricator was Virginia Bridge & Iron Company (CDOT, 2000a).



5PE3938 (Santa Fe Avenue Bridge). (2009)

### Eligibility Determination

The Santa Fe Avenue Bridge was listed in the NRHP in 2002 under Criteria A and C for transportation and engineering as well as for its significance to the city of Pueblo. The rechanneling of the Arkansas River and the replacement of many structures associated with the river after the 1921 flood “represents one of the most intensive construction projects in Colorado history” (CDOT, 2000). The Santa Fe Avenue Bridge is significant for its role in this enormous public works program to revitalize the city after the

massive flood. The bridge is technologically significant as an example of the Pennsylvania through truss type, as well as for its long-span truss design (Fraser, 1997).

### Effect Determination

**Existing I-25 Alternative.** Under the Existing I-25 Alternative, Santa Fe Avenue over the Arkansas River would remain in the current alignment (see Exhibit 5-9). The Santa Fe Avenue Bridge is functionally obsolete and structurally deficient and would have to be replaced. This is a state highway and CDOT has already planned to replace the bridge due to obsolescence. It has been slated for removal/replacement for several years. Under the Existing I-25 Alternative, traffic would be maintained on Santa Fe Avenue across the river so a safe, sufficient, and functioning bridge would be required. A new bridge would be constructed at this location. Parts of Santa Fe Avenue would be realigned and the current traffic pattern would be altered.

**Modified I-25 Alternative.** Under the Modified I-25 Alternative, this route over the Arkansas River would no longer be used. The current I-25 bridge would become the Arkansas River crossing for the proposed Santa Fe Avenue Extension and the current Santa Fe Avenue Bridge would be abandoned and removed (see Exhibit 5-10). There would be two options regarding disposal of the existing bridge. CDOT could leave the bridge in place, but it would need funds for repair and maintenance in perpetuity or until it could be sold to another party. Under this scenario, the bridge could be reused as a trail, but the ownership would have to change; CDOT would no longer own the bridge as a part of a trail system. CDOT has explored the possibility of selling or giving away the bridge, but has found no willing buyers, nor willing recipients, so it is assumed this option would not be viable. The second option would be to remove the bridge because the roadway would no longer be used for CDOT transportation purposes.

Both Build Alternatives would require the removal and demolition of the Santa Fe Avenue Bridge (5PE3938). The removal of the bridge would result in a direct impact and an **Adverse Effect** to this historic property due to the physical destruction of the property.

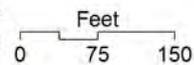
EXHIBIT 5-9  
Santa Fe Avenue Bridge (5PE3938) under the Existing I-25 Alternative



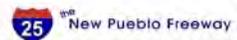
**Legend**

-  Proposed Impact Area
-  Toe of Slope
-  Proposed Noise Walls
-  Edge of Pavement
-  Sidewalk

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

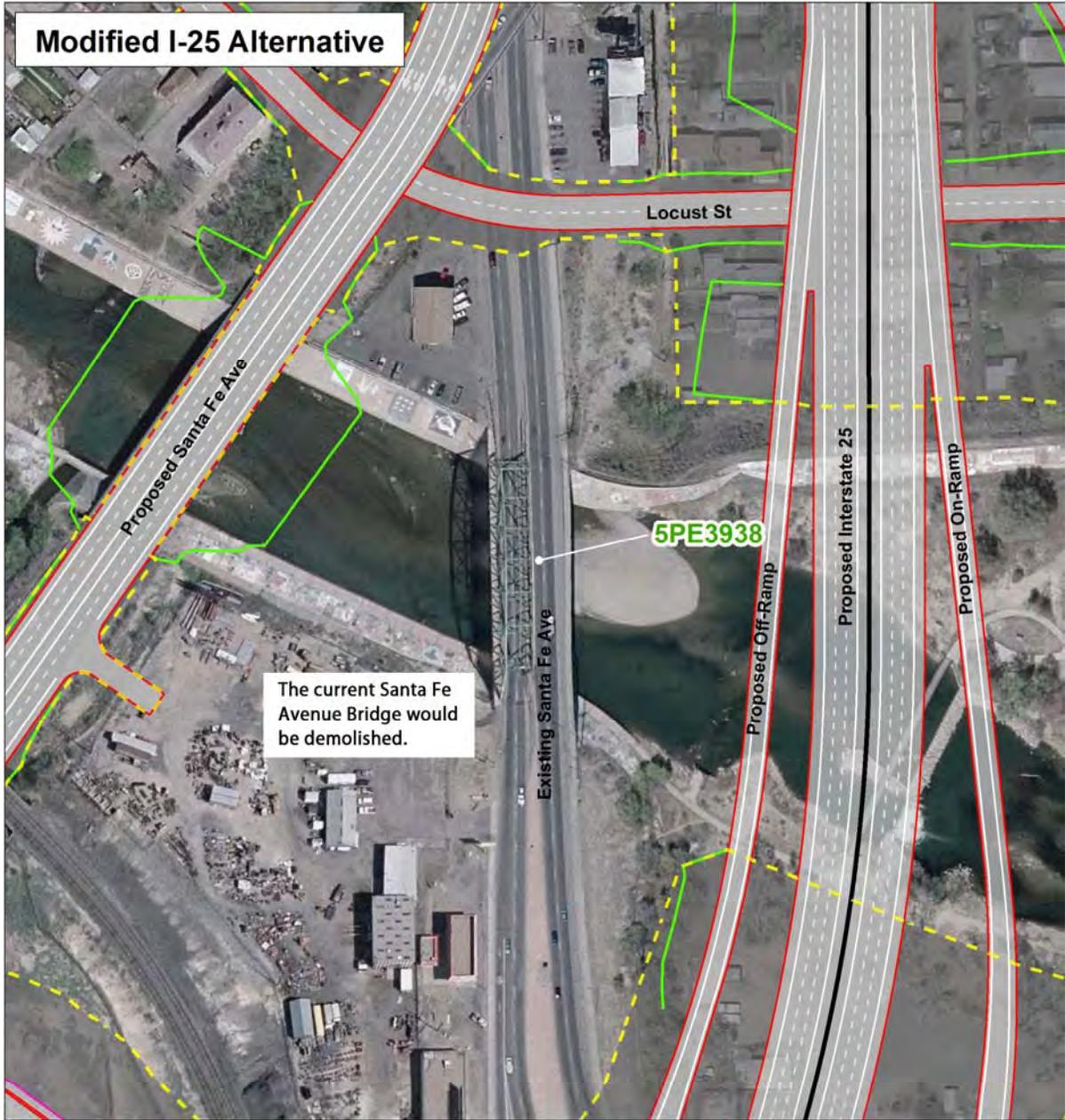


Notes:  
This is a draft document and  
subject to change.  
Atlas updated 06/02/2009



5PE3938

EXHIBIT 5-10  
Santa Fe Avenue Bridge (5PE3938) under the Modified I-25 Alternative



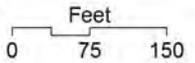
5PE3938



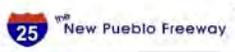
**Legend**

-  Proposed Impact Area
-  Toe of Slope
-  Proposed Noise Walls
-  Edge of Pavement
-  Sidewalk

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



**5PE4484 (100 W. 23rd Street)**

**Site Description**

This is a one-story commercial building built in 1947. The east portion of the structure has a gable roof and there is an addition off the west elevation that has a flat roof. The east elevation is where the main entry is located. Just north of this property, W. 23rd Street forms a cul de sac, close to the location of the current southbound exit ramp. To the east is the exit ramp, to the west are residential properties facing N. Albany Avenue, and to the south is a large vacant lot.



5PE4484 (100 W. 23rd Street). (2009)

**Eligibility Determination**

For the purposes of Section 106, this property is being treated as eligible for the NRHP under Criterion A for its association with urban and neighborhood development in Pueblo and under Criterion C as an example of a postwar commercial building.

**Effect Determination**

Both Build Alternatives would require a complete property acquisition and the demolition of 100 W. 23rd Street (5PE4484). As

seen in Exhibit 5-11, a proposed two-lane, southbound on-ramp would cross the far eastern section of this parcel. The building is on the eastern half of the parcel and the toe of slope would incorporate three-fourths of the parcel on the eastern end, thus requiring the removal of the building. The removal of the property would result in a direct impact and an **Adverse Effect** to this historic property due to the physical destruction of the property.



## 5PE4498 (1415 N. Santa Fe Avenue)

### Site Description

Built circa 1950, this building was originally Leon Banter Used Cars. The property is a one-story commercial building with a gable roof currently identified as Mike Conley Auto Sales. The building itself functions as the office for a used car dealership and the rest of the parcel is paved. The main entry to the small building is located in the east elevation, facing N. Santa Fe Avenue. There is an additional 25-foot by 25-foot structure to the northeast of the main building, which is associated with this property, but is situated on a separate parcel to the west. The property is located along the west side of N. Santa Fe Avenue across W. 15th Street from Mineral Palace Park. This portion of N. Santa Fe Avenue has several surface parking lots and other mid-century auto dealerships. Across the street is a large, multi-story residential building from the late 20th century.



### Eligibility Determination

For the purposes of Section 106, this property is being treated as eligible for the NRHP under Criterion A for its association with urban and neighborhood development in Pueblo and under Criterion C as an example of a postwar commercial building associated with the growing automobile culture of the mid-20th century.

### Effect Determination

This property would not be directly impacted by the proposed roadway

improvements. The proposed southbound off-ramp would be approximately 350 feet from the façade of the structure and the interstate itself would be more than 400 feet from the façade (see Exhibit 5-12). A 15- to 20-foot-tall noise wall would be located between the off-ramp and the property, approximately 350 feet to the east. The height of the proposed interstate at this location would not change from the current elevation.

The proposed Mineral Palace Park Restoration Plan (discussed in greater detail in the 5PE586 section) includes expanding and realigning the park to the south and, as part of that expansion, this parcel (5PE4498) would become a community gathering area with some surface parking and trees. As agreed upon in the MOU between the City of Pueblo and the State of Colorado, this property would be fully acquired by the City of Pueblo for the park restoration and the structure would be removed (Exhibit 5-6 shows the restoration plan for the park). The removal of the NRHP-eligible building for the park restoration would result in a direct impact and an **Adverse Effect** to this historic property due to the physical destruction of the property.



**5PE4499 (1405 N. Santa Fe Avenue)**

**Site Description**

Built in 1956, this is a one-story, vernacular commercial building with a side gable roof. The main entry is located in the east elevation facing N. Santa Fe Avenue. The original name of the business was Zim’s Used Cars and it still functions as a used car dealership. The property is located along the west side of N. Santa Fe Avenue a half block south of Mineral Palace Park at the corner of W. 14th Street. This portion of N. Santa Fe Avenue has several surface parking lots and other mid-century auto dealerships. Across the street is a large, multi-story residential building (Mineral Palace Towers) from the late 20th century.



5PE4499 (1405 N. Santa Fe Avenue). (2003)

**Eligibility Determination**

For the purposes of Section 106, this property is being treated as eligible for the NRHP under Criterion A for its association with urban and neighborhood development in Pueblo and under Criterion C as an example of a postwar commercial building associated with the growing automobile culture of the mid-20th century.

**Effect Determination**

This property would not be directly impacted by the

proposed roadway improvements. The proposed southbound off-ramp would be approximately 375 feet from the façade of the structure and the interstate itself would be more than 425 feet from the façade (see Exhibit 5-12). A 15-to 20-foot-tall noise wall would be located between the off-ramp and the property, approximately 375 feet to the east. The height of the proposed interstate at this location would not change from the current elevation.

Measures to mitigate the project impacts to Mineral Palace Park (5PE586) have been formulated, but are not yet finalized and this property (5PE4499) may be affected as a result of the park mitigation. The proposed Mineral Palace Park Restoration Plan (discussed in greater detail in the 5PE586 section), includes expanding and realigning the park to the south. As part of that expansion, this parcel would become part of the new location for the relocated swimming pool and additional green space and parking for the expanded park. As agreed upon in the MOU between the City of Pueblo and the State of Colorado, this property (5PE4499) would be fully acquired by CDOT or by the City of Pueblo for the park expansion and the structure would be removed (Exhibit 5-6 shows the restoration plan for the park). The removal of the NRHP-eligible building for the park restoration would result in a direct impact and an **Adverse Effect** to this historic property due to the physical destruction of the property.

**5PE4504 (1300 N. Santa Fe Avenue)**

**Site Description**

This property is a set of associated commercial structures built in 1949 in the Novelty style common to the mid-20th century. There are several separate small buildings on the property as well as a neon marquee of a stick figure holding a bag of money above the wording, “More-Skinny Saves You Money Used Cars.” One of the structures is parallel to N. Santa Fe Avenue to the west and is a combination of cinder block and brick, and appears to have been offices. An arrow marquee pointing above says “More-Skinny Bros. Owned Since 1939.” The main building has a stucco exterior and has large picture windows facing both east and west. The south elevation has two large, fixed windows and a sign saying “Moreschini Used Cars” in cursive writing. There is a steel canopy coming off of the west elevation that covers what used to be a fuel filling station (the fuel pumps are still in place). The only other building that appears to be from the historic period is a garage with a double door. The old gas station canopy is still intact as well as some of the smaller associated buildings. The neon marquee and two original buildings have not been modified since 1949. The original owners continue to operate the car lot.



5PE4504 (1300 N. Santa Fe Avenue). (2005)

**Eligibility Determination**

For the purposes of Section 106, this property is being treated as eligible for the NRHP under Criterion A for its association with urban and neighborhood development in Pueblo and under Criterion C as an example of a postwar commercial building associated with the growing automobile culture of the mid-20th century.

**Effect Determination**

This property would not be directly impacted by the proposed roadway improvements. The proposed southbound off-ramp would be approximately 175 feet from the back of the main building and the interstate itself would be more than 250 feet from the building (see Exhibit 5-12). A 15- to 20-foot-noise wall would be located between the off-ramp and the property, only at the northernmost section of the parcel. Improvements from the resurfacing and slight relocation to the south of W.13th Street would not impact this property. The height of the proposed interstate at this location would not change from the current elevation.

The proposed Mineral Palace Park Restoration Plan (discussed in greater detail in the 5PE586 section) includes expanding and realigning the park to the south to W. 13th Street. As part of that expansion, this parcel (5PE4504) would become additional green space and parking for the expanded park. A grassy park area with a proposed “gateway feature” would be at the junction of the southbound off-ramp and W. 13th Street. The exact size and design of this feature are not yet determined, but the restoration plan calls for some sort of

feature at this location. Part of this parcel would be used for a children’s play area across from the proposed relocated swimming pool. Combined with the parcel to the north, this property would serve as a parking and drop-off area for park events. As agreed upon in the MOU between the City of Pueblo and the State of Colorado, this property would be fully acquired by the City of Pueblo for the park expansion and the structure would be removed (Exhibit 5-6 shows the restoration plan for the park). The removal of the NRHP-eligible building for the park restoration would result in a direct impact and an **Adverse Effect** to this historic property due to the physical destruction of the property.

**5PE4523 (125 Hector Garcia Place)**

**Site Description**

This is a two-story commercial building with Early 20th-Century Commercial elements, a flat roof, and stucco exterior, constructed circa 1930. The original owner was the Loyal Order of the Moose who sold it to the American GI Forum of Pueblo in 1965. The roof has a random configuration of battlements and there is an outset pattern of bricks under the roof around the entire building. The building is currently being used as meeting space. The recessed double-door main entry is located in an enclosed, arched entryway in the south elevation. A large addition is located on the south side of the building. The building is located just to the west of an existing southbound on-ramp to I-25. It is south of E. 1st Street in a block with four other large structures and to the south is a large area of vacant land.



5PE4523 (125 Hector Garcia Place). (2005)

**Eligibility Determination**

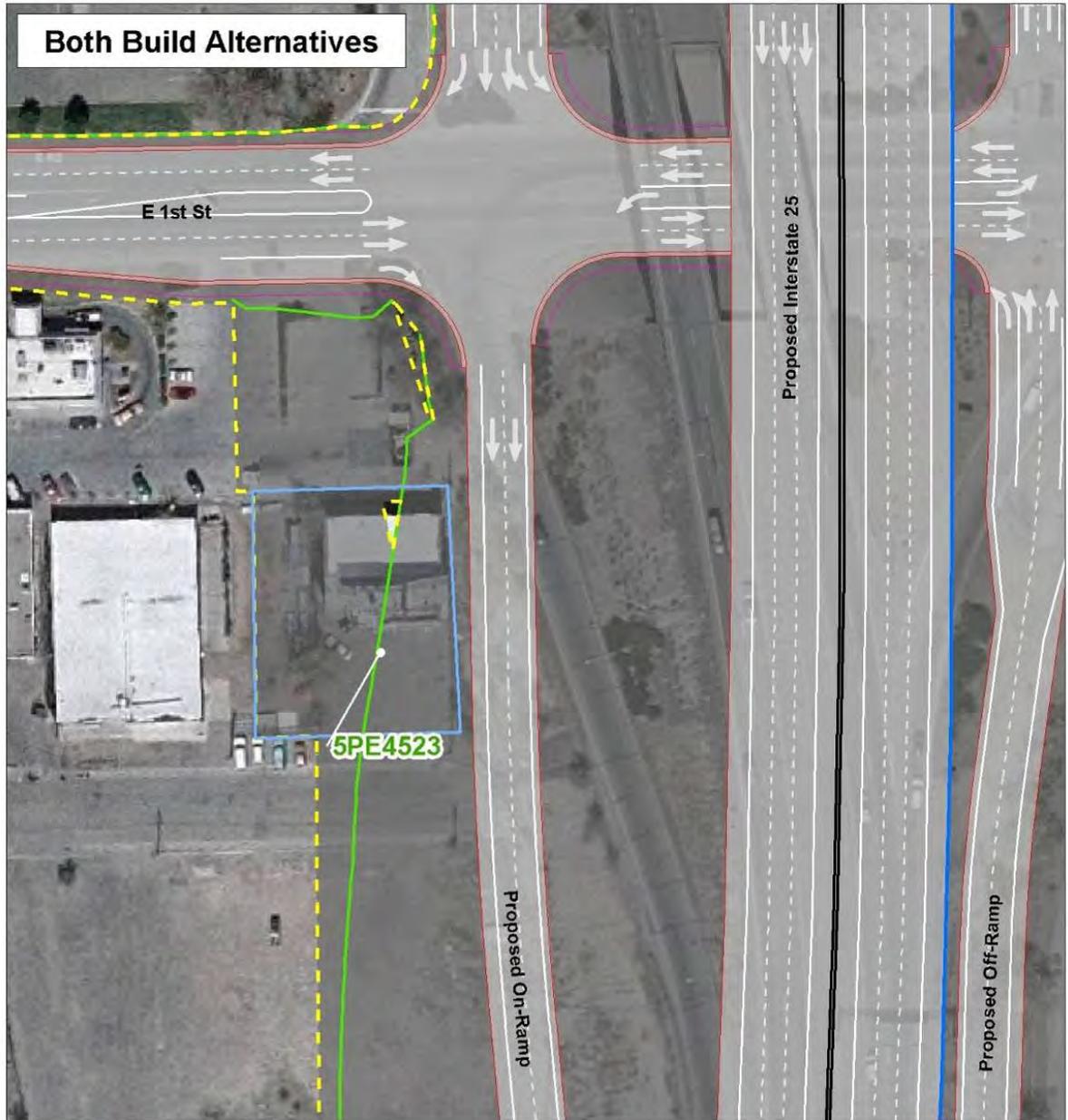
For the purposes of Section 106, this property is being treated as eligible for the NRHP under Criterion A for its association with urban and neighborhood development in Pueblo (1890-1940).

**Effect Determination**

This property would be fully acquired by CDOT and the structure would be removed as a part of both Build Alternatives. A proposed two-lane exit and entrance ramp to the southbound interstate would be

located just to the east of this parcel, similar to the existing entrance ramp. The proposed ramp would be elevated at this location and at least half of this parcel would be occupied by a retaining wall supporting the elevated roadway (see Exhibit 5-13). The remaining portion of the parcel would become CDOT ROW. CDOT would acquire the entire property to implement both Build Alternatives and the building would be demolished. The removal of the building would result in a direct impact and an **Adverse Effect** to this historic property due to the physical destruction of the property.

EXHIBIT 5-13  
5PE4523 (125 Hector Garcia Place)



- Legend**
- ▬▬▬ Proposed Impact Area
  - ▬ Toe of Slope
  - ▬ Proposed Noise Walls
  - ▬ Edge of Pavement
  - ▬ Sidewalk
  - Property Boundary
  - Historic Districts

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

0 40 80 Feet

**25** the New Pueblo Freeway

**CH2MHILL**

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## 5PE4529 (115 E. 8th Street)

### Site Description

This building was built in 1953 and was originally called the Downtown Hotel. Now the Bramble Tree Inn, it maintains elements of the mid-century International style. It is a two-story building with a flat roof and brick and wood exterior walls. The motel has several distinct sections. The oldest building appears to pre-date the motor court hotel and sits in the southeast corner of the parcel. It is a two-story, side gable building with a terra cotta roof and an entrance on the east elevation. There is a brick straddle ridge chimney on the roof. It is possible that this structure was a domestic single dwelling that was later joined to this hotel. On the rest of the hotel, the lower story is constructed of brick and the upper story is sheathed in vertical siding. Each unit has a set of casement windows and an unadorned wooden door. The second story has an overhanging eave supported by ornate wrought iron pipes, which serves as a common balcony area. The overall complex is oriented to the south toward 8th Street where the lobby and main parking lot are located. The overall plan of the building complex is a U-shape, with one wing extending west off the northwest corner of the original building.



5PE4529 (115 E. 8th Street). (2005)

### Eligibility Determination

For the purposes of Section 106, this property is being treated as NRHP-eligible under Criteria A and C. This building is associated with the theme of Urban Development, Architecture, and Neighborhood Evolution (1890-1940) and as representative of the changing commercial and transportation patterns during the mid-20th century spurred by the automobile.

### Effect Determination

This property would be fully acquired by CDOT and the structure would be removed as a part of both Build Alternatives. The widening of 8th Street to accommodate entry to the southbound frontage road would encroach on this parcel (see Exhibit 5-14). The property would also lose access from 8th Street. CDOT would acquire the entire property to implement both Build Alternatives and the building would be demolished. The removal of the building would result in a direct impact and an **Adverse Effect** to this historic property due to the physical destruction of the property.

EXHIBIT 5-14  
5PE4529 (115 E. 8th Street)



- Legend**
-  Proposed Impact to Structure
  -  Proposed Impact Area
  -  Toe of Slope
  -  Proposed Noise Walls
  -  Edge of Pavement
  -  Sidewalk
  -  Legal Property Boundary

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

Notes:  
This is a draft document and  
subject to change.  
Atlas updated 06/15/2009

0 50 100 Feet



 **the New Pueblo Freeway**

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### 5PE4536 (221-23 E. 4th Street)

#### Site Description

This property is a circa-1900, two-story residential building with elements of the Classical Revival style. The residence is a duplex, has brick exterior walls, a flat roof behind a parapet, and a stone foundation. The south elevation, facing E. 4th Street, is where the main entries are located. The parapet along the top of the building has a decorative brick frieze with an alternating recessed brick pattern and exhibits simple crenellation on the east and west elevations. The property currently faces four lanes of E. 4th Street and is adjacent to the northbound I-25 lanes immediately to the west. To the north of the property is a vacant lot and to the east is a one-story commercial building. These two structures are the only remaining buildings on the north side of 4th Street in this block.



5PE4536 (221-23 E. 4th Street). (2005)

#### Eligibility Determination

For the purposes of Section 106, this property is being treated as NRHP-eligible under Criteria A and C. The area of significance is Urban Development, Architecture, and Neighborhood Evolution (1890-1940). The resource maintains Classical Revival elements and represents the urban development of Pueblo in the early 20th century.

#### Effect Determination

This property would be fully acquired by CDOT and the structure would be removed as a part of both Build Alternatives. East 4th Street would be widened and a right turn lane added for access to the new northbound Frontage Road, which connects to 8th Street to the north (see Exhibit 5-15). This building is in the location of the northbound service road as it connects to the widened E. 4th Street. Additionally, the proposed interstate at this location would be realigned to the east. To implement both Build Alternatives, the structure would be demolished. The removal of the historic property would result in a direct impact and an **Adverse Effect** to this historic property due to the physical destruction of the property.



**5PE4545 (212 and 212½ E. 3rd Street)**

**Site Description**

Built in 1903, this is a one-story, multiple family, residential bungalow with a gable roof and stucco exterior walls. The main entry is used to access 212 E. 3rd Street, while the entry located on the west elevation is used to access 212½ E. 3rd Street. The porch has been enclosed and the secondary entry is a possible modification. This property is one of four residential structures located between Bradford Avenue and I-25 on the north side of E. 3rd Street. This residence is the farthest west on this block of E. 3rd Street and is immediately adjacent to a northbound entrance ramp and I-25.



5PE4545 (212 and 212 ½ E. 3rd Street). (2005)

**Eligibility Determination**

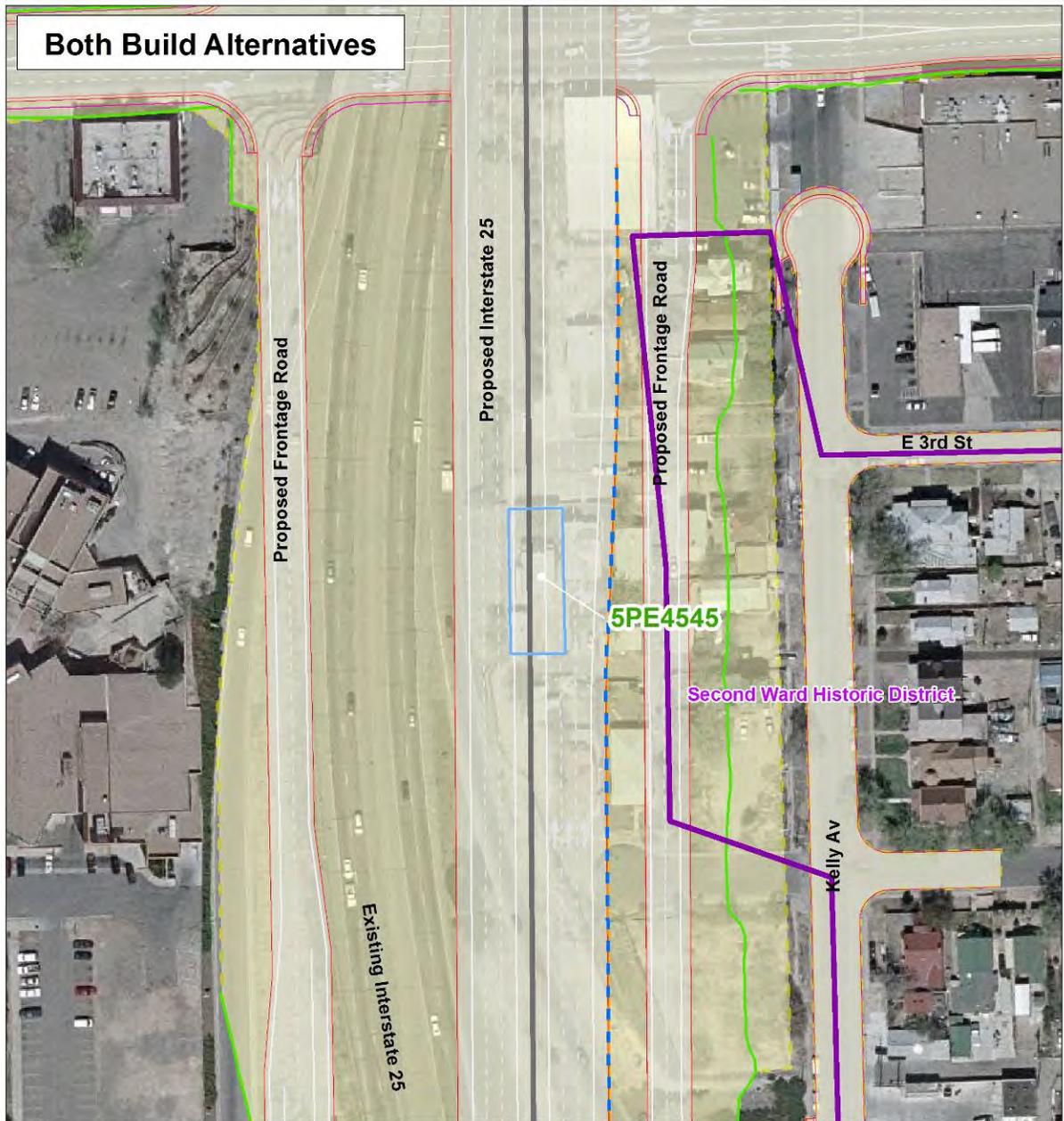
For the purposes of Section 106, this property is being treated as eligible for the NRHP under Criterion A for its association with urban and neighborhood development in Pueblo and under Criterion C as an example of a bungalow.

**Effect Determination**

This property would be fully acquired by CDOT and the structure would be removed as a part of

both Build Alternatives. In this section, the interstate would move to the east from its current location (see Exhibit 5-16). This parcel is in the location of the realigned highway. CDOT would acquire the entire property to implement both Build Alternatives and this structure would be demolished. The removal of the building would result in a direct impact and an **Adverse Effect** to this historic property due to the physical destruction of the property.

EXHIBIT 5-16  
5PE4545 (212 and 212½ E. 3rd Street)



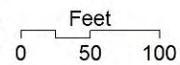
5PE4545



**Legend**

- Proposed Impact Area
- Toe of Slope
- Proposed Noise Walls
- Proposed Retaining Walls
- Edge of Pavement
- Sidewalk
- Legal Property Boundary
- Historic District

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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### 5PE4547 (216 E. 3rd Street)

#### Site Description

This is a typical, one-story, L-shaped residential building from 1903 with a gable roof, stucco walls, and a stone foundation. The main entry is recessed and located on the north elevation, facing E. 3rd Street. The porch is covered by a sloped overhang roof, which is supported by a single iron post on the northeast corner. This property is one of four residential structures located between Bradford Avenue and I-25 on the north side of E. 3rd Street.



5PE4547 (216 E. 3rd Street). (2005)

#### Eligibility Determination

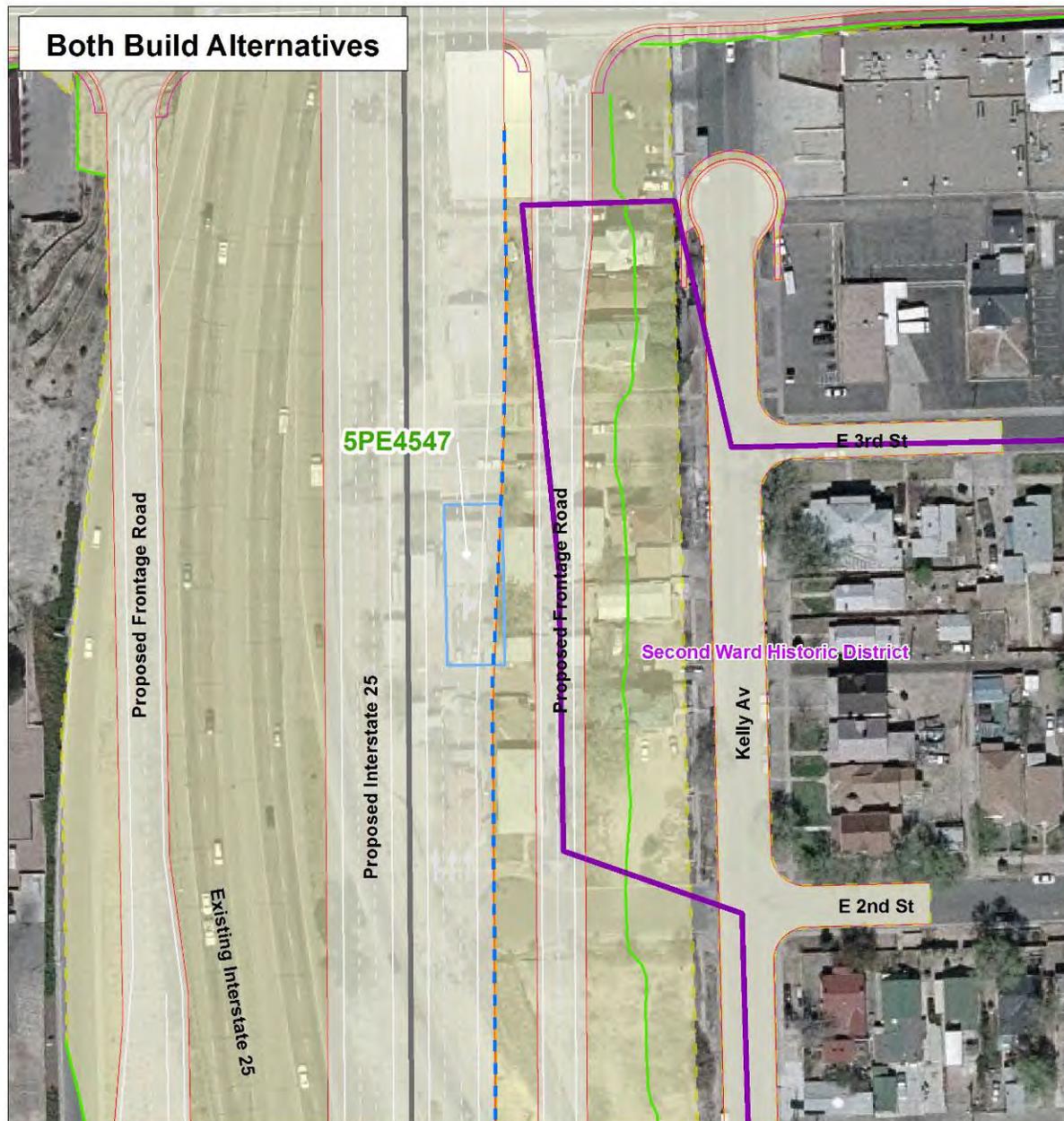
For the purposes of Section 106, this property is being treated as eligible for the NRHP under Criterion A for its association with urban and neighborhood development in Pueblo and under Criterion C as an example of an early 20th century residential structure.

#### Effect Determination

This property would be fully acquired by CDOT and the structure would be removed as a part of both

Build Alternatives. In this section, the interstate would move to the east from its current location (see Exhibit 5-17). This parcel is in the location of the realigned highway. CDOT would acquire the entire property to implement both Build Alternatives and this structure would be demolished. The removal of the building would result in a direct impact and an **Adverse Effect** to this historic property due to the physical destruction of the property.

EXHIBIT 5-17  
5PE4547 (216 E. 3rd Street)



- Legend**
-  Proposed Impact Area
  -  Toe of Slope
  -  Proposed Noise Walls
  -  Proposed Retaining Walls
  -  Edge of Pavement
  -  Sidewalk
  -  Legal Property Boundary
  -  Historic District

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

0 50 100 Feet



 **the New Pueblo Freeway**

5PE4547

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### 5PE4549 (220 E. 3rd Street)

#### Site Description

This is a one-story residential building constructed in 1906, with a gable roof and stucco exterior walls. The recessed main entry is located in the north elevation facing E. 3rd Street. There is one course of inlaid stone blocks beginning east of the main door and extending the length of the east elevation just above the windows. This property is one of four residential structures located between Bradford Avenue (also called Kelly Avenue) and I-25 on the south side of E. 3rd Street. This residence is in the center of the block and is surrounded by residential structures on all sides.



5PE4549 (220 E. 3rd Street). (2005)

#### Eligibility Determination

For the purposes of Section 106, this property is being treated as eligible for the NRHP under Criterion A for its association with urban and neighborhood development in Pueblo and under Criterion C as an example of a bungalow.

#### Effect Determination

In this section, the interstate would move to the east from its current location. This parcel is in the location of the realigned highway. CDOT would acquire

the entire property to implement both Build Alternatives and this structure would be demolished (see Exhibit 5-18). The removal of this NRHP-eligible building would result in a direct impact and an **Adverse Effect** to this historic property due to the physical destruction of the property.



## 5PE4557 (219 E. 2nd Street)

### Site Description

This is a 1903, two-story residential building with elements of the Queen Anne style. The residence has a hipped roof and a front gable, stucco exterior walls, and a stone foundation. The main entry is located in the south elevation. The concrete front porch is covered by a sloping overhang that is supported by five square posts. This is one of two structures that remain in this block off E. 2nd Street, which was closed to through traffic and became a cul du sac when I-25 was built in the 1950s. The house is located immediately adjacent to the existing interstate system.



5PE4557 (219 E. 2nd Street). (2005)

### Eligibility Determination

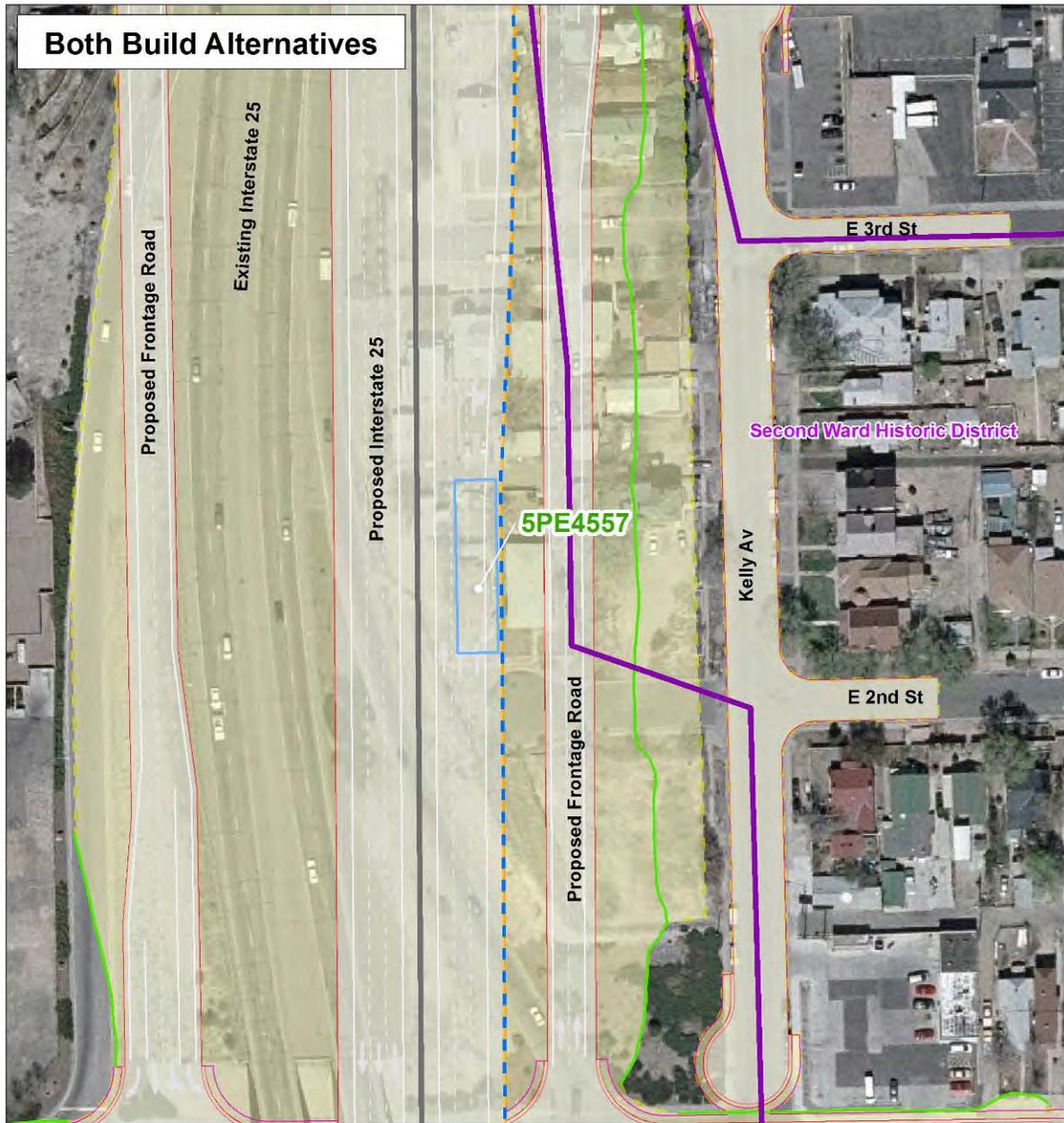
For the purposes of Section 106, this property is being treated as eligible for the NRHP under Criterion A for its association with urban and neighborhood development in Pueblo (1890-1940) and under Criterion C as an example of an early 20th century residential structure.

### Effect Determination

This property would be fully acquired by CDOT and the structure would be removed as a part of both Build Alternatives. In this section,

the interstate would move to the east from its current location (see Exhibit 5-19). This parcel is in the location of the realigned highway. CDOT would acquire the entire property to implement both Build Alternatives and this structure would be demolished. The removal of the building would result in a direct impact and an **Adverse Effect** to this historic property due to the physical destruction of the property.

EXHIBIT 5-19  
5PE4557 (219 E. 2nd Street)



**Legend**

- Proposed Impact Area
- Toe of Slope
- Proposed Noise Walls
- Proposed Retaining Walls
- Edge of Pavement
- Sidewalk
- Legal Property Boundary
- Historic District

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

0 50 100 Feet

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



5PE4557

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### 5PE4562 (221 E. 2nd Street)

#### Site Description

This is a 1909, one-story, residential building with a hipped roof, overhanging eaves, and boxed soffits. The structure has stucco exterior walls and a brick foundation. This is one of two structures that remain in this block off E. 2nd Street, which was closed to through traffic and became a cul du sac when I-25 was built in the 1950s. It is located on a bluff in a primarily residential area just to the east of the existing interstate.



5PE4562 (221 E. 2nd Street). (2005)

#### Eligibility Determination

For the purposes of Section 106, this property is being treated as eligible for the NRHP under Criterion A for its association with urban and neighborhood development in Pueblo (1890-1940) and under Criterion C as an example of an early 20th century residential structure.

#### Effect Determination

This property would be fully acquired by CDOT as a part of both Build Alternatives. In

this section, the interstate would move to the east from its current location. This parcel is in the location of the realigned highway (see Exhibit 5-20). CDOT would acquire the entire property to implement both Build Alternatives and this structure would be demolished. The removal of the building would result in a direct impact and an **Adverse Effect** to this historic property due to the physical destruction of the property.



**5PE4683 (440 S. Santa Fe Avenue)**

**Site Description**

This is a two-story, vernacular commercial building with an irregular footprint, a flat roof, and Classical Revival style elements. The structure is sited on a corner lot and has a clipped corner on both floors, with the entry on the first floor. The exterior walls are constructed of brick and stone. The building is currently being used as a restaurant (Pixie Inn) and the original use is listed by the assessor as a tavern. A stone block inset above the doorway shows a date of 1897.



5PE4683 (440 S. Santa Fe Avenue). (2005)

**Eligibility Determination**

For the purposes of Section 106, this property is being treated as eligible for the NRHP under Criterion A for its association with urban and neighborhood development in Pueblo and under Criterion C as an example of the Late 19th Century Commercial style.

**Effect Determination**

**Existing I-25 Alternative.**

This property would be fully acquired by CDOT

as a part of proposed project. Under the Existing I-25 Alternative, the interstate would be realigned to the west from its current location (see Exhibit 5-21), bringing the interstate closer to this structure. This parcel is in the location of the realigned highway. While the main structure would not be directly impacted by the interstate, the entire parcel would be acquired by CDOT for ROW and this structure would be demolished. The removal of the structure for the Existing I-25 Alternative would result in a direct impact and an **Adverse Effect** to this historic property due to the physical destruction of the property.

**Modified I-25 Alternative.** Under the Modified I-25 Alternative, the realigned highway would move to the east from its current location (Exhibit 5-22). Just south of this location, where the interstate crosses over the Arkansas River, the current interstate lanes would become the Santa Fe Avenue Extension. Santa Fe Avenue would begin to elevate in the middle of the block between Clark and C streets in order to reach the existing height of the current I-25 bridge over the Arkansas River. The bridge over Locust Street would be 1 to 2 feet higher than the existing interstate. Additional ROW would be needed due to the increase in elevation of Santa Fe Avenue, and 5PE4683 would be acquired by CDOT for this ROW. In addition, once Santa Fe Avenue is elevated, this property would lose access due to its location between the proposed interstate lanes and the elevated Santa Fe Avenue. The removal of the structure for the Modified I-25 Alternative would result in a direct impact and an **Adverse Effect** to this historic property due to the physical destruction of the property.

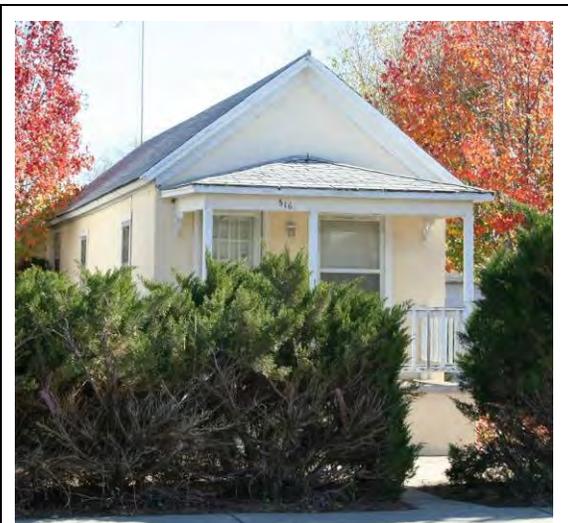




## 5PE4710 (516 Moffat Avenue)

### Site Description

This site is a one-story, shotgun form residential building constructed circa 1900, located in an area called the Grove neighborhood, which was traditionally an immigrant, working-class neighborhood in Pueblo. Only part of the original Grove neighborhood is encompassed within The Grove Historic District. This property is not within the district boundaries. The house has a few elements of the Craftsman style, especially in the entry, which is a wood door with eight small lights at the top, but also in the simple wood balustrade. The building has a front gable roof and stucco-covered exterior walls. The west elevation contains an attached, hip-roof, two-bay porch canopy supported by three wood posts with simple brackets. There is a detached, single-vehicle garage to the north of the main property, set back from the street.



5PE4710 (516 Moffat Avenue). (2009)

### Eligibility Determination

The building is significant on the local level under Criterion C as a good example of the shotgun type of house. The theme is Urban Development, Architecture, and Neighborhood Evolution with a period of significance of 1890-1940. The SHPO concurred with the eligibility determination on April 15, 2009.

### Effect Determination

**Existing I-25 Alternative.** This residential building would not be directly impacted by the Existing I-25 Alternative. Under the Existing I-25 Alternative only, the proposed interstate would be approximately 10 feet higher than the existing interstate, which is

also elevated. The interstate would be located in roughly the same place (see Exhibit 5-23). This house would still face two-story buildings across Moffat Avenue to the west.

According to the noise analysis, under current conditions and the No Action Alternative, the noise level would be 66 dBA. Under the Existing I-25 Alternative the noise level would be lowered slightly to 65 dBA. The indirect impacts from the Existing I-25 Alternative would not diminish the integrity of materials, design, workmanship, location, or association of 516 Moffat Avenue (5PE4710). The qualities that make this property significant under Criterion C would not be altered by the slight elevation of the interstate and the slight alignment adjustments. The minor visual and noise impacts from the elevated roadway to the setting and feeling would be minimal and would not alter the characteristics that qualify the property for the NRHP. Therefore, there would be **No Adverse Effect** to this historic property from the Existing I-25 Alternative.

**Modified I-25 Alternative.** Under the Modified I-25 Alternative, this building would be removed. CDOT would acquire the entire parcel and demolish the property (see Exhibit 5-24). The removal of the building would result in a direct impact and an **Adverse Effect** to this historic property due to the physical destruction of the property.





## 5PE5050 (736 Moffat Avenue)

### Site Description

This site is a single-family house constructed circa 1930. It is a one-story, residential bungalow with elements of the Craftsman style, such as the 3/1 windows, the exposed rafter tails, and the partial-width front porch with box columns. The building has a stepped gable asphalt roof, overhanging eaves, and concrete exterior walls. There is a single-vehicle garage with an attached canopy on the southeast portion of the parcel, as well as a historic barn on the extreme southeast section. This structure is located in the Grove neighborhood, which was traditionally an immigrant, working-class neighborhood in Pueblo. Only part of the original Grove neighborhood is encompassed within The Grove Historic District (5PE5519). This property is not within the district boundaries. It is one of two buildings on the east side of Moffat Avenue and faces several similar residential structures on the west side of the street. The current interstate is more than 1,000 feet from the west (front) elevation of this property.



5PE5050 (736 Moffat Avenue). (2009)

### Eligibility Determination

The house is a good example of the bungalow form with some Craftsman elements and is significant under Criterion C on the local level. This building maintains integrity of location, setting, feeling, and association. Its integrity of materials, design, and workmanship are good as there have not been any major alterations or additions to the house that detract from original construction. The SHPO concurred with the eligibility

determination on April 15, 2009.

### Effect Determination

**Existing I-25 Alternative.** Under the Existing I-25 Alternative, the property would be located 909 feet from the proposed I-25 roadway. The improvements to Santa Fe Drive (SH 50A) southwest of the property would be 202 feet from the southwest corner of the building (see Exhibit 5-25). Santa Fe Drive would not come any closer to the property and would not be elevated. Access to Moffat Avenue would be maintained from Santa Fe Drive. As a result, there would be **No Historic Properties Affected** for 5PE5050 (736 Moffat Avenue) by the Existing I-25 Alternative.

**Modified I-25 Alternative.** Under the Modified I-25 Alternative, CDOT would acquire the entire property and the building would be demolished (see Exhibit 5-26). The removal of the building under the Modified I-25 Alternative would result in an **Adverse Effect** to this historic property due to the physical destruction of the property.

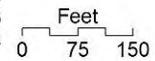
EXHIBIT 5-25  
5PE5050 (736 Moffat Avenue) under the Existing I-25 Alternative



**Legend**

-  Proposed Impact Area
-  Toe of Slope
-  Proposed Noise Walls
-  Edge of Pavement
-  Sidewalk
-  Legal Property Boundary

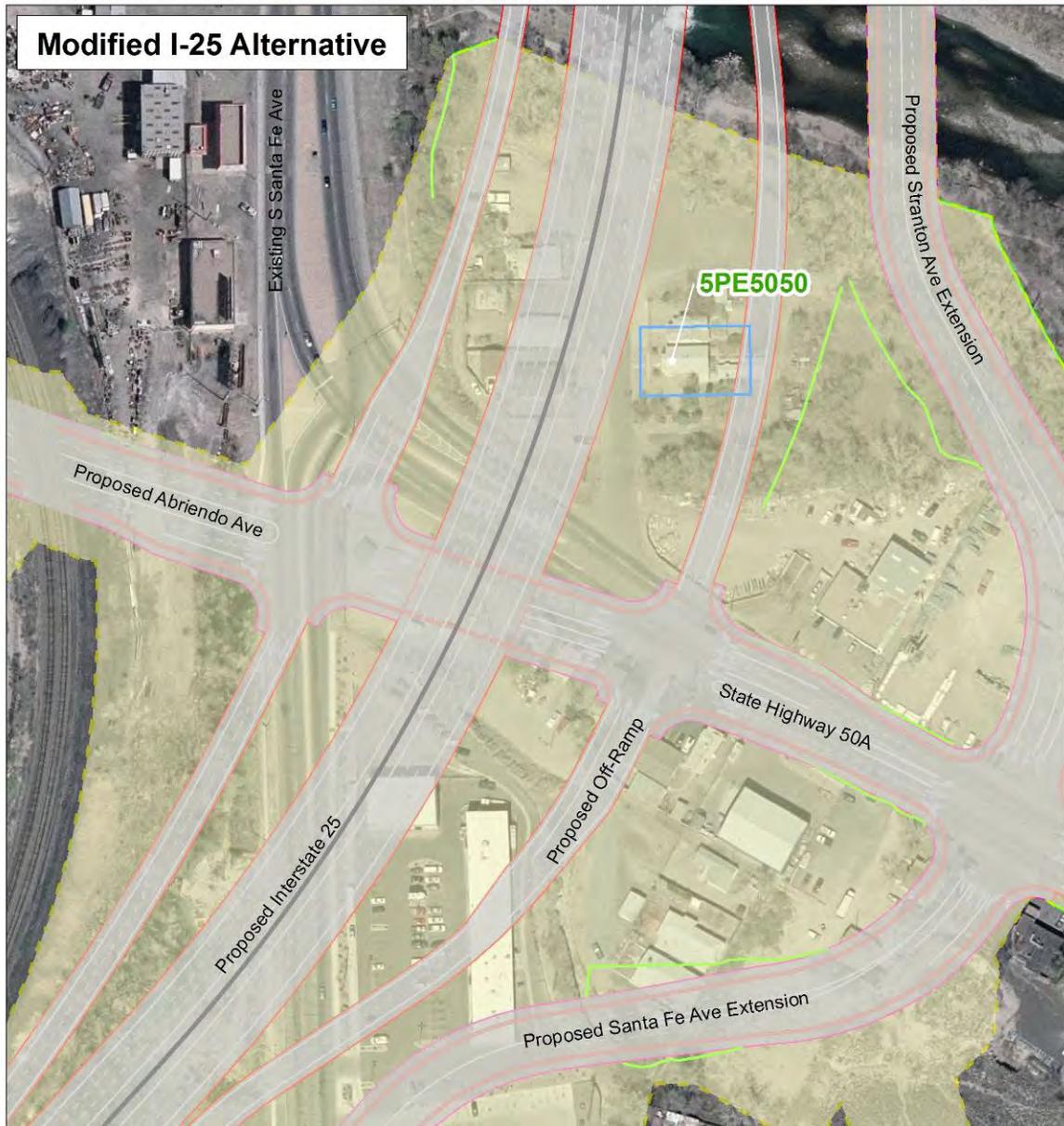
Projection:  
Colorado State Plane Grid  
South Zone, NAD83  
Aerial Photography 2004



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

5PE5050

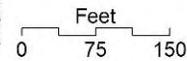
EXHIBIT 5-26  
5PE5050 (736 Moffat Avenue) under the Modified I-25 Alternative



**Legend**

- Proposed Impact Area
- Toe of Slope
- Proposed Noise Walls
- Edge of Pavement
- Sidewalk
- Legal Property Boundary

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



5PE5050

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**5PE5080 (200 S. Santa Fe Avenue and 210 S. Santa Fe Avenue)**

**Site Description**

There are two buildings on this single assessor parcel. The building at the corner of S. Santa Fe Avenue and Clarence Road (200 S. Santa Fe) is a four-story, 20th Century Commercial building with a flat roof and brick exterior walls. The main entry is located in the west elevation, which faces S. Santa Fe Avenue. The main entry is a twelve-panel wooden door with an arched transom and a decorative, brick, semi-circular arch above.

The one-story building at 210 S. Santa Fe Avenue is a mid-20th Century Commercial building with a flat roof and brick exterior walls. This building was previously recorded as 5PE5081, but is combined with 5PE5080 since it shares a legal parcel and they are being treated as historically associated. The main entry of this building is located in the west elevation, facing S. Santa Fe Avenue. The main façade has a crenellated parapet with simple, decorative brickwork along the top edge. The properties face S. Santa Fe Avenue to the east. The current I-25 is to the west of the buildings. The buildings are situated in the far eastern section of the parcel facing away from the existing interstate. In this location, the interstate is currently approximately 310 feet from the rear of the corner structure.



**Eligibility Determination**

The property at 200 S. Santa Fe Avenue was determined officially NRHP-eligible under Criterion C in July 2007. This building is associated with the theme of Pueblo’s urban development, architecture, and neighborhood development in the first half of the 20th century. The period of significance is 1910 to 1960 and it is significant on the local level. The property maintains sufficient architectural and historic integrity to demonstrate a clear association with the identified area of significance and serves as a good example of early 20th Century Commercial architecture. The building at 210 S. Santa Fe has not been determined officially eligible, but for the purposes of this project and Section 106, is now identified under 5PE5080 and is being treated as an eligible property.

## Effect Determination

Both Build Alternatives would acquire approximately 4 percent of the property parcel, which encompasses 1.91 acres, but would not directly impact the structure itself. The acquisition would be a sliver of land from the rear of the parcel closest to the interstate. There are currently no structures of any kind on this 4 percent of the parcel and it is an open area of land. The realigned highway would be 296-320 feet from the rear of the buildings in roughly the same location as current conditions. Improvements to Clarence Road were originally intended to be a part of this project, but it has already been paved by the City of Pueblo so it would not require further improvement.

Both Build Alternatives would include a new surface entrance ramp to southbound I-25 that would be 240 feet from the rear of the corner building and 224 feet from the rear of the one story building. The proposed entrance ramp would be 70-75 feet closer to the buildings than the interstate is currently (see Exhibit 5-27). The ramp begins at 1st Street and goes south along the rear of this property and joins the southbound interstate south of this parcel.

Neither Build Alternative would cause a perceptible noise increase compared to the existing noise levels at this location, due to the distance of the improvements. The noise levels under both Build Alternatives at these two buildings would be less than 66 dBA. The interstate is already elevated in this area and would remain in the same location and profile under the Build Alternatives, so there would be no changes in the viewshed and no visual impacts to the property.

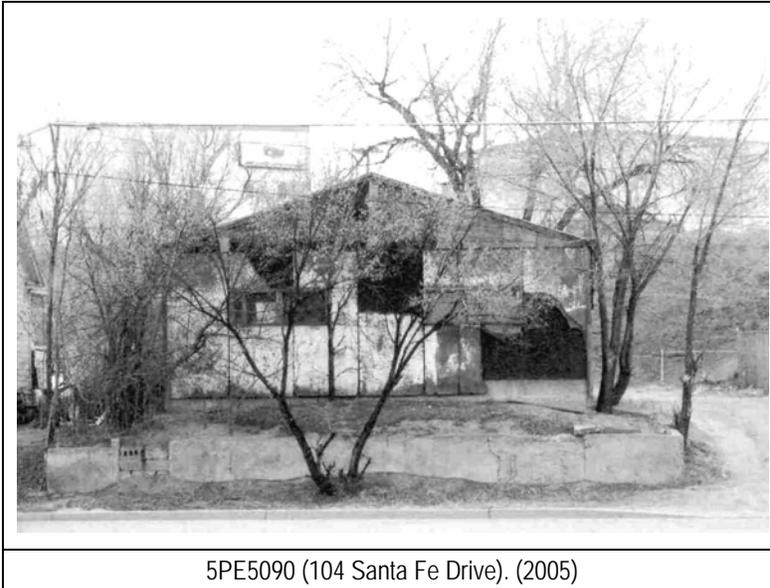
The direct and indirect impacts from both Build Alternatives would not diminish the integrity of design, materials, setting, feeling, or association of 5PE5080 (200 and 210 S. Santa Fe Avenue). The qualities that make this property significant would not be altered by the addition of a surface on-ramp to the rear of the structure. The loss of 4 percent of an unused portion of the parcel would not impact the significance of the structures. The interstate improvements would cause no increase in visual or noise impacts to the property as the existing elevated interstate is in the same location as under either Build Alternative. Therefore, both Build Alternatives would have **No Adverse Effect** to this historic property.



### 5PE5090 (104 Santa Fe Drive)

#### Site Description

This is a one-story, residential building with a gable roof and overhanging eaves. The residence is sheathed in wood siding on the exterior. The main entry is located in the north elevation, which faces Santa Fe Drive (also shown as SH 50A on Exhibits 5-28 and 5-29), which is a divided, four-lane highway. This property sits up on a berm slightly elevated from the roadway. It is part of a cluster of three residential buildings (5PE5090, 5PE5092, and 5PE5093) surrounded by commercial uses and large lots.



5PE5090 (104 Santa Fe Drive). (2005)

#### Eligibility Determination

For the purposes of Section 106, this property is being treated as eligible for the NRHP under Criterion A for its association with urban and neighborhood development in Pueblo.

#### Effect Determination

##### **Existing I-25 Alternative.**

Under the Existing I-25 Alternative, the property would be surrounded by S. Santa Fe Avenue, the slightly widened SH 50A, and the proposed Abriendo

Avenue Extension. The property would be surrounded on all sides by roadways and this area would be used as a retention pond (see Exhibit 5-28).

**Modified I-25 Alternative.** Under the Modified I-25 Alternative, Santa Fe Drive (SH 50A) would shift to the south and the interstate would shift to the east. This property is located in the highway realignment (see Exhibit 5-29).

To implement both Build Alternatives, CDOT would acquire the entire property and this structure would be demolished. The removal of the building would result in a direct impact and an **Adverse Effect** to this historic property due to the physical destruction of the property.

EXHIBIT 5-28  
5PE5090 (104 Santa Fe Drive [State Highway 50A]), 5PE5092 (106 Santa Fe Drive), and 5PE5093 (108 Santa Fe Drive)  
under the Existing I-25 Alternative

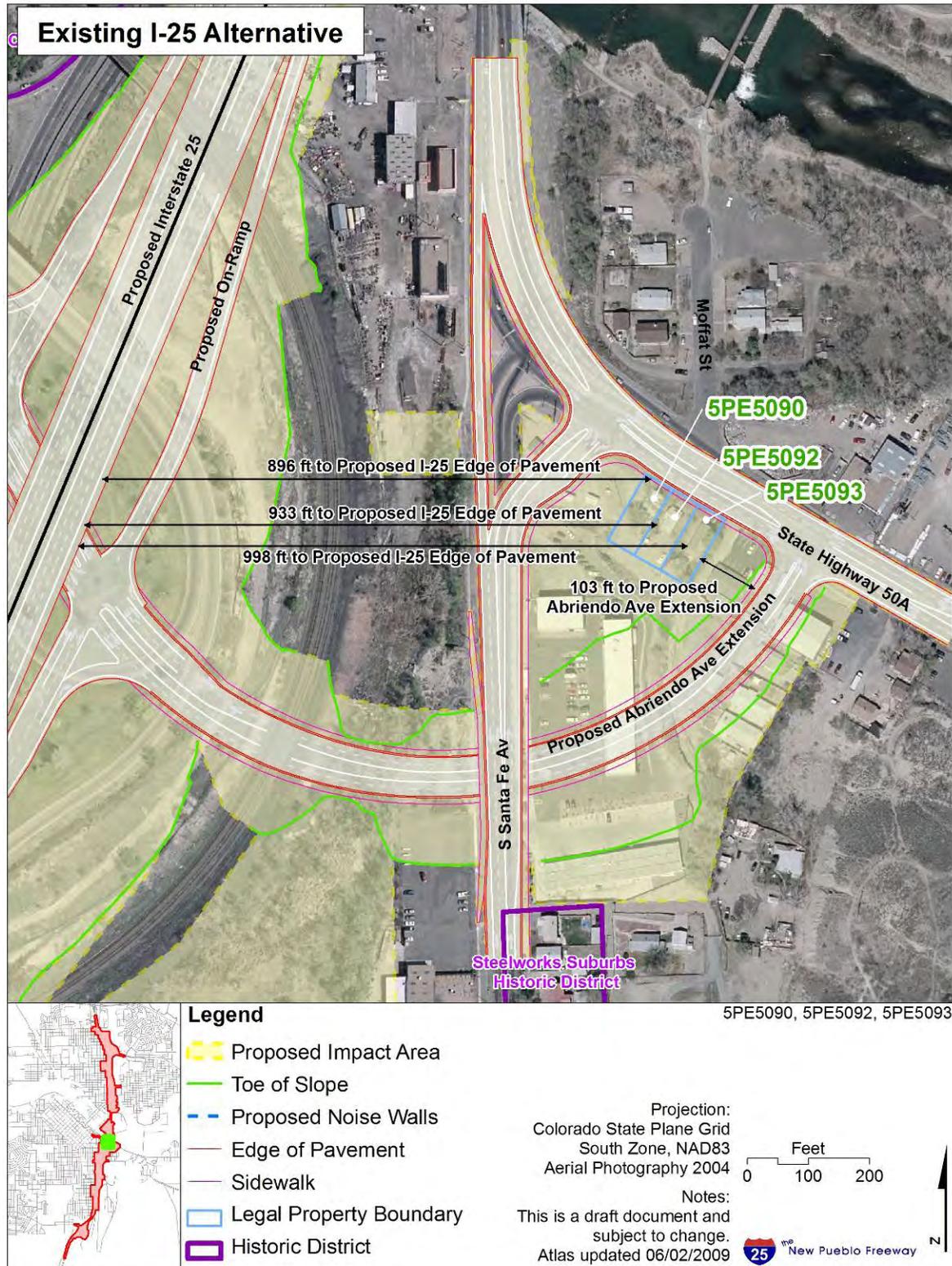
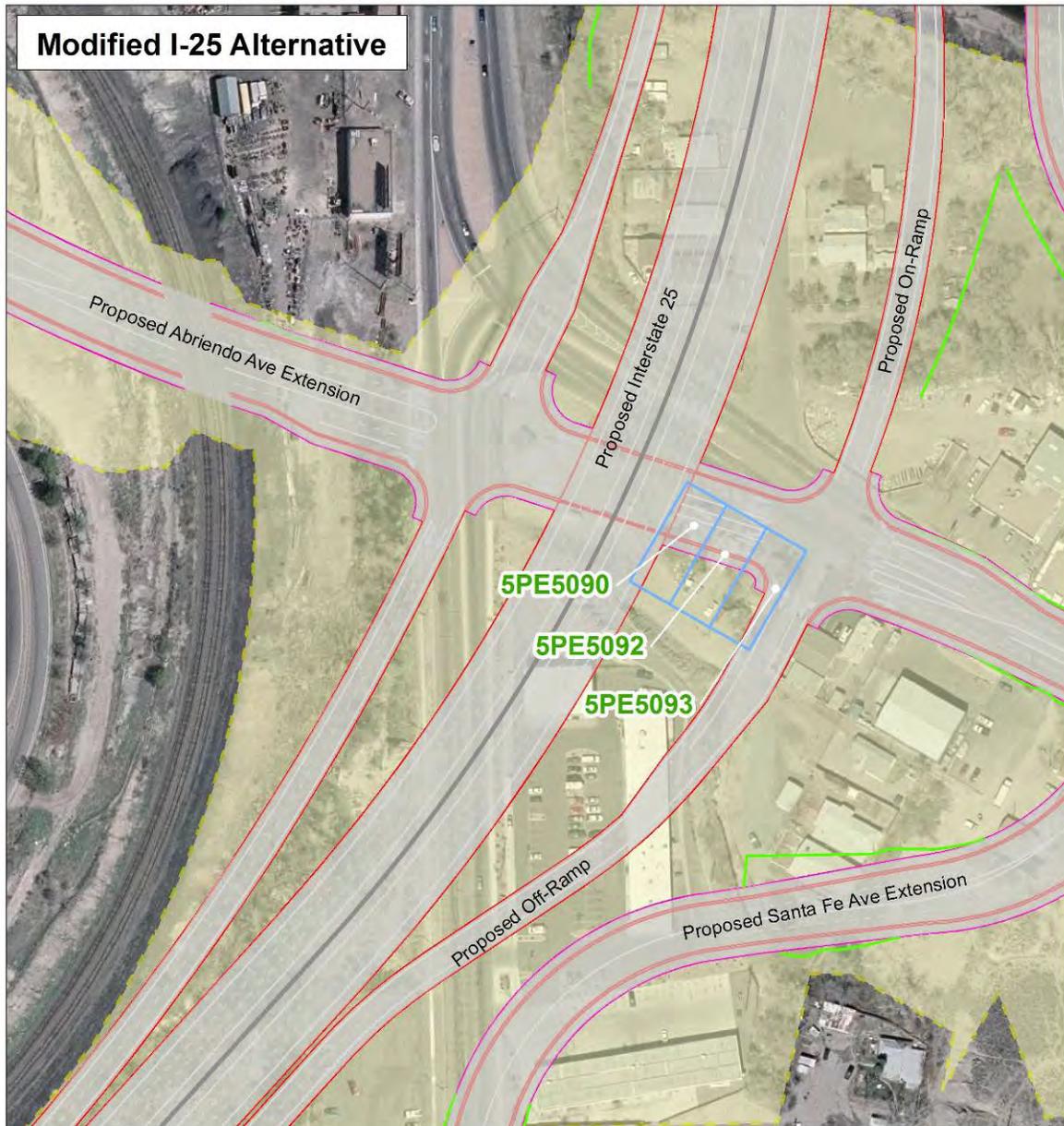


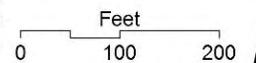
EXHIBIT 5-29  
5PE5090 (104 Santa Fe Drive [State Highway 50A]), 5PE5092 (106 Santa Fe Drive), and 5PE5093 (108 Santa Fe Drive)  
under the Modified I-25 Alternative



- Legend**
- ▭ Proposed Impact Area
  - Toe of Slope
  - - - Proposed Noise Walls
  - Edge of Pavement
  - Sidewalk
  - Legal Property Boundary

5PE5090, 5PE5092, 5PE5093

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



\\CORSA\CG\PROJECTS\FUTURE\OP\FREWAY\BASE\5PE5090\_5PE5092\_5PE5093\FIGURES\HISTORIC\5PE5090\_5PE5092\_5PE5093\_060209\_15.0026

### 5PE5092 (106 Santa Fe Drive)

#### Site Description

This is a one and a half story, residential bungalow built in 1918 with elements of the Craftsman style and a front gable roof. The residence has horizontal wood siding on the exterior. The main entry is located in the north elevation, facing Santa Fe Drive (also shown as State Highway 50 A on Exhibits 5-28 and 5-29). This property sits up on a berm slightly elevated from the roadway and is obscured by mature vegetation. It is part of a cluster of three residential buildings surrounded by commercial uses and large lots.



5PE5092 (106 Santa Fe Drive). (2005)

#### Eligibility Determination

For the purposes of Section 106, this property is being treated as eligible for the NRHP under Criterion A for its association with urban and neighborhood development in Pueblo and under Criterion C as an example of an early 20th century bungalow.

#### Effect Determination

**Existing I-25 Alternative.** Under the Existing I-25 Alternative, the property would be surrounded by S. Santa Fe Avenue, Santa Fe Drive (SH 50A), and the proposed Abriendo Avenue Extension. The property would be surrounded on

all sides by roadways and this area would be used as a retention pond (see Exhibit 5-28).

**Modified I-25 Alternative.** Under the Modified I-25 Alternative, Santa Fe Drive (SH 50A) would shift to the south and the interstate would shift to the east. This property is located in the highway realignment (see Exhibit 5-29).

To implement either Build Alternative, CDOT would acquire the entire property and this structure would be demolished. The removal of the building would result in a direct impact and an **Adverse Effect** to this historic property due to the physical destruction of the property.

### 5PE5093 (108 Santa Fe Drive)

#### Site Description

This is a one-story, residential bungalow with elements of the Craftsman style, built in 1929. It has a gable roof with overhanging eaves and exposed rafters and horizontal wood siding. The main entry is located in the north elevation, facing Santa Fe Drive (also shown as SH 50A on Exhibits 5-28 and 5-29). There do not appear to be any major modifications or additions to the original building. This property sits on a berm slightly elevated from the roadway. It is part of a cluster of three residential buildings surrounded by commercial uses and large lots.



5PE5093 (108 Santa Fe Drive). (2005)

**Eligibility Determination**

For the purposes of Section 106, this property is being treated as eligible for the NRHP under Criterion A for its association with urban and neighborhood development in Pueblo and under Criterion C as an example of an early 20th century bungalow.

**Effect Determination**

**Existing I-25 Alternative.** Under the Existing I-25 Alternative, the property would be surrounded by S. Santa Fe Avenue, Santa Fe

Drive (SH 50A), and the proposed Abriendo Avenue Extension. The property would be surrounded on all sides by roadways and this area would be used as a retention pond (see Exhibit 5-28).

**Modified I-25 Alternative.** Under the Modified I-25 Alternative, Santa Fe Drive (SH 50A) would shift to the south and the interstate would shift to the east. This property is located in the highway realignment (see Exhibit 5-29).

To implement either Build Alternative, CDOT would acquire the property and this structure would be demolished. The removal of the building would result in a direct impact and an **Adverse Effect** to this historic property due to the physical destruction of the property.

**5PE5139 (Colorado & Wyoming Railroad)**

**Site Description**

The Colorado & Wyoming (C&W) Railroad operates a 4.5 mile switching line that connects the steel mill with the UPRR and BNSF Railway Company railroad. It carries coal, ore, and steel products and is owned and operated by Evraz Inc. NA as a separate entity (UPRR, 2009). It formerly also ran on the elevated High Line rail that remains on the site, but is no longer in operation. The C&W (5PE5139) is a large spur line built by the Colorado Fuel and Iron Company (CF&I) circa 1900 solely to serve the CF&I plant. The High Line rail is a part of the C&W rail system. Segment 5PE5139.1 of the C&W being discussed in this report is only that portion of the railroad that is within the APE (see Exhibits 5-30 and 5-31).

The C&W spur line is generally a single-track system with some double-tracked areas on the perimeter of the plant. Yard tracks are generally in ladder configurations, located internally and at the peripheries of the plant. The full extent of the C&W Railroad extends beyond the current project APE. The greater C&W Railroad also runs between Trinidad and former coal communities west of Trinidad.

The C&W Railroad was established by CF&I to handle transportation of raw materials from CF&I mines to major carriers and to handle the rail transportation needs of the Minnequa Works in Pueblo. As a result, the line had numerous branches but no “main line” in the

traditional sense. It remained a subsidiary corporation until the parent company, CF&I, went through numerous reorganizations during the late 20th century after a major bankruptcy, and the railroad was sold to a separate company. One of the branches of the C&W within the plant site is the High Line rail, which is an elevated line used for dumping iron into the plant from the rail cars. The elevated line provided access for the cars to dump the ore into the smelter. The old crib bed of the High Line is visible from I-25 just to the east of the at-grade lanes.

	
<p>5PE5139.1 C&amp;W Railroad High Line. View to the northwest. (2005)</p>	<p>5PE5139.1 C&amp;W Railroad. View to the southwest. (2005)</p>
	
<p>5PE5139.1 C&amp;W Railroad. View to the north east. (2005)</p>	<p>5PE5139.1 C&amp;W Railroad High Line. View to the southwest. (2005)</p>
	
<p>5PE5139.1 Colorado &amp; Wyoming Railroad and elevated High Line with the main line UPRR on the right. View to the south. (2010)</p>	<p>5PE5139.1 View of the Colorado &amp; Wyoming Railroad in the Northwest corner of the steel mill. View to the south. (2005)</p>

## Eligibility Determination

The C&W Railroad (5PE5139.1) is considered individually eligible for the NRHP under Criterion A for its associations with the construction and evolution of the CF&I plant in Pueblo. The segment within the project APE (5PE5139.1) retains sufficient integrity to convey the significance of the rail line as a whole. The railroad served as the internal transportation network for the plant from its construction in 1900 to the present. It also represents the engineering, development, and evolution of an industrial railroad and thus is also eligible under Criterion C. This segment of the railroad is located within the boundaries of the Steelworks Suburbs Historic District (5PE5523) and is a contributing element to the district. The SHPO concurred with the eligibility recommendation of this segment of the C&W Railroad on April 15, 2009.

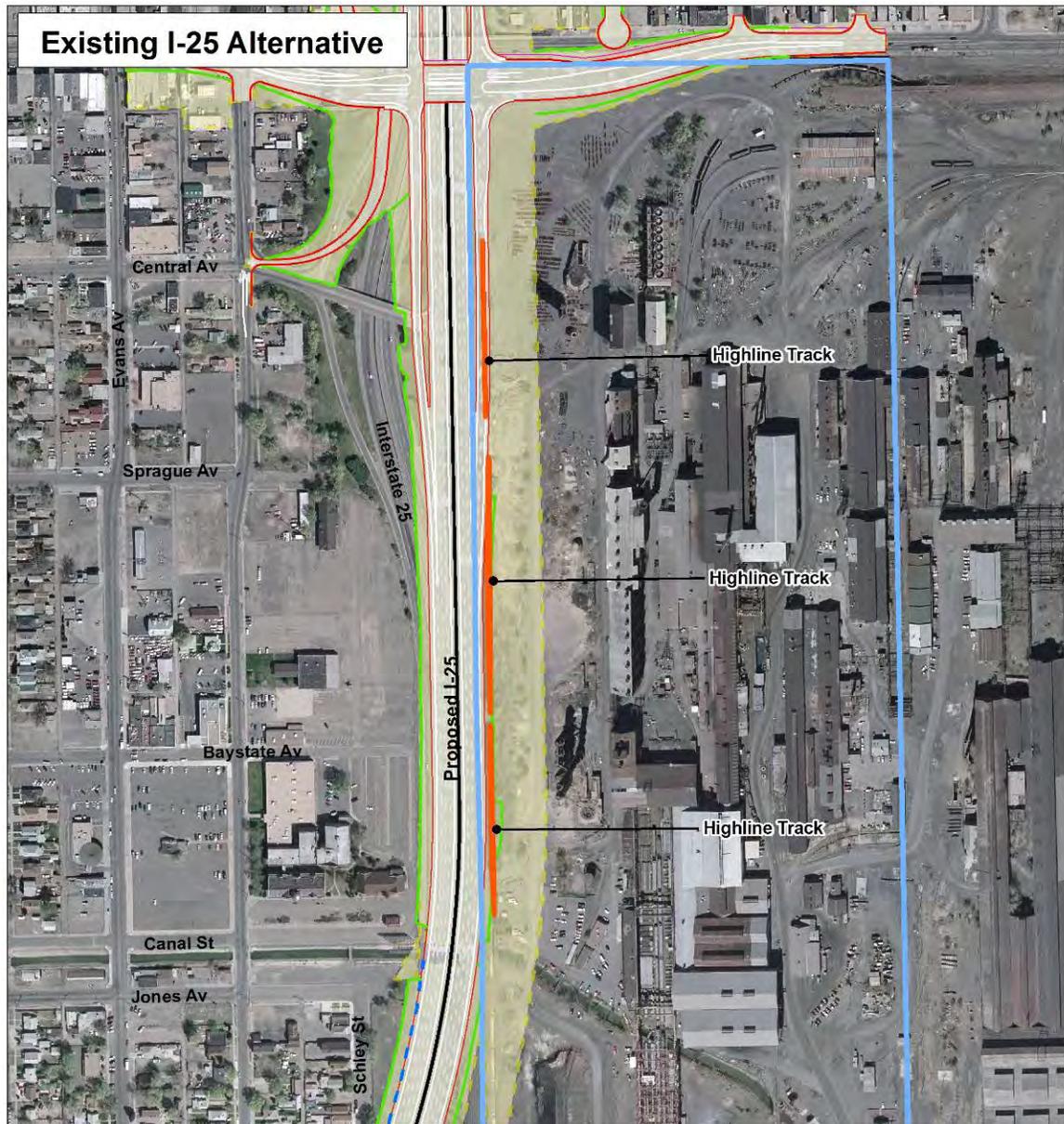
## Effects Determination

There would be different impacts to the C&W Railroad (5PE5139.1) on CF&I property from each of the Build Alternatives.

**Existing I-25 Alternative.** Under the Existing I-25 Alternative, the 1,730 feet of the High Line rail would be removed due to eastward realignment and widening of the interstate (Exhibit 5-30). A large portion of the rest of the C&W Railroad within the steel mill boundaries would have to be relocated due to this realignment. Under the Existing I-25 Alternative, 6,160 linear feet of track would be relocated (Exhibit 5-31) reducing the integrity of location, design and workmanship of the rail line. These direct impacts to the High Line rail and this segment of the C&W Railroad from the Existing I-25 Alternative would result in a direct impact and an **Adverse Effect** to the C&W Railroad (5PE5139.1).

**Modified I-25 Alternative.** Under the Modified I-25 Alternative, the High Line rail would not be removed and would remain between the present I-25 (which would become the Santa Fe Avenue Extension) and the proposed interstate, which would be elevated along approximately half of the steel mill (Exhibit 5-32). A large portion of the rest of the rail line within the steel mill boundaries would have to be relocated (Exhibit 5-33). Under the Modified I-25 Alternative, 6,885 linear feet of the C&W Railroad would be relocated. While the High Line would remain in place, a large portion of the internal rail line would be relocated, reducing the integrity of location, design, and workmanship. The railroad would remain a link between the major national rail companies and the steel mill, but a fairly large north/south portion of the line in the northern part of the mill would be realigned. The realignment of the internal rail lines would cause a direct impact and an **Adverse Effect** to the C&W Railroad (5PE5139.1) from the Modified I-25 Alternative.

EXHIBIT 5-30  
Map Showing the High Line Rail (5PE5139.1) under the Existing I-25 Alternative

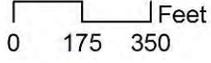


- Legend**
-  Proposed Impact Area
  -  Toe of Slope
  -  Proposed Noise Walls
  -  Edge of Pavement
  -  Legal Property Boundary
  -  Historic District

5PE5139  
High Line Rail

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 New Pueblo Freeway**

EXHIBIT 5-31  
Map Showing the Colorado & Wyoming Railroad (5PE5139.1) under the Existing I-25 Alternative

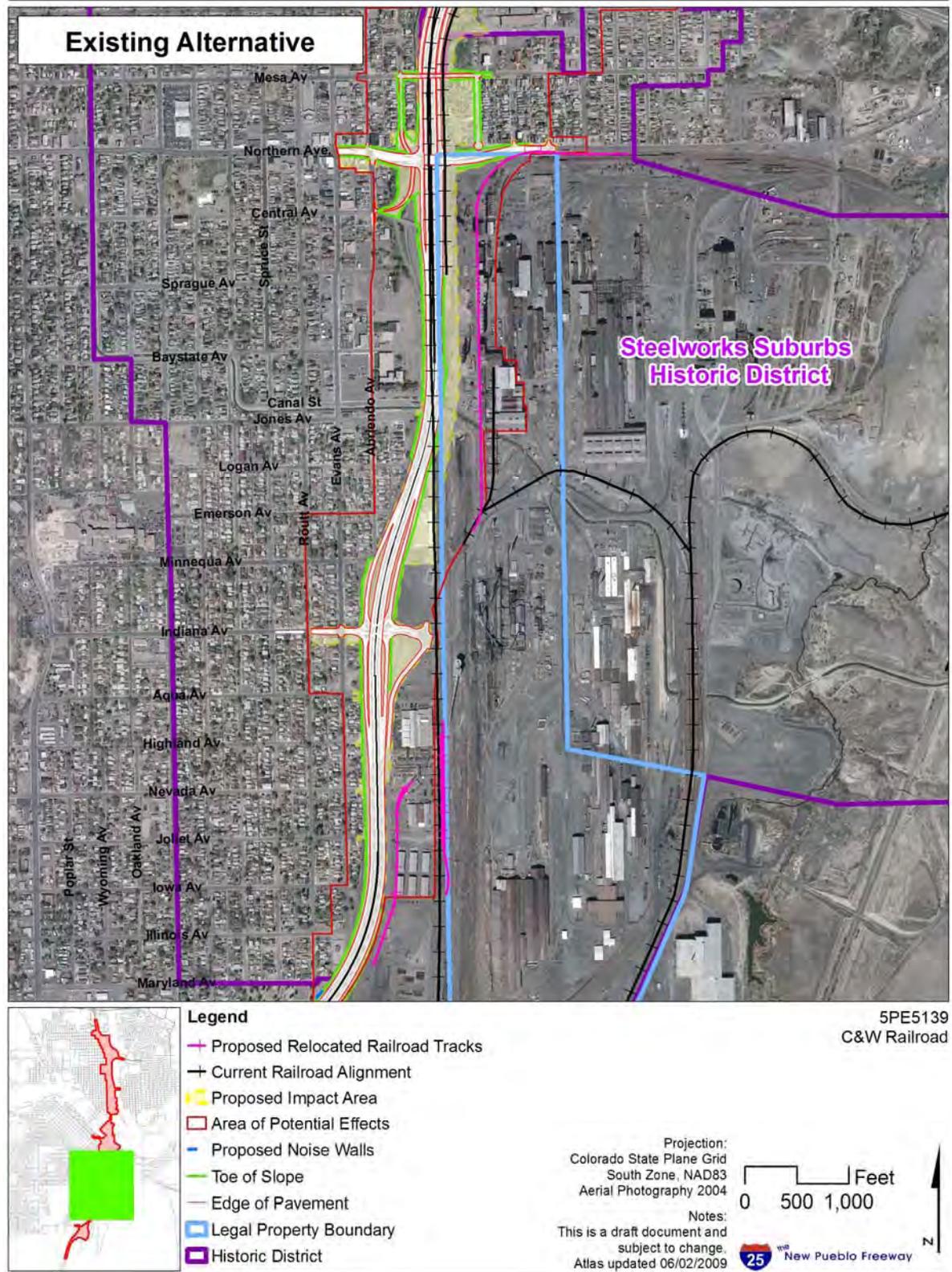
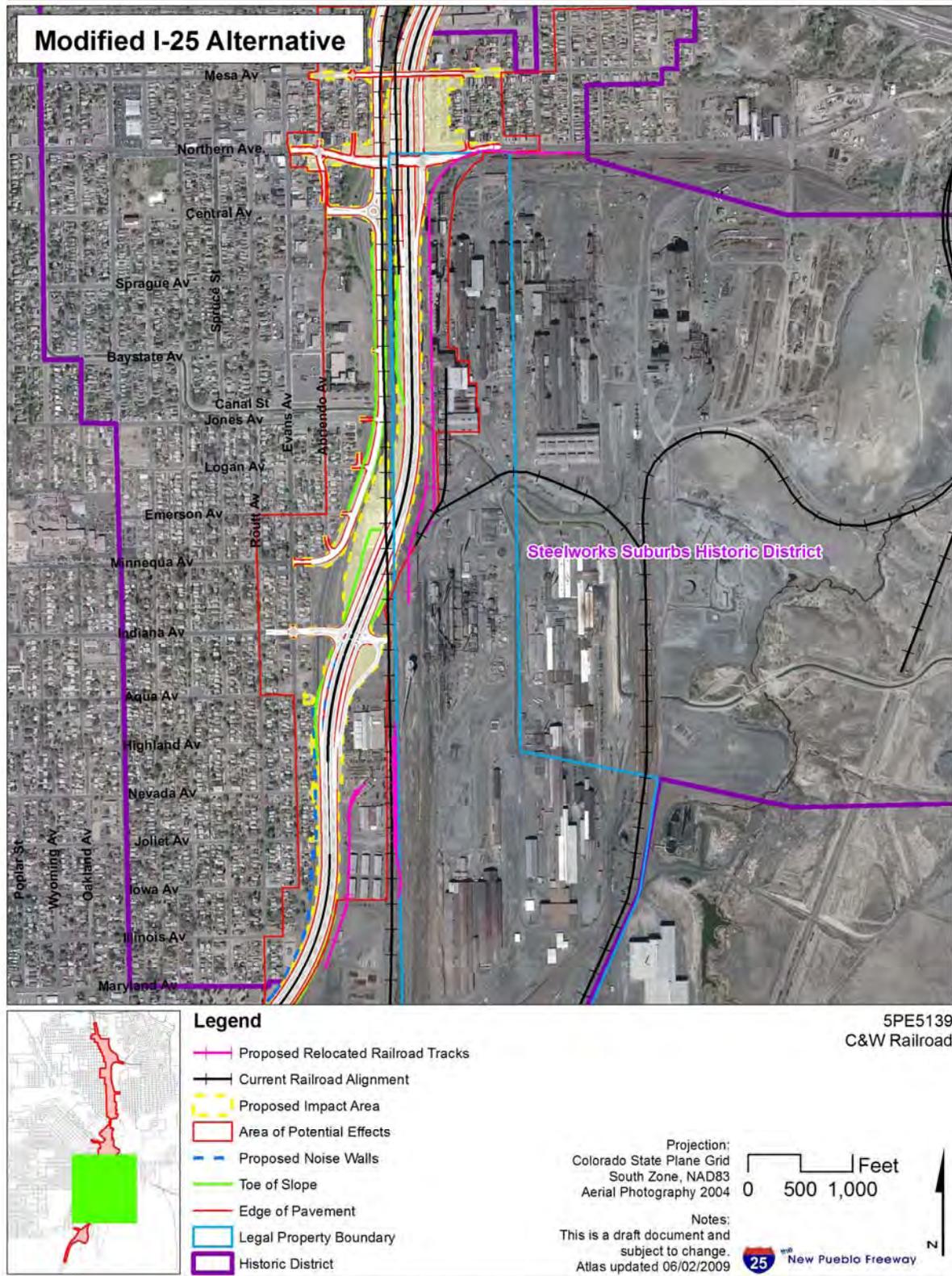




EXHIBIT 5-33  
Map Showing the Colorado & Wyoming Railroad (5PE5139.1) under the Modified I-25 Alternative



### 5PE5290 (2520 N. Freeway)

#### Site Description

This is a one and a half story, commercial structure built circa 1940. The building has a combination of brick and wood exterior walls. The main entry is located in the west elevation, which faces N. Freeway. The central to south portions of the elevation are constructed of brick, while other portions are finished with wood siding. The property is located south of W. 26th Street and just west of the north/south aligned railroad tracks in a primarily industrial and commercial area. The existing interstate is immediately to the west of this parcel.



5PE5290 (2520 N. Freeway). (2005)

#### Eligibility Determination

For the purposes of Section 106, this property is being treated as eligible for the NRHP under Criterion A for its association with urban and neighborhood development in Pueblo.

#### Effect Determination

This property would be fully acquired by CDOT as a part of both Build Alternatives. The interstate lanes would remain in roughly the same location, but a

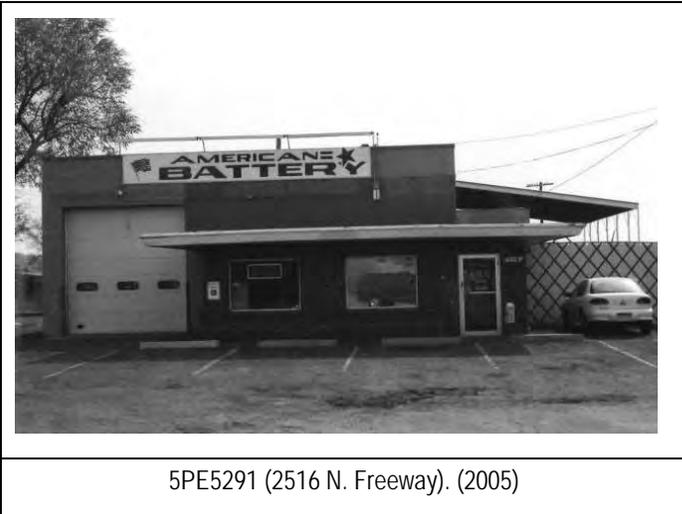
north-bound on-ramp and a two-lane frontage road would be added to the east of I-25 as a part of both Build Alternatives (see Exhibit 5-34). To add these lanes, CDOT would acquire the entire property and this structure would be demolished. The removal of the building would result in a direct impact and an **Adverse Effect** to this historic property due to the physical destruction of the property.



### 5PE5291 (2516 N. Freeway)

#### Site Description

This is a one-story, commercial building with no identifiable style that has a flat roof and a combination of brick and concrete exterior walls, built circa 1950. The main entry is located in the west elevation, which also contains one large garage door, two fixed bay windows, and a single-light door. The property is located south of W. 26th Street, west of the railroad tracks and east of the existing interstate in a primarily industrial and commercial area.



5PE5291 (2516 N. Freeway). (2005)

#### Eligibility Determination

For the purposes of Section 106, this property is being treated as eligible for the NRHP under Criterion A for its association with urban and neighborhood development in Pueblo.

#### Effect Determination

This property would be fully acquired by CDOT as a part of both Build Alternatives. The interstate lanes would remain in approximately the same location, but a north-bound on-ramp and a two-lane frontage road

would be added to the east of I-25 as a part of both Build Alternatives (see Exhibit 5-35). To add these lanes, CDOT would acquire the entire property and this structure would be demolished. The removal of the building would result in a direct impact and an **Adverse Effect** to this historic property due to the physical destruction of the property.

### 5PE5292 (2424 N. Freeway)

#### Site Description

This is a one-story hotel with a flat roof and brick exterior walls, which faces west toward N. Freeway. It was built circa 1960. The west elevation contains two motel rooms and an office. Behind this portion of the elevation is where the main portion of the hotel is located, consisting of 22 rooms with the windows and doors located below short, roof-extension canopies. The property is located between the existing I-25 to the west and the existing rail line to the east in a primarily commercial and industrial area.

#### Eligibility Determination

For the purposes of Section 106, this property is being treated as eligible for the NRHP under Criterion A for its association with urban and neighborhood development in Pueblo.





5PE5292 (2524 N. Freeway). (2005)

### Effect Determination

This property would be fully acquired by CDOT and the structure would be removed as a part of both Build Alternatives. The interstate lanes would shift slightly to the east at this location and a north-bound on-ramp and a two-lane frontage road would be added to the east of I-25 as a part of both Build Alternatives (see Exhibit 5-36). CDOT would acquire the entire property to implement both Build Alternatives and this structure would be demolished. The removal of the

building would result in a direct impact and an **Adverse Effect** to this historic property due to the physical destruction of the property.

### 5PE5293 (107 E. 24th Street)

#### Site Description

This is a large, one-story commercial building with a flat roof. The building has a combination of concrete and brick exterior walls and was built circa 1955. The main entry is located in the south elevation, which faces E. 24th Street. The exterior wall of the elevation is constructed of simple and decorative concrete block and brick. The property is located between the existing I-25 to the west and the existing rail line to the east in a primarily commercial and industrial area. There are other buildings on the parcel that are not greater than 45 years of age and were not surveyed.



5PE5293 (107 E. 24th Street). (2005)

### Eligibility Determination

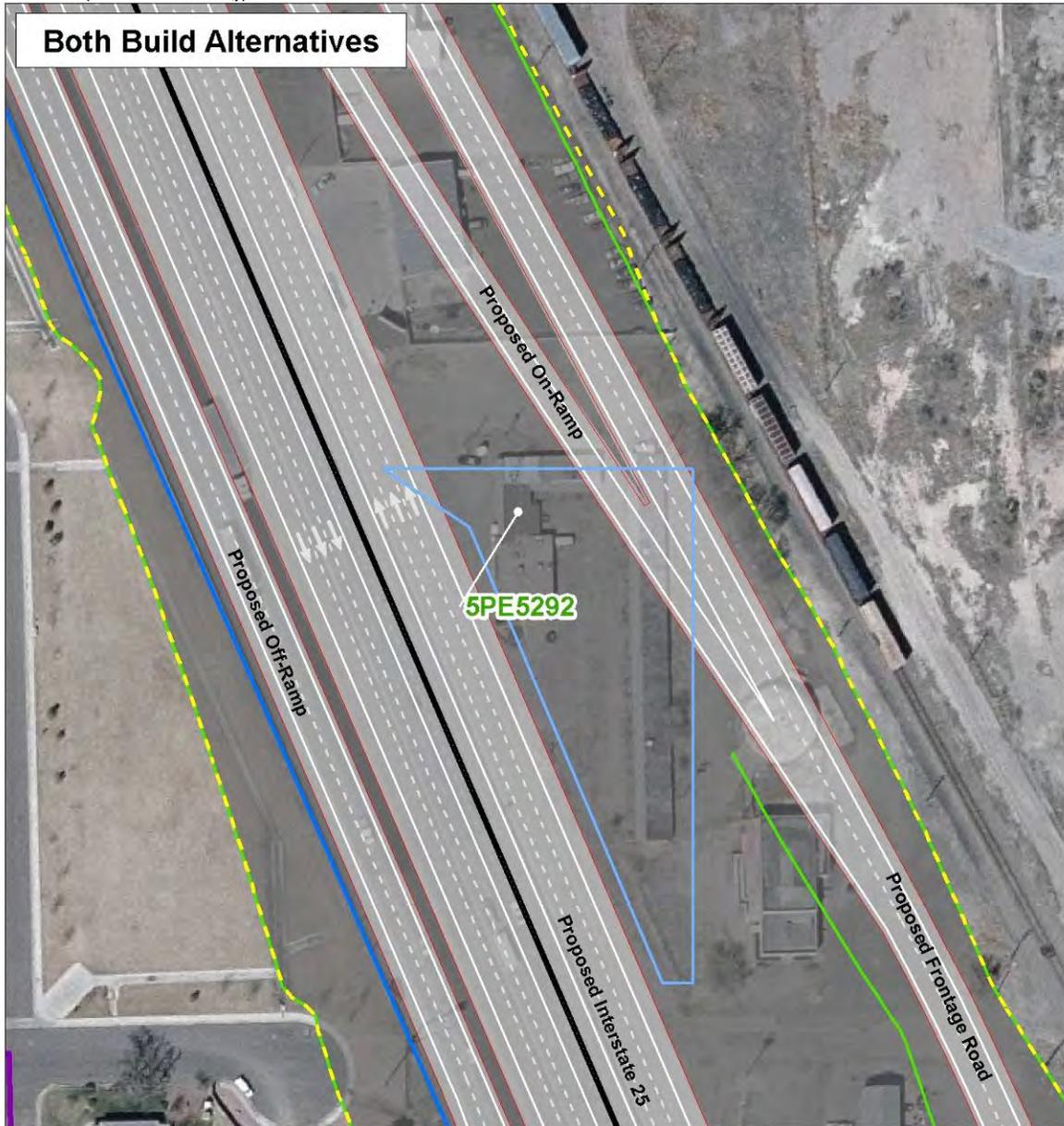
For the purposes of Section 106, this property is being treated as eligible for the NRHP under Criterion A for its association with urban and neighborhood development in Pueblo.

### Effect Determination

This property would be fully acquired by CDOT as a part of both Build Alternatives. The interstate lanes would remain in roughly the same location, but a north-bound on-ramp and a two-lane frontage road would be added to the east of I-25 as

a part of both Build Alternatives (see Exhibit 5-37). CDOT would acquire the entire property to implement either Build Alternative and the structures on this parcel would be demolished. The removal of the buildings would result in a direct impact and an **Adverse Effect** to this historic property due to the physical destruction of the property.

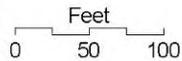
EXHIBIT 5-36  
5PE5292 (2424 N. Freeway)



**Legend**

- - - Proposed Impact Area
- - - Toe of Slope
- - - Proposed Noise Walls
- - - Edge of Pavement
- - - Sidewalk
- Legal Property Boundary
- Historic Districts

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



5PE5292

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EXHIBIT 5-37  
5PE5293 (107 E. 24th Street)



- Legend**
- ▬▬ Proposed Impact Area
  - ▬ Toe of Slope
  - ▬ Proposed Noise Walls
  - ▬ Edge of Pavement
  - ▬ Sidewalk
  - Legal Property Boundary
  - Historic Districts

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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### 5PE5294 (106 E. 24th Street)

#### Site Description

This is a one-story, vernacular commercial building with a side gable roof and concrete block exterior walls, built circa 1960. The building faces west toward N. Freeway, but the entries to the building are located in the north elevation. The building is situated just south of 24th Avenue between the existing interstate and the existing rail line in a primarily commercial and industrial area.



5PE5294 (106 E. 24th Street). (2005)

#### Eligibility Determination

For the purposes of Section 106, this property is being treated as eligible for the NRHP under Criterion A for its association with urban and neighborhood development in Pueblo.

#### Effect Determination

The interstate lanes would remain in roughly the same location, but a north-bound, two-lane frontage road would be added to the east of I-25 as a part of both Build

Alternatives. While the footprint does not overlap with this parcel, the property would lose all access due to its location between the interstate and the frontage road (see Exhibit 5-38). CDOT would acquire the entire property to implement both Build Alternatives and this structure would be demolished. The removal of the building would result in a direct impact and an **Adverse Effect** to this historic property due to the physical destruction of the property.

### 5PE5295 (2200 N. Freeway)

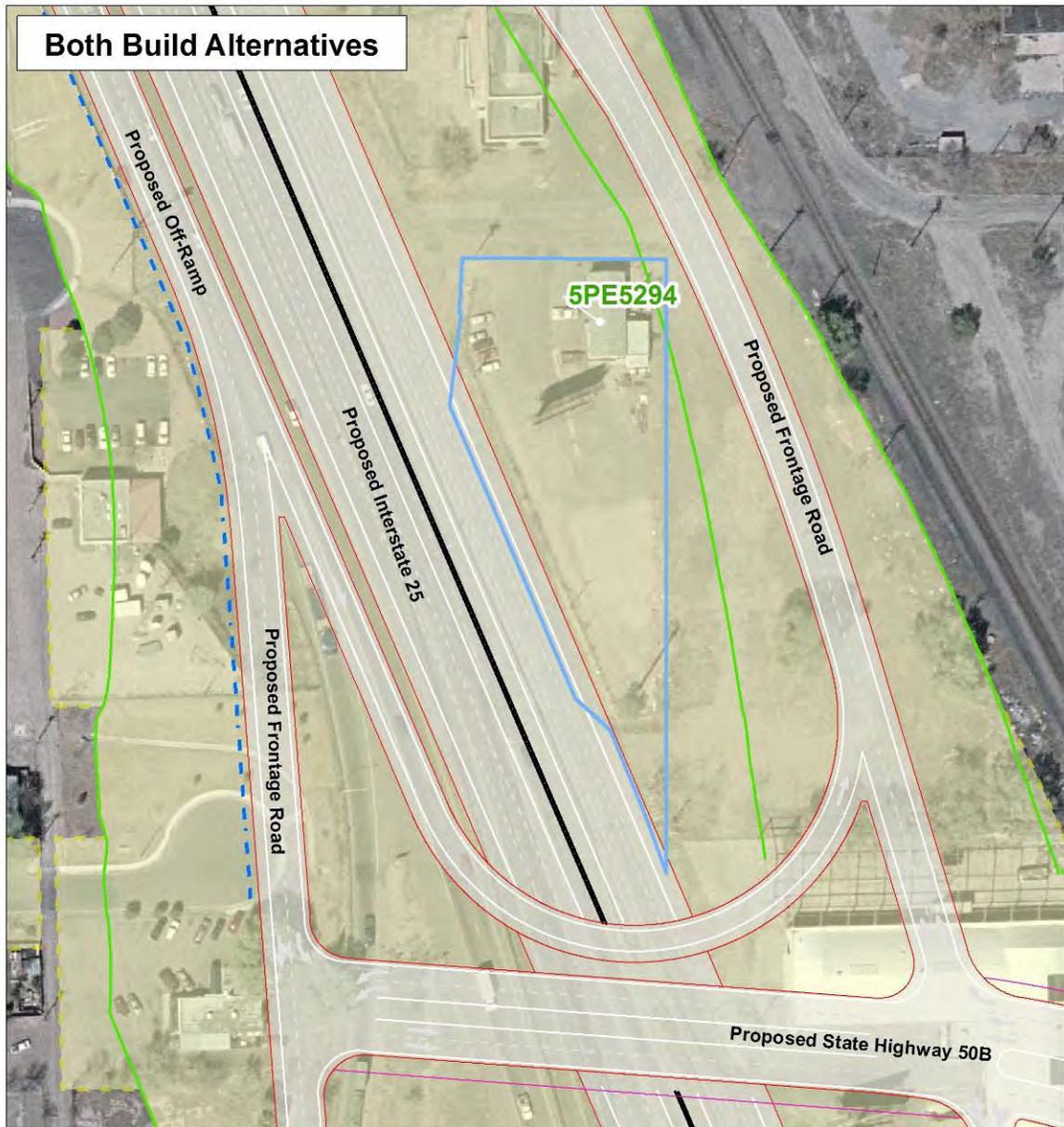
#### Site Description

This is a one-story, vernacular commercial building with a flat roof and concrete block exterior walls built circa 1955. The main entry is located in the west elevation, which faces N. Freeway. This is a large, L-shaped building with multiple garage doors and loading docks. It is located between the existing interstate to the west, the existing rail line to the east, and just north of SH 50B in an area of primarily commercial and industrial structures.

#### Eligibility Determination

For the purposes of Section 106, this property is being treated as eligible for the NRHP under Criterion A for its association with urban and neighborhood development in Pueblo.

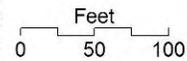
EXHIBIT 5-38  
5PE5294 (106 E. 24th Street)



**Legend**

-  Property Boundary
-  Proposed Impact Area
-  Toe of Slope
-  Proposed Noise Walls
-  Edge of Pavement
-  Sidewalk

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



5PE5294

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5PE5295 (2200 N. Freeway). (2005)

### Effect Determination

This property would be acquired by CDOT and the structure would be removed. The interstate lanes would shift to the east at this location as a part of both Build Alternatives. This parcel is also in the location of the proposed SH 50B Extension and a two-lane, northbound off-ramp (see Exhibit 5-39). CDOT would acquire the entire property to implement both Build Alternatives and this

structure would be demolished. The removal of the building would result in a direct impact and an **Adverse Effect** to this historic property due to the physical destruction the property.

### 5PE5304 (217 E. 2nd Street)

#### Site Description

This is a one-story residential building with Territorial Adobe elements. The residence has concrete exterior walls and a flat roof and was built circa 1940. The main entry is located in the south elevation, which faces E. 2nd Street. The house is on the north side of E. 2nd Street where it forms a cul du sac. On the other side of the cul du sac is a vacant lot. The property sits on a bluff in a residential area adjacent to the existing interstate.



5PE5304 (217 E. 2nd Street). (2005)

### Eligibility Determination

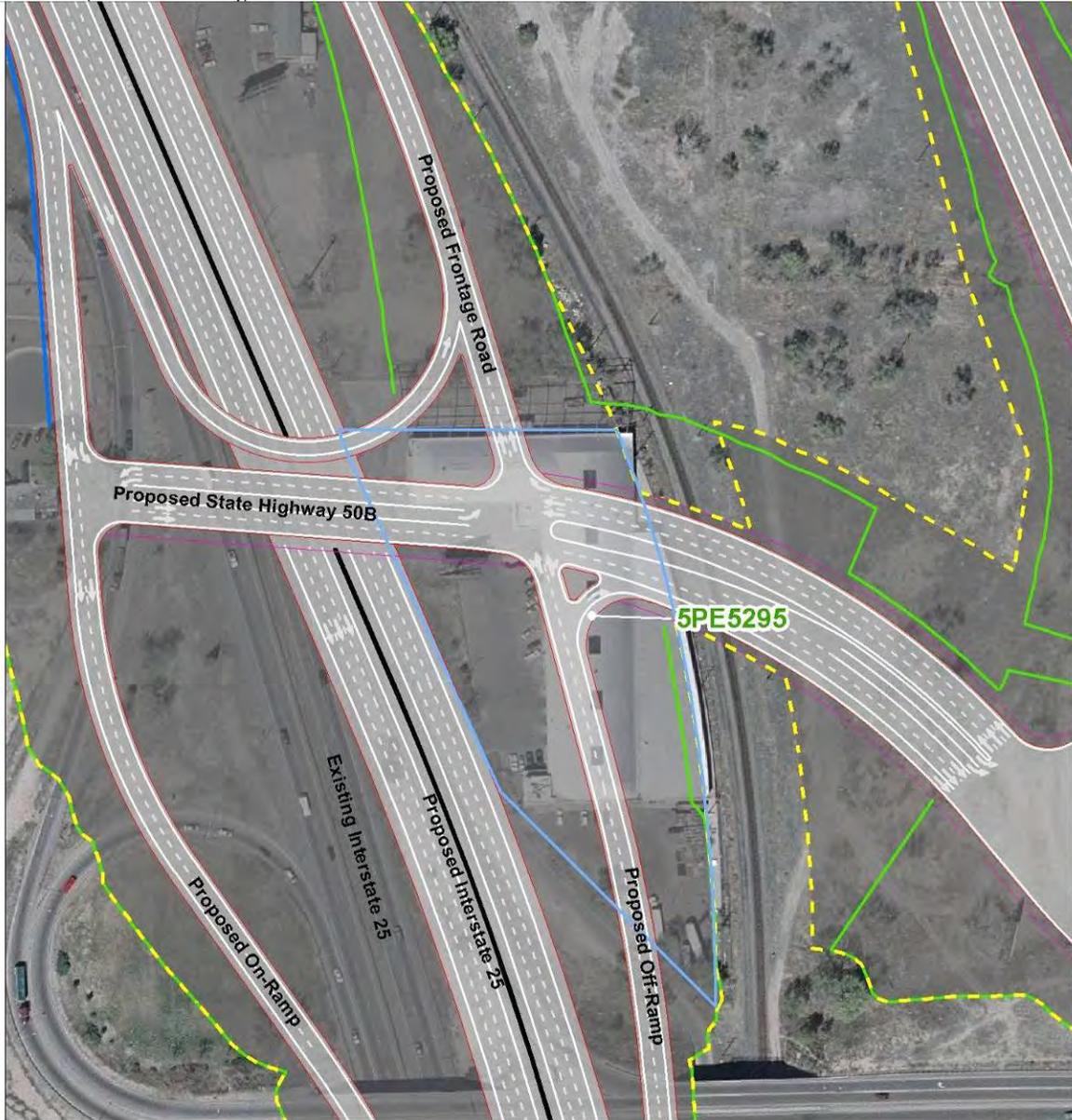
For the purposes of Section 106, this property is being treated as eligible for the NRHP under Criterion A for its association with urban and neighborhood development in Pueblo.

### Effect Determination

This property would be fully acquired by CDOT and the structure would be removed. The interstate lanes would shift to the east at this location and a two-lane, north-bound frontage road would be added (see Exhibit 5-40).

CDOT would acquire the entire property to implement both Build Alternatives and this structure would be demolished. The removal of the building would result in a direct impact and an **Adverse Effect** to this historic property due to the physical destruction of the property.

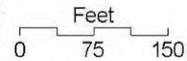
EXHIBIT 5-39  
5PE5295 (2200 N. Freeway)



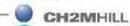
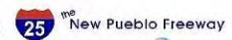
**Legend**

-  Proposed Impact Area
-  Toe of Slope
-  Proposed Noise Walls
-  Edge of Pavement
-  Sidewalk
-  Legal Property Boundary
-  Historic Districts

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



5PE5295



## 5.2 Directly Impacted Historic Districts

### 5PE5517 (North Side Historic District)

#### Site Description

The North Side Historic District is roughly bounded by the southern edge of Mineral Palace Park on 15th Street, then by West Street from W. 17th Street to W. 24th Street. From West Street, the boundary turns east on W. 24th Street. The boundary turns north from W. 24th Street between Elizabeth and Greenwood streets to incorporate the buildings facing the 2400 block of Greenwood Street. The boundary turns east at W. 25th Street to form the northern boundary of the district to Grand Avenue. It goes south on Grand Avenue to W. 24th Street, east on W. 24th Street to Main Street, then south on Main Street to W. 20th Street. The boundary turns east onto W. 20th Street to Santa Fe Avenue, then south on Santa Fe Avenue to the northern boundary of Mineral Palace Park, then east along the park boundary to I-25, and south along the eastern edge of the park to the southern boundary of the park at E. 15th Street.

While there is no one predominant style or type of building in the area, the North Side Historic District is characterized by single and multiple family residential buildings in popular styles spanning its period of development (1890-1940). Some of the styles seen in the area include Queen Anne (some large and ornate examples), Tudor Revival, and Second Empire. Predominant types include Bungalows, Classic Cottages, Hipped-roof Boxes, Split Levels, and Foursquares. Exhibit 5-41 lists the surveyed properties in the historic district that are located within the APE.

#### EXHIBIT 5-41

Surveyed Properties in North Side Historic District that are Located within the Area of Potential Effects

Resource Identification Number	Address	Property Type	NRHP District Status	Proposed Action Impact
5PE586	Mineral Palace Park	Park	Contributing	Partial Acquisition
5PE4490	1924 N. Santa Fe Avenue	Residential	Contributing	Indirect
5PE4492	1920 N. Santa Fe Avenue	Residential	Contributing	Indirect
5PE4494	1904 N. Santa Fe Avenue	Residential	Contributing	Indirect
5PE4496	101 E. 19th Street	Residential	Contributing	Indirect
5PE4497	1912 N. Santa Fe Avenue	Residential	Contributing	Indirect

#### Eligibility Determination

The primary period of significance of the North Side Historic District is from the development of the Colorado Mineral Palace in 1890 to the end of the WPA era in 1940. The WPA renovations to Mineral Palace Park ended in 1938 and transportation options began to change in the 1940s with the advent of the affordable automobile. Patterns of building and development in the neighborhood changed significantly after 1940 as most of the original lots had been developed and the growth was heading further north and west.

The North Side Historic District is eligible for listing in the NRHP as an historic district under Criterion A for its association with patterns of early urban development in Pueblo and under Criterion C for its diverse collection of architectural styles. These styles reflect the broad spectrum of housing styles and types developed for the more affluent citizens of Pueblo during this important historic period. The SHPO concurred with the North Side Historic District eligibility on April 15, 2009.

### Effect Determination

The neighborhood has been skirted by the interstate on the east side since the construction of I-25 in the 1950s. Only six properties within the historic district boundaries are also within the APE. Of those, five are residential and one is the park; all are contributing elements to the historic district. The only property in the North Side Historic District that would be directly impacted by the Build Alternatives is the Mineral Palace Park (5PE586).

The highway alignment under both Build Alternatives would remain in approximately the same location as currently, but would have some additional auxiliary ramps and access roads. The main traffic lanes would move slightly to the northeast and a new frontage road and on-ramp would be added between the interstate traffic lanes and the district between W. 25th and W. 20th streets (see Exhibit 5-42). The interstate lanes would be at roughly the same elevation as currently, but the on-ramp and frontage road would be elevated in order to cross over the interstate. The frontage road would elevate from 8 feet at W. 25th Street to 33 feet at W. 23rd Street, where the on-ramp and US 50B cross over the interstate. The on-ramp, which would be closer than the frontage road, would be approximately 5 feet tall at W. 25th Street, and 27 feet at W. 23rd Street. The on-ramp and frontage road would be supported by a retaining wall, which would be topped by a noise wall for noise abatement.

A 15-foot-tall noise wall would be installed on top of the embankment of the proposed on-ramp. The visual change would be 5 feet to 27 feet of embankment, plus 15 feet of noise wall, for a total of 20 feet to 42 feet from ground level. A 15 foot noise wall is proposed for the area between W. 23rd and W. 19th streets, while a 20 foot noise wall is proposed for the area between W. 19th and W. 22nd streets.

A noise receptor at the corner of W. 20th and Main streets at the far eastern edge of the district recorded loudest hour existing noise levels at 65 dBA, and projected levels of 67 dBA under the No Build Alternative and 66 dBA under both Build Alternatives (Hankard, 2004). In the northern part of the district, noise walls would be built from W. 23rd Street to W. 28th Street. A noise receptor at the corner of W. 22nd and Main streets, just outside the eastern edge of the district, recorded existing noise levels at 67 dBA, and projected levels of 66 dBA under the No Build Alternative and 63 dBA under both Build Alternatives. The vast majority of the district would be below the 66 dBA noise level. There is one block of Main Street between E. 20th and E. 19th streets where the far eastern portion of the parcels would have noise levels at 66 dBA, but the structures on those parcels would all be below 66 dBA.

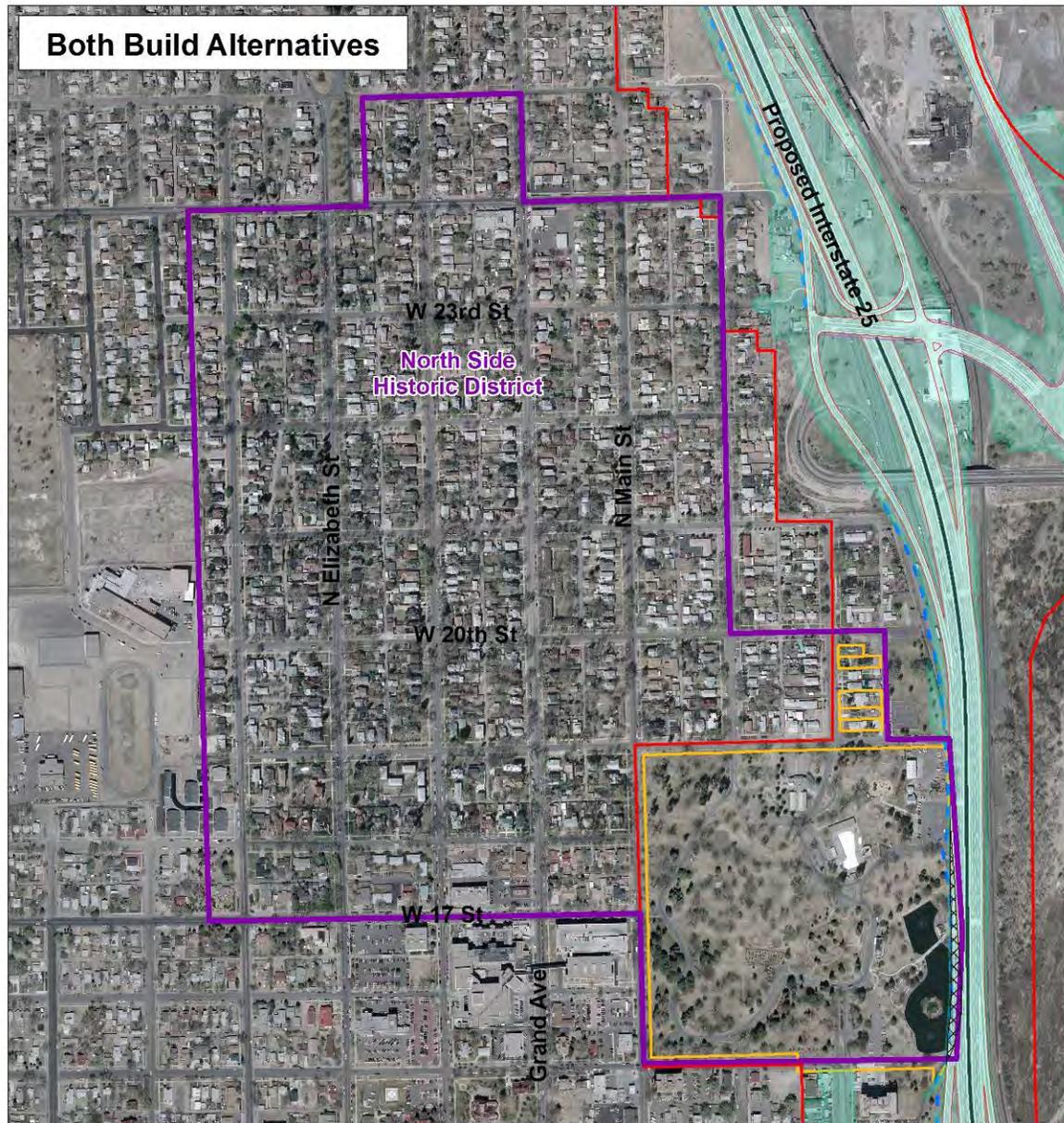
The only other area within the district that would be over 66 dBA is Mineral Palace Park (5PE586). The existing noise conditions within the park are 65 dBA in the center of the park near I-25. Under both Build Alternatives, the noise levels from the interstate would rise to 68 dBA. Roughly 512,000 square feet of park would be impacted by noise, as defined by CDOT and FHWA, making the park a candidate for noise mitigation measures. The mitigation modeling indicated a minimum noise reduction of 5 dBA would be achieved

with noise walls between 15 and 20 feet tall, meaning the noise levels would be reduced to a maximum level of 63 dBA at this location (Hankard 2004). This noise reduction would be considered beneficial to the park and to the district as a whole.

Both Build Alternatives would have a direct impact to the North Side Historic District only in Mineral Palace Park (5PE586). The North Side Historic District is 220 acres and Mineral Palace Park is 42.4 acres, so the park is 19 percent of the total acreage of the district. The direct impacts to the park include a 1.7 percent acquisition for the interstate improvements and other impacts from the restoration plan, described fully in the Mineral Palace Park section. The effect recommendation from the impacts to the park is an Adverse Effect from both Build Alternatives. While the impacts to the park from the restoration plan would be considered an adverse effect to the historic property, the improvements to the park would make it more accessible to the neighborhood and would make it a more viable park with more public activities and more green space. The adverse effects to the park would not be considered adverse effects to the district as a whole. There are no other direct impacts to the district.

The indirect impacts include a beneficial noise reduction, visual impacts from the elevated roadway, and visual impacts from the noise walls. The integrity of design, materials, and workmanship of the district would not be impacted by these indirect impacts. Some of the properties in the district along N. Main Street would lose some integrity of setting, feeling, and association due to the elevated roadway and visual intrusion from the noise walls, but the noise walls would not be visible from the majority of buildings in the district. The minor integrity losses for some properties along the eastern edge of the district would not diminish the characteristics of the district that make it significant. The district would retain its ability to convey its architectural significance under Criterion C, as well as the significance of association under Criterion A. Therefore, there would be **No Adverse Effect** to this historic property from the proposed action.

EXHIBIT 5-42  
Map Showing the Contributing Elements and Impacted Historic Properties in the North Side Historic District



- Legend**
-  Historic District Boundaries
  -  Area of Potential Effects
  -  Contributing Properties
  -  Partial Acquisition
  -  Proposed Impact Area
  -  Proposed Noise Walls

North Side Historic District  
5PE5517

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

0 300 600 Feet

 **the New Pueblo Freeway**

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## 5PE5518 (Second Ward Historic District)

### Site Description

The Second Ward Historic District is located east of I-25 between 1st and 3rd streets. It is bounded on the south by the southern parcel boundary lines of the three properties on the south side of E. 1st Street. The boundary follows E. 1st Street from the western edge of the E. 1st Street properties, west to Bradford Avenue, then moves north on Bradford Avenue. The properties on the east side of Bradford Avenue and the buildings facing Bradford Avenue between E. 2nd Street and E. 3rd Street are included in the district boundaries. The first three lots on Bradford Avenue north of E. 3rd Street are included, as well as the south side of E. 3rd Street between Bradford Avenue and Chester Avenue. The eastern boundary is Chester Avenue from 3rd Street to the southern parcel line of the building on the corner of 1st Street, facing north (see Exhibit 5-43).

The Second Ward Historic District is composed primarily of two-story, residential structures dating from the period between 1860 and 1920, with a scattering of structures dating from other periods. Ornamentation has been altered or removed from some buildings, making style classification difficult, but most of the residences have elements of Queen Anne, Italianate, and/or Greek Revival; no high-style examples of any particular style are present in the district. As the structures are relatively close together, the majority maintain their original footprint, as seen from the street, with additions to the rear of the structures, not visible from the public ROW. The setting of the district has been altered by the improvements to 1st Street and 4th Street, as well as the addition of the interstate, but within the boundaries of the potential district, those changes are less noticeable. Table B-3 in Appendix B lists the surveyed properties in the Second Ward Historic District that are within the APE and the proposed impact to each property from the proposed project.

### Eligibility Determination

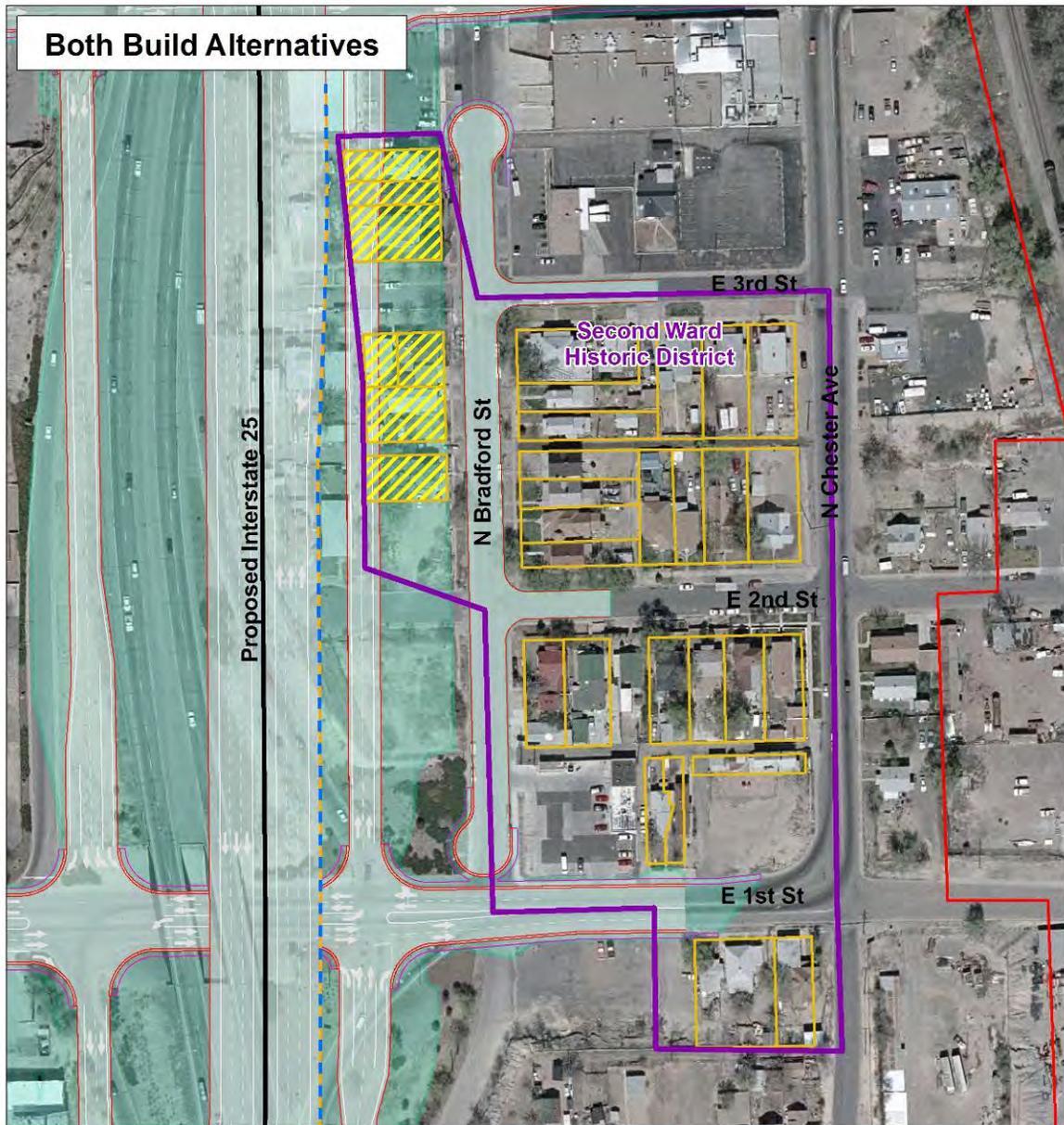
The Second Ward Historic District is eligible for listing in the NRHP under Criterion C for its collection of early examples of Pueblo's original architectural styles and housing types. The period of significance of the district dates from the time sections of it were platted around 1860 to 1920 when the character of the neighborhood began to change, due in part to the increased availability of residential property farther from downtown. While buildings of this type and age survive in Pueblo, this is an unusual collection of mid to late 19th century residential structures from the early years of Pueblo's development. The SHPO concurred with the Second Ward Historic District eligibility on April 15, 2009.

### Effect Determination

As a result of both Build Alternatives, seven of the 33 residential properties within the Second Ward Historic District boundaries would be acquired and demolished. These seven properties all sit on the west side of N. Bradford Avenue facing east. They are the westernmost properties within the district and all are contributing elements to the district. Under both Build Alternatives, N. Bradford Avenue would be closed to through traffic and would end in a cul de sac on the north end at E. 4th Street and at the south end at E. 1st Street, both within the district. Access to E. 4th and E. 1st streets would be eliminated and the street grid and traffic flow of the district would be altered (see Exhibit 5-43). The interstate is currently 150 feet to 200 feet to the west of the district boundaries. The edge of the proposed alignment would be 10 feet to 50 feet west of the district boundaries.

EXHIBIT 5-43

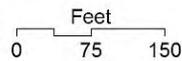
Map Showing the Contributing Elements and Impacted Historic Properties in the Second Ward Historic District



- Legend**
- Historic District Boundaries
  - Area of Potential Effects
  - Contributing Properties
  - Contributing and Impacted Properties
  - Proposed Impact Area
  - Proposed Noise Walls
  - Proposed Retaining Walls

Second Ward Historic District  
5PE5518

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 noise conditions measure 61 dBA on Bradford Avenue between E. 2nd and E. 3rd streets. The projected noise of the No Action Alternative would be 63 dBA and the proposed levels under both Build Alternatives would be 65 dBA (Hankard, 2004). Prior to noise mitigation, the noise increase would be 4 dBA, which is readily perceptible to the human ear. A 13 foot to 15 foot noise wall would be built at the top of the retaining wall roughly from the new alignment of Clarence Road to E. 4th Street. The noise wall was modeled and predicted to achieve an average 4.3 dBA reduction to a total of 21 residences on the east side of the proposed interstate (Hankard, 2004). The reduction in noise to the remaining 26 residential structures in the historic district is considered a beneficial effect to the district as a whole.

The Second Ward Historic District sits atop a bluff and the existing interstate is at roughly the same elevation as the bluff. The properties facing east toward Bradford Avenue on the west side sit at the highest elevation in the district, and these properties would be demolished. The proposed I-25 improvements would be only 5 to 10 feet higher than the existing I-25, but it would be 15 feet higher than the buildings that remain on Bradford Avenue, facing west, toward the interstate. These buildings would lose the current buffer of the residential buildings they now face and would instead face 15 feet of interstate retaining wall and an additional 15 feet of noise wall. This would be a substantial visual change for these properties. A northbound frontage road would be located between the noise wall and Bradford Avenue and would be about 10 feet lower than the properties on Bradford Avenue and would not be visible from these properties.

Both Build Alternatives would directly impact the Second Ward Historic District. Of the 33 contributing properties in the district, seven would be removed, a 21 percent loss of contributing properties. These demolitions would create a loss of integrity of design, materials, and workmanship of the district as a whole. The 15 foot retaining wall and 15 foot noise wall would have an indirect effect and would diminish the integrity of setting, feeling, and association of at least eight of the remaining contributing properties. The street grid alterations would also be an indirect effect, and would negatively impact the setting, feeling, and association of the district. The combination of these direct and indirect impacts from both Build Alternatives would have an **Adverse Effect** on the Second Ward Historic District.

## The Grove Historic District (5PE5519)

### Site Description

The Grove Historic District boundary encompasses properties west and northwest of the current I-25 alignment, and north and northeast of the Arkansas River. This includes an eclectic mix of intact residential, commercial, and community buildings dating from the late 19th century to early/mid-20th century. The street grid is set at a northwest skew in relationship to S. Santa Fe Avenue. The district is bounded by Plum Street to the northwest, E. D Street to the northeast, S. Santa Fe Avenue to the east, Rush Street to the southeast, and up to what was historically known as A Street that runs up to the Arkansas River levee to the southwest. The levee is not included in the boundary. This boundary encompasses what is left of the neighborhood after the 1921 flood on the west side of S. Santa Fe Avenue. Table B-4 in Appendix B lists the surveyed properties in The Grove Historic District within the APE, the eligibility of each property and the impacts from the proposed project.

The Grove Historic District is composed primarily of small residential structures that date from between 1922 and 1940, with a scattering of structures dating from other periods. Architecturally, these residential structures are mostly small, simple, and one story.

Bungalows are by far the most commonly recognized type, which vary slightly in size and complexity but are mostly simple and modest with very little applied decoration. The other type seen in the district is the Foursquare, also simple with very few stylistic elements. Less commonly seen are small cottages and shotgun houses. The two recognizable styles in the district are Queen Anne and Norman Cottage. A number of commercial buildings are intermixed with residences, mostly along B and C streets, including mixed-use residential combined with commercial. The commercial structures display features of late 19th and early 20th Century Commercial and Vernacular Commercial styles. The exceptions are those along S. Santa Fe Avenue; these are somewhat larger, and some clearly show the influence of the automobile and the change of S. Santa Fe Avenue into a major thoroughfare.

### Eligibility Determination

The Grove Historic District is considered eligible for listing in the NRHP under Criterion A for its association with patterns of early urban development (including patterns of development associated with the Arkansas River flood of 1921), and the settlement patterns of various ethnic groups in Pueblo. The district is also eligible under Criterion C for its collection of intact examples of residential and commercial buildings dating from the late 19th and early to mid-20th century. The district's primary period of significance is from the 1920s to the early 1940s, when the majority of the buildings in the area were constructed, but also includes the earlier period from the 1890s through the 1920s, because of its early association with the diverse ethnic history of Pueblo. The SHPO concurred with the eligibility of the district in April 2009.

### Effect Determination

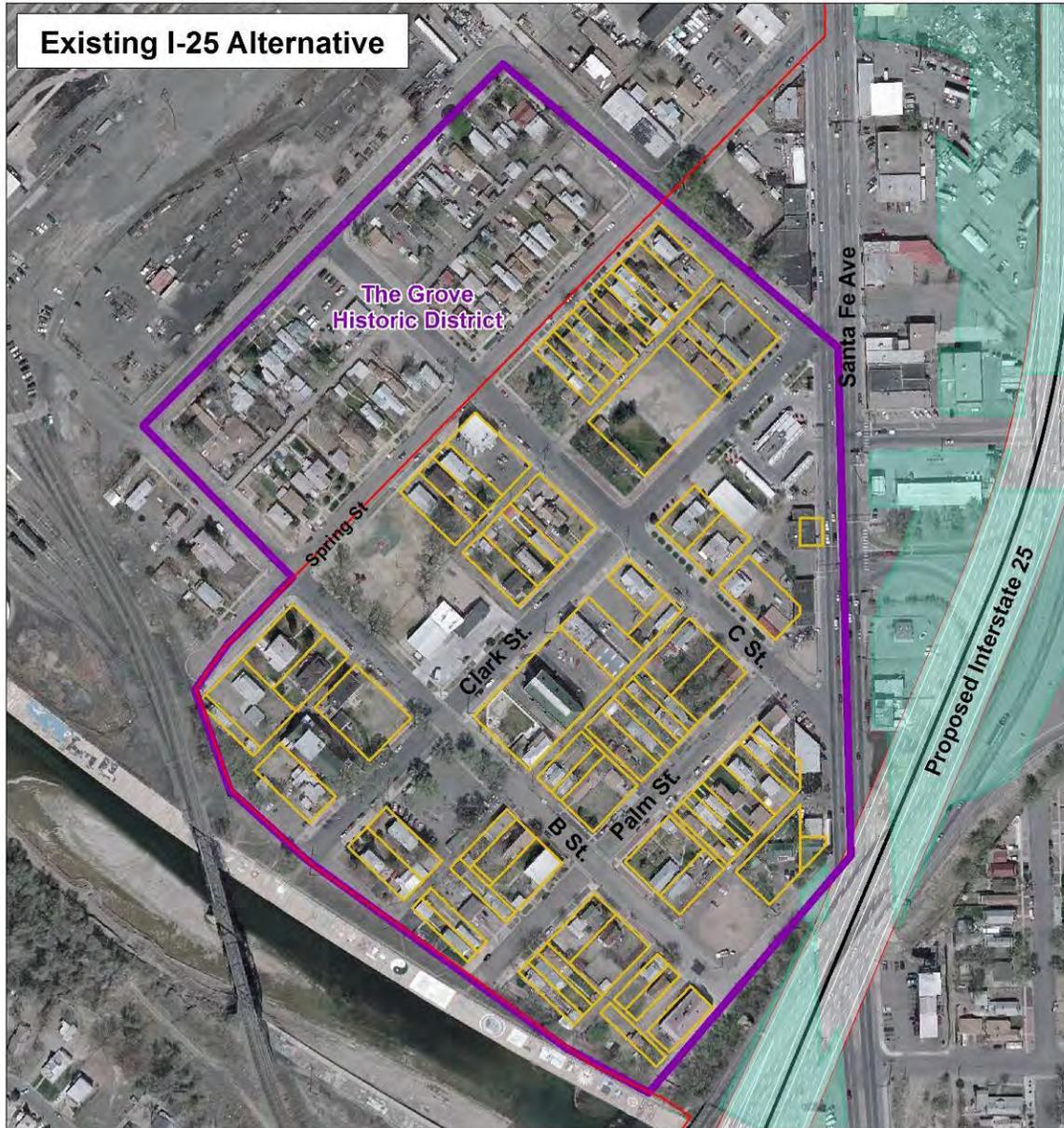
**Existing I-25 Alternative.** Under the Existing I-25 Alternative, there would be no direct impacts to The Grove Historic District. The interstate would remain in roughly the same alignment, over 500 feet to the east of Santa Fe Avenue (Exhibit 5-44). The height of the proposed interstate would be approximately 10 feet higher than currently, but would not be perceptible due to the distance from the district. There would be no street closures, no demolitions, and no alterations to the street grid within the historic district.

Under the Existing I-25 Alternative, the properties closest to Santa Fe Avenue and the interstate would experience no increase or reduction in noise levels from Santa Fe Avenue and the interstate. The current conditions are 66 dBA and the No Action Alternative would be 68 dBA, while under the Existing I-25 Alternative it would be 66 dBA. Due to the minimal indirect impacts, the Existing I-25 Alternative would have **No Adverse Effect** to The Grove Historic District (5PE5519).

**Modified I-25 Alternative.** Under the Modified I-25 Alternative, the interstate would remain in roughly the same location approximately 500 feet to the east of Santa Fe Avenue in the northern part of the district. From about C Street to the south, the current interstate would move to the east and cross over Santa Fe Avenue at B Street (Exhibit 5-45). Existing conditions and both Build Alternatives are shown on the detailed maps in Appendices A and C. The proposed interstate would be approximately 10 feet higher than

**EXHIBIT 5-44**

The Grove Historic District and the Contributing Elements Located within the Area of Potential Effects and the Impacts from the Existing I-25 Alternative



- Legend**
- Historic District Boundaries
  - Area of Potential Effects
  - Contributing Properties
  - Contributing and Impacted Properties
  - Proposed Impact Area
  - Toe of Slope
  - Proposed Noise Walls

The Grove Historic District  
5PE5519

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

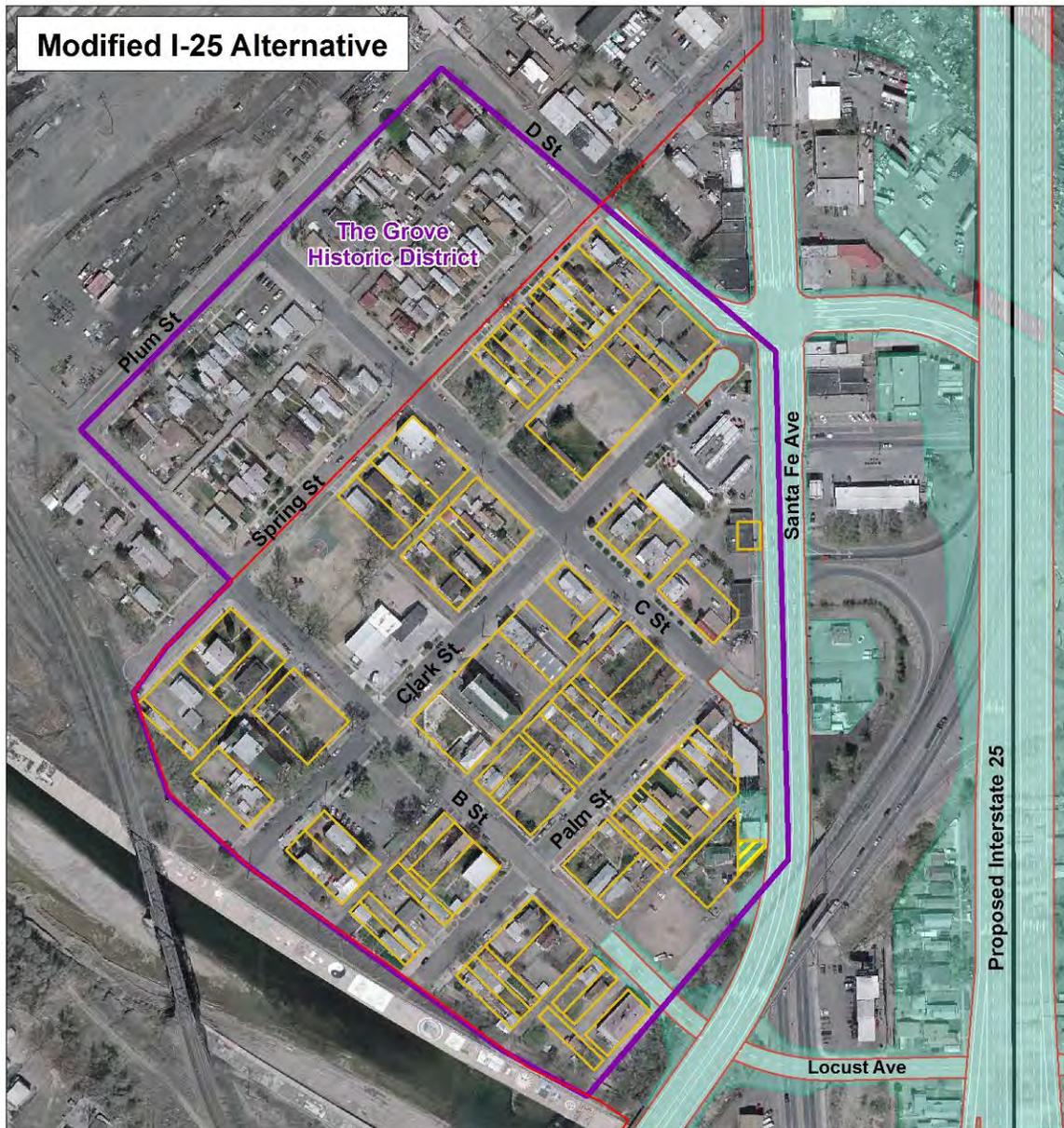
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subject to change.  
Atlas updated 06/02/2009

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EXHIBIT 5-45

The Grove Historic District and the Contributing Elements Located within the Area of Potential Effects and the Impacts from the Modified I-25 Alternative

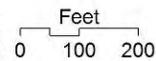


**Legend**

- Historic District Boundaries
- Area of Potential Effects
- Contributing Properties
- Contributing and Impacted Properties
- Proposed Impact Area
- Proposed Noise Walls

The Grove Historic District  
5PE5519

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 existing interstate as it elevates to go over the proposed Locust Street and the Stanton Avenue Extension, which joins with D Street across Santa Fe Avenue. This increase in height would impact some of the properties in the eastern portion of the district, but the interstate would still not be visible to the majority of the properties in the district.

Clark and C streets, which currently have access to S. Santa Fe Avenue, would become cul de sacs and would no longer have through access. No properties would lose independent access as a result of these street closures. The closures would alter the street grid of the district and eliminate two access points from Santa Fe Avenue, the main thoroughfare. The entry points to the neighborhood would be Spring Street via Santa Fe Avenue outside the district, the new configuration of D Street and Santa Fe, and the new Locust Street, which would pass under the new alignment of Santa Fe Avenue and provide a connection to the Runyon Field area, as well as the portion of the Grove neighborhood on the east side of the interstate that was separated from the rest of the neighborhood as a result of the 1921 Arkansas River flood (see Exhibit 5-45).

Under the Modified I-25 Alternative, the Santa Fe Avenue alignment would curve to the southwest and the previous I-25 alignment would become the Santa Fe Avenue Extension south of the river. Santa Fe Avenue would begin to elevate in the middle of the block between Clark and C streets in order to reach the existing height of the current I-25 bridge over the Arkansas River. There would be a vertical retaining wall as Santa Fe Avenue elevates from grade level just before C Street, to 25 feet at Locust Street. The retaining wall at C Street would be less than 5 feet high. The bridge over Locust Street would be 1 to 2 feet higher than the existing interstate. Shortly after spanning Locust, the interstate crosses the Arkansas River.

Two properties within the district boundaries would be impacted by the Modified I-25 Alternative (5PE4680 at 513 S. Santa Fe Avenue and 5PE4681 at 517 S. Santa Fe Avenue). These two properties would be acquired and removed and would become CDOT ROW, but only 5PE4681, a commercial building facing S. Santa Fe Avenue, is a contributing element to the historic district. The vertical retaining wall in this location would be almost 20 feet tall. Both properties currently have access via S. Santa Fe Avenue, which would be lost under the Modified I-25 Alternative. As such, the properties would not be viable and would be removed.

Under the Modified I-25 Alternative, the properties closest to S. Santa Fe Avenue and the interstate would experience a slight reduction in noise levels from both S. Santa Fe Avenue and the interstate. The current conditions are 66 dBA and the No Action Alternative would be 68 dBA, while under the Modified I-25 Alternative it would be 65 dBA. A 1-2 dBA change would not be perceptible to the human ear.

The Grove Historic District would have several direct impacts from the Modified I-25 Alternative. One contributing property would be demolished, two streets would be closed, and access to S. Santa Fe Avenue would be limited. The new Santa Fe Avenue alignment would be elevated and some properties would have visual impacts from the Santa Fe Avenue retaining wall. These impacts would not diminish the integrity of materials, design, and workmanship of the district as a whole. The integrity of setting, feeling, and association of the properties closest to the changes on Santa Fe Avenue and those near the cul de sacs would be affected, but as a whole, these impacts would not alter the characteristics of the

district that make it eligible for listing in the NRHP. Therefore, the Modified I-25 Alternative would cause **No Adverse Effect** to The Grove Historic District.

### 5PE5523 (Steelworks Suburbs Historic District)

#### Site Description

The Steelworks Suburbs Historic District includes areas identified as the Bessemer, Minnequa Heights, Lake Minnequa, and East Mesa neighborhoods, as well as the Bessemer Works itself, the large steel mill currently operating as Evraz Inc. NA (and previously CF&I). See the *I-25 New Pueblo Freeway Improvement Project Architectural Resources Survey Report* and the OAHMP Management Data Form for this property for more information about the history and boundaries of the district (CH2M HILL, 2007).

The historic district is bisected by I-25, with the former CF&I complex on the east side and the residential area that developed to serve the steel mill on the west side. The district encompasses the residential developments between Abriendo Avenue, I-25, and Northern Avenue, as well as the East Mesa neighborhood north of Northern Avenue. Orman Avenue, the western boundary of the Town of Bessemer, and the western boundary of the district, was one of the street car routes, and appears to have been a natural separation between the neighborhoods. The northern district boundary, south of the I-25 ramps at Abriendo and El Dorado avenues, serves as a natural delineation due to the 19th century railroad tracks running through the area. This upper portion of the original Town of Bessemer was formed by the curvilinear alignment of railroad tracks on the east and north, prior to the 1921 flood of the Arkansas River. East of the interstate and north of Northern Avenue, the boundary encompasses the small East Mesa neighborhood, originally located between the Eiler Plant to the north and CF&I to the south, just north of the CF&I entrance. The east and south boundaries of the district follow the contours of the CF&I plant.

#### Eligibility Determination

The Steelworks Suburbs Historic District is eligible for listing in the NRHP under Criteria A and C. The period of significance spans the years from the early development of Bessemer in 1881 through 1945, when the ties between neighborhood development, traditional ethnic groups, and the economy began to break down and the relationship between the neighborhoods and the CF&I plant were diminished.

The district is eligible for the NRHP under Criterion A because of the significant role of the ethnically diverse workers of CF&I and the economic role the industry played in shaping the unique character of Pueblo. Under Criterion A, the district exemplifies a pattern of residential and commercial development that resulted from the decision to site the Bessemer Works (which became CF&I) facility south of Pueblo, and CF&I's influence in the planning, development, and construction of these residential areas, originally built as company housing to serve the plant. The district conveys the interrelationship of various elements, such as CF&I, the railroad corridors, the streetcar alignments, and the canal, as well as the residences, schools, churches, and commercial corridors. The historic significance of the residential sections is primarily related to their role as worker housing for the steel mill, the single most significant remaining site associated with the early growth of Pueblo. The district reflects the synergistic relationship of company-developed worker housing, the growth of the steel industry and the greater development of Pueblo and the region.

The district is eligible for the NRHP under Criterion C as a cohesive group of similar building types, built for the purpose of housing workers at the neighboring steel plant. The district displays numerous examples of architectural styles that were popular from the late 19th century through World War II. The primary types and styles throughout the district are Craftsman bungalows and Norman cottages, but there are also some examples of Classical Revival, Italianate, Greek Revival, Mission, and Mediterranean styles. Due to the involvement of CF&I in the development of the neighborhoods and their ownership of both the land and the lumber yard, the company likely influenced the types and styles of the houses available to be built. SHPO concurrence on the recommended eligibility and district boundaries was received on April 15, 2009. A total of 477 properties in the historic district were surveyed within the APE; of those, 466 are contributing elements to the district and 11 are non-contributing elements. Table B-5 in Appendix B lists the surveyed properties in the Steelworks Suburbs Historic District within the APE, the eligibility of each property and the impacts from each Build Alternative.

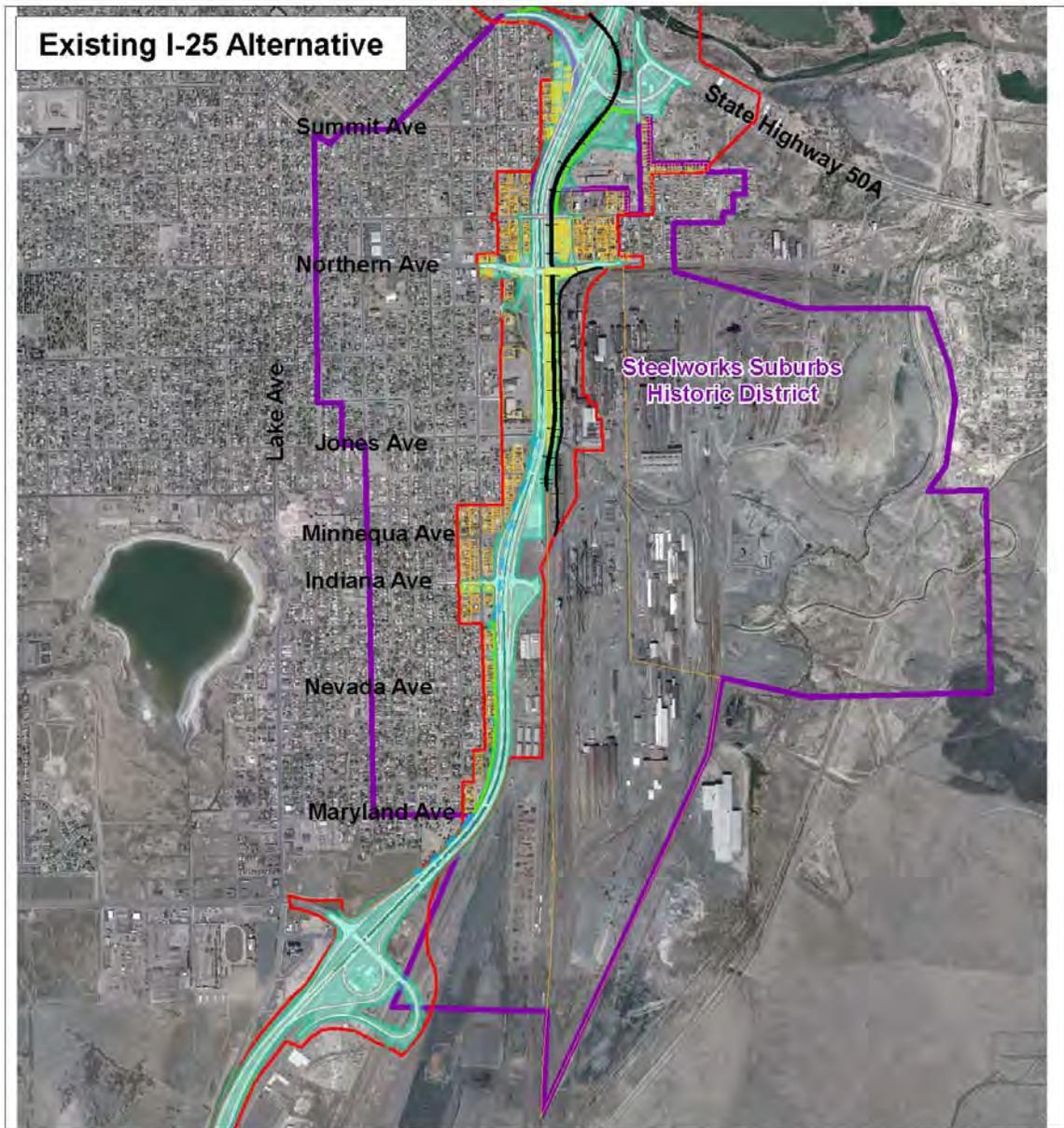
Within the district boundaries are several individually NRHP-listed and -eligible properties that are also contributing elements of the district. All of these properties are discussed in greater detail in other sections of this report. The Bessemer Ditch (5PE486), UPRR (5PE1776), Minnequa Steel Works Office Building & Dispensary (5PE4179), and the C&W Railroad (5PE5139.1) are all individually listed or eligible for listing in the NRHP and are within the Steelworks Suburbs Historic District boundaries. The former CF&I complex (5PE5138) is a contributing element to the historic district, but has not been evaluated for individual eligibility. The SHPO concurred with the contributing status of the CF&I property on April 15, 2009.

### Effect Determination

There are similar and distinct impacts to the Steelworks Suburbs Historic District from each Build Alternative. Each alternative will be discussed separately below with distinct figures, tables and effect determinations.

**Existing I-25 Alternative.** The Existing I-25 Alternative alignment would remain at approximately its current location, shifting slightly east at Central Avenue to straighten the roadway between Central and Mesa avenues and to eliminate curves. The center line is shifting to the east by 250 feet at Central Avenue, the widest change within the district. The elevation currently varies greatly and the proposed interstate would be generally higher than the existing in similar proportion throughout the district area. South of Indiana Avenue, the proposed interstate would be no more than 5 feet taller than the existing interstate. Indiana Avenue currently passes under I-25 and is the main entrance to the steel mill. The proposed interstate would be approximately 10 feet taller at the Indiana Avenue interchange. At the Bessemer Ditch, the elevation of I-25 would be roughly the same as present conditions. Currently, Northern and Mesa avenues cross over I-25 and the interstate would remain under these two roadways and would be below grade. The Northern Avenue overpass would be less than 5 feet taller than the current alignment. Abriendo Avenue would be extended under the proposed interstate and would intersect Santa Fe Drive (SH 50A) to the east of I-25. Santa Fe Avenue would retain its alignment under the Existing I-25 Alternative. See the overview of the district and the Existing I-25 Alternative in Exhibit 5-46 and more detailed maps of the north and south portions of the district in Exhibits 5-47 and 5-48.

EXHIBIT 5-46  
Overview of the Steelworks Suburbs Historic District and Contributing Properties under the Existing I-25 Alternative



- Legend**
- Proposed Railroad Re-alignment
  - Proposed Trails
  - Historic District Boundaries
  - Area of Potential Effects
  - Contributing Properties
  - Contributing and Impacted Properties
  - Partial Acquisition
  - Proposed Impact Area
  - Proposed Noise Walls

Steelworks Suburbs Historic District  
Overview

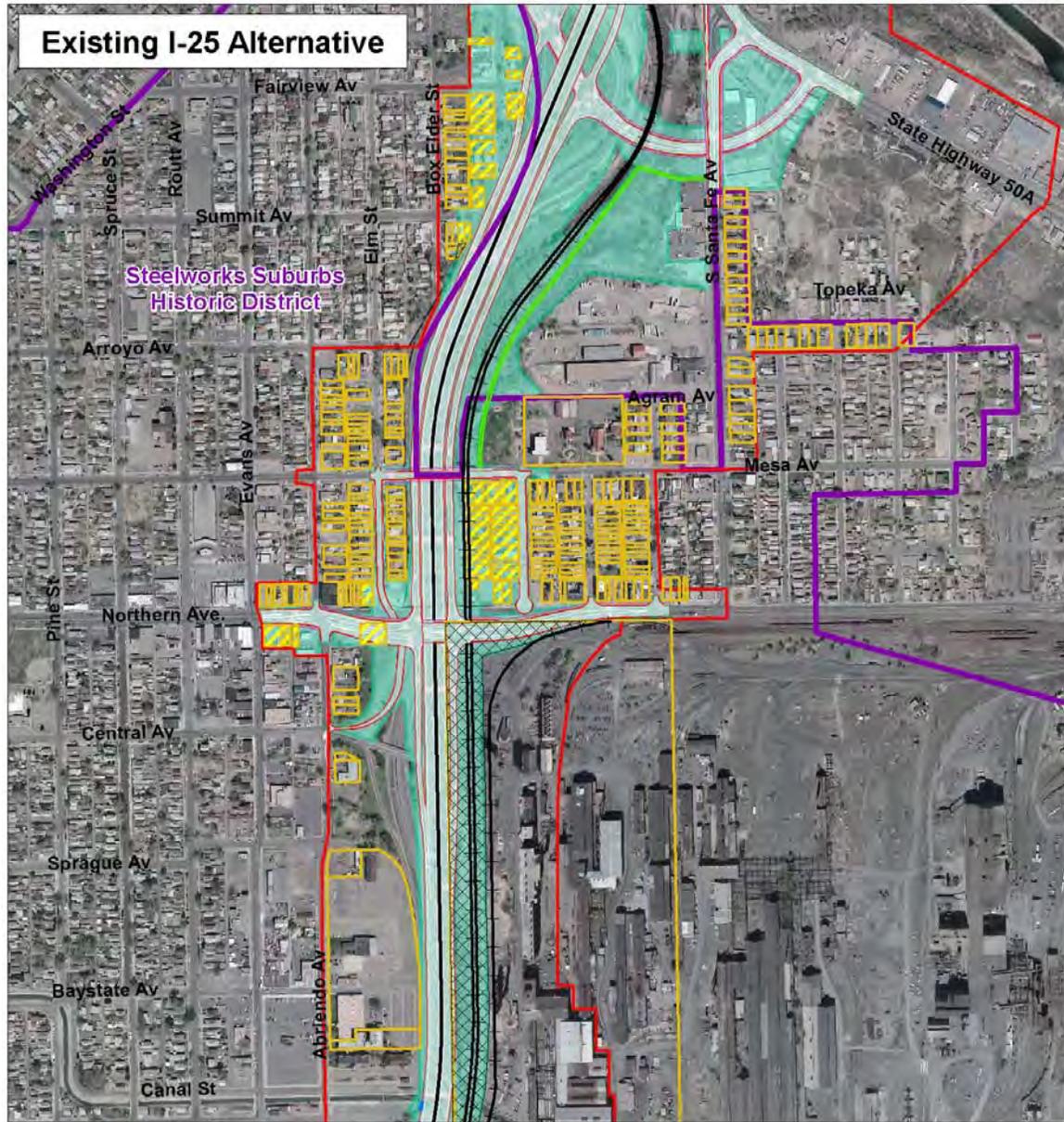
Projection:  
Colorado State Plane Grid  
South Zone, NAD83  
Aerial Photography 2004

0 1,000 2,000 Feet

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



EXHIBIT 5-47  
Northern Detail of the Steelworks Suburbs Historic District and Contributing Properties under the Existing I-25 Alternative



- Legend**
- +— Proposed Railroad Re-alignment
  - Proposed Trails
  - Historic District Boundaries
  - Area of Potential Effects
  - Contributing and Impacted Properties
  - Contributing Properties
  - Partial Acquisition
  - Proposed Impact Area
  - Proposed Noise Walls

Steelworks Suburbs Historic District  
North

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

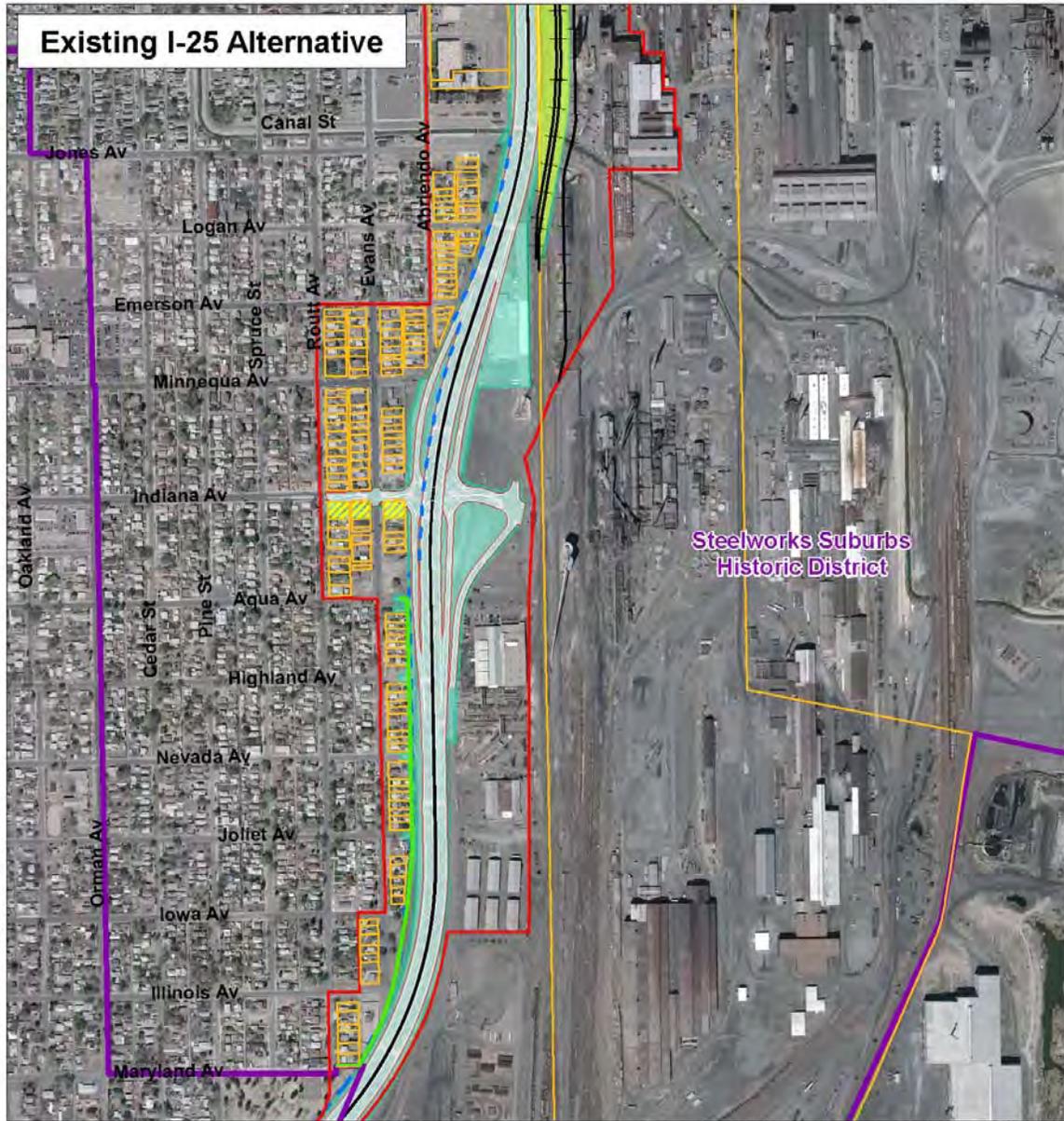
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**25** New Pueblo Freeway

CH2MHILL

EXHIBIT 5-48

Southern Detail of the Steelworks Suburbs Historic District and Contributing Properties under the Existing I-25 Alternative



- Legend**
- Proposed Railroad Re-alignment
  - Proposed Trails
  - Historic District Boundaries
  - Area of Potential Effects
  - Contributing Properties
  - Contributing and Impacted Properties
  - Partial Acquisition
  - Proposed Impact Area
  - Proposed Noise Walls

Steelworks Suburbs Historic District  
South

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

0 500 1,000 Feet

**25** the New Pueblo Freeway

CH2MHILL

A total of 86 properties within the district would be directly impacted by the Existing I-25 Alternative (Table B-5 in Appendix B and Exhibit 5-49). Seventy-eight properties would be acquired and demolished, 68 of which are contributing elements to the district. Eight parcels would be partially impacted, including the steel mill, the Bessemer Ditch, the C&W railroad, and five residential properties. All of these properties are contributing elements to the historic district. One full city square of properties between Northern and Mesa avenues on Taylor and Riogrande avenues would be demolished due to loss of access, 33 of which are contributing elements to the historic district. Exhibit 5-49 summarizes the direct impacts from the Existing I-25 Alternative to properties within the district.

**EXHIBIT 5-49**

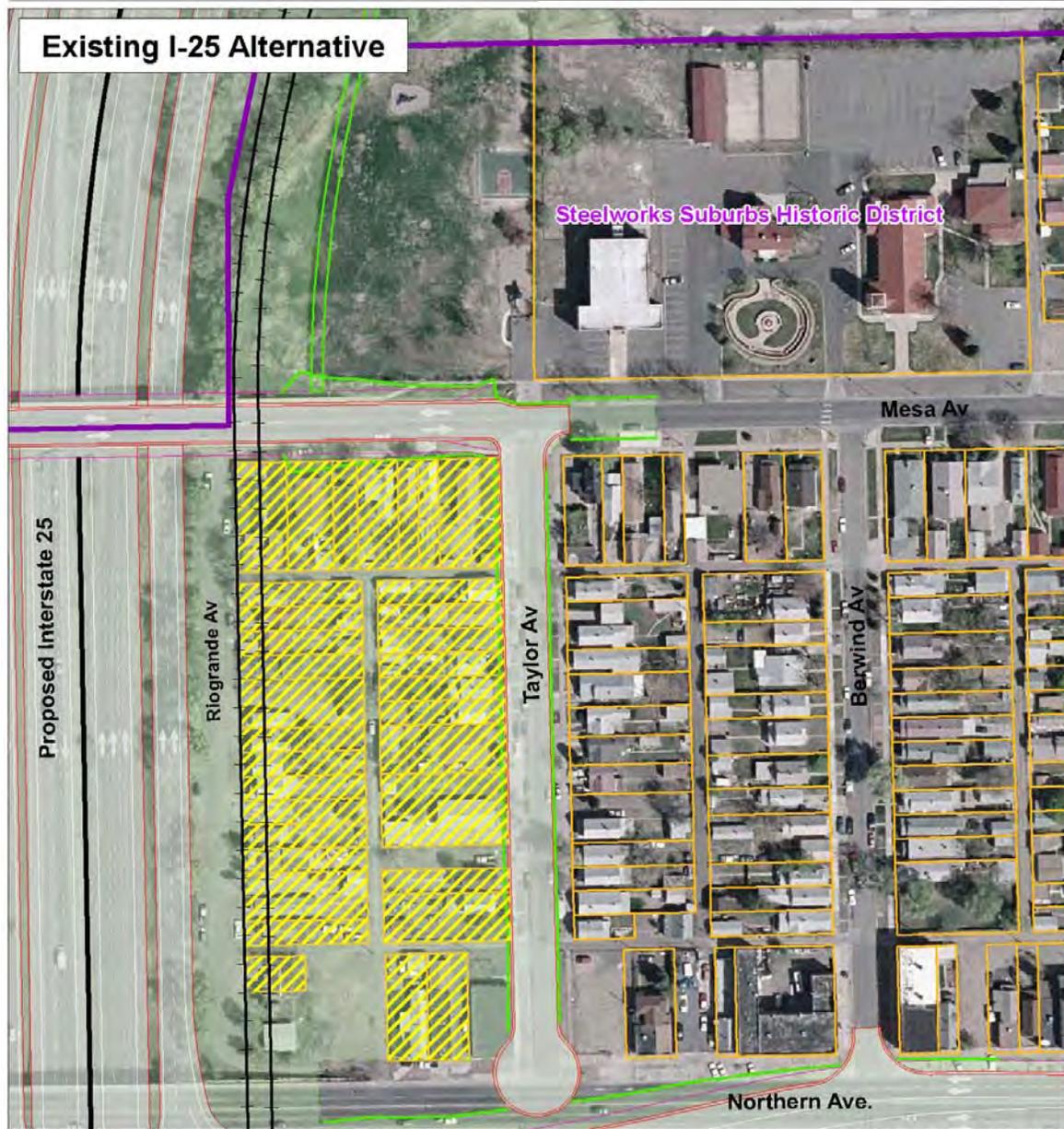
Summary of Direct Impacts from the Existing I-25 Alternative to Properties within the Steelworks Suburbs Historic District

Impact Type	Number of Properties	Contributing Elements
Full Acquisition	78	68
Partial Impact	8	8
<b>TOTAL</b>	<b>86</b>	<b>76</b>

**Property Acquisitions and Impacts to the Street Grid**

Taylor Avenue would become a cul de sac on the south where it currently intersects Northern Avenue. Taylor would maintain access from Mesa Avenue on the north. Berwind and Eilers avenues would retain access to both Mesa and Northern avenues (see Exhibit 5-50). Although Mesa Avenue would retain its existing alignment passing over I-25, it would be slightly elevated in order to pass over the realigned railroad tracks and the interstate. The interstate and the UPRR would shift to the east, so the overpasses for Mesa and Northern avenues would begin to rise farther to the east than currently. The elevations of the interstate and UPRR would remain below grade at roughly the same elevation as currently. The interstate and rail lines would remain below Mesa and Northern avenues with a retaining wall to the east of the realigned railroad. See Appendix D, the *New Pueblo Freeway Aesthetic Guidelines* (CDOT, 2010), for more detail and views of the proposed Existing I-25 Alternative and the possible retaining wall designs. Access to the houses facing Mesa and Northern avenues west of Taylor Avenue would be eliminated due to the slightly higher elevation of the overpasses. The properties facing Riogrande Avenue would be acquired by CDOT and removed as part of the Existing I-25 Alternative to accommodate the eastern shift of the interstate lanes, the frontage road, and the realignment of the railroad. The properties facing Taylor Avenue on the west side of the street would be too close to the retaining wall above the rail line. The Existing I-25 Alternative would not provide sufficient distance from the improvements for the buildings to remain intact during construction. These properties on the west side of Taylor Avenue would also be acquired and removed.

EXHIBIT 5-50  
Detail of the Area around Taylor Avenue under the Existing I-25 Alternative



- Legend**
- +— Proposed Railroad Re-alignment
  - Proposed Trails
  - Historic District
  - ▨ Contributing and Impacted Properties
  - Contributing Properties
  - ▭ Proposed Impact Area
  - - - Proposed Noise Walls

Steelworks Suburbs Historic District  
Taylor Ave Detail

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

0 50 100 Feet

CH2MHILL

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Since this block of Taylor Avenue would lose the structures on the western side of the street, as well as those along Mesa and Northern avenues, the plan calls for using this area for Benedict Park improvements as shown in Exhibit 5-51. The properties on the east side of Taylor Avenue would face a park instead of facing residential properties similar in date, type, and style. The visual setting for these contributing properties would be altered by the removal of similar residential buildings across the street. The setting, feeling, and association would be changed from a residential block on both sides to residences on one side and a park on the other. The immediate neighborhood would gain a viable park for gatherings and community events. The park would be built on land that would otherwise be CDOT ROW and it serves to mitigate the interstate impacts to Benedict Park currently on the north side of Mesa Avenue.

EXHIBIT 5-51  
Proposed Improvements to Benedict Park under the Existing I-25 Alternative



The alignment of Northern Avenue would shift slightly south at the intersection of I-25 and would be divided from Eilers Avenue to the west. Northern Avenue would gain interstate access at this location, where currently it has no connection. There would be several more lanes in both directions in order to accommodate turn lanes onto the interstate on- and off-ramps (see Exhibit 5-47). Due to this shift to the south, five contributing buildings on the south side of W. Northern Avenue would be fully acquired and removed. These are all early 20th Century Commercial structures along this historically commercial corridor.

A residential property on W. Northern Avenue at the corner of Elm Street would also be acquired and demolished to accommodate the Elm Street connection to Central Avenue. No other contributing properties on Elm Street would be directly impacted by the Existing I-25 Alternative. Currently, Elm Street Ts into Northern Avenue and has right-only entry and exit from Northern Avenue. Under the Existing I-25 Alternative, Elm Street would no longer have access to Northern Avenue and would pass under it in order to connect to Central Avenue to create through access for Elm Street and to maintain connectivity with the neighborhood. The current Central Avenue interchange would be removed and interstate

access from Central Avenue would be eliminated. It would be a beneficial visual impact for the residential area to have the current interstate overpass removed.

In the northernmost part of the district, in the vicinity of the original town of Bessemer, 21 properties on the east and west sides of Currie Avenue would be fully acquired and demolished (see Exhibit 5-52). The interstate would be approximately 10 feet lower than currently, and these properties on Currie Avenue would lose access due to the retaining wall from the interstate up to the bluff upon which the properties sit. At this location, there is also a two-lane frontage road planned going south from the Abriendo Avenue Extension to Northern Avenue (see Exhibit 5-47 and 5-52). In the same vicinity, four properties facing W. Summit Avenue would be acquired and demolished. In addition, two parcels (5PE4773 and 5PE4774) would be partially acquired, but in neither case would the structure on the parcel be directly impacted. The portion of the parcel that would be acquired would be in the rear of the property (5PE4773 would be a 38 percent acquisition and 5PE4774 would be 28 percent). There would be partial acquisitions of the rear portion of the parcels of three additional residential properties (5PE5254, 5PE5261, and 5PE5262) between Nevada and Joliet avenues on Evans Avenue (see Exhibit 5-48). The corners of these properties would be clipped to provide the turnarounds for emergency vehicles, but the structures on the parcels would not be directly impacted.



Former Minnequa Works headquarters buildings (5PE4179) with the steel mill stoves and stack in the background. Taken from the northern edge of the Bessemer Ditch, facing northeast. (2009)

#### Impacts to the CF&I Steel Mill

There would be several direct impacts to the former CF&I Steel Mill from the Existing I-25 Alternative (Exhibit 5-53), apart from the realignments of the C&W railroad listed above. At approximately Bay State Avenue (near the Bessemer Historical Society buildings) there are five stoves and a stack that would be removed as part of the internal C&W railroad realignment. Two additional stoves at about Central Avenue would also be removed as part of the internal rail realignment. Tunnel access from the small main gate building on the former Minnequa

Works headquarters site would be closed on the east side and the tunnel entry structure on the steel mill side of the tunnel would be demolished. The tunnel was used as a pedestrian entrance to the mill and passed under the interstate. In the same vicinity, near the Bessemer Ditch is a small guard shack that would also be demolished. Another historic feature of the steel mill is a wooden water pipe that feeds from the south into the mill and was originally fed by Lake Minnequa. It is a 48-inch gravity feed water line that is no longer active, but is extant and has been kept available as an alternative water source for emergencies. Between J.J. Raigoza Park and Illinois Avenue, this alternative encroaches on this wooden line that originally conveyed coolant water to the steel mill. While the line is no longer active, it is still available for use if needed.

EXHIBIT 5-52  
Detail of the Area around Currie Street under the Existing I-25 Alternative



- Legend**
-  Historic District Boundaries
  -  Area of Potential Effects
  -  Contributing and Impacted Properties
  -  Contributing
  -  Partial Acquisition
  -  Proposed Impact Area
  -  Proposed Noise Walls
  -  Proposed Retaining Walls

Steelworks Suburbs Historic District  
Currie St Detail

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

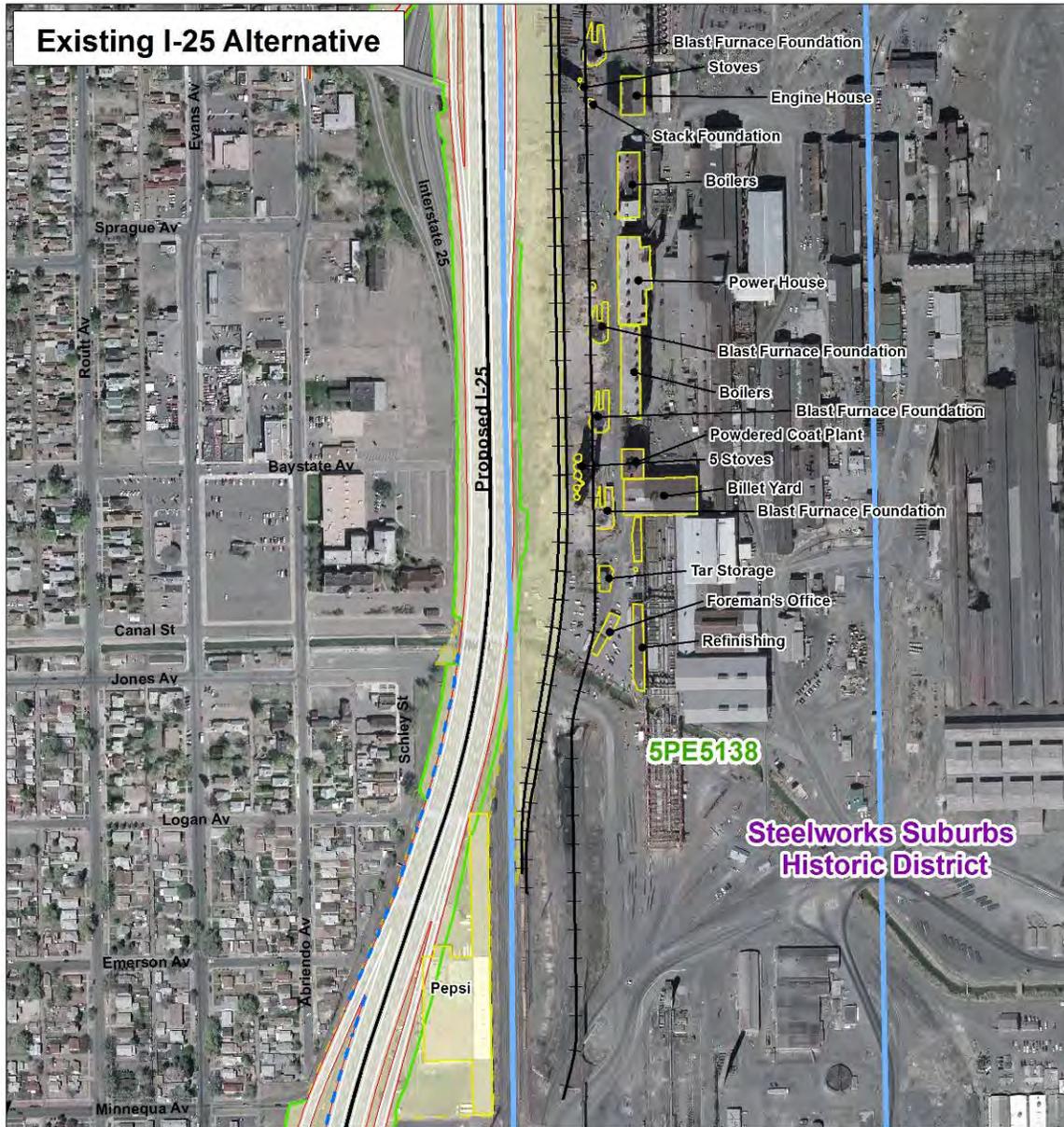
Notes:  
This is a draft document and  
subject to change.  
Atlas updated 06/02/2009

0 70 140 Feet



 **the New Pueblo Freeway**

EXHIBIT 5-53  
Former CF&I Steel Mill under the Existing I-25 Alternative



- Legend**
- Proposed Relocated Steel Mill Tracks
  - Proposed Impact Area
  - Toe of Slope
  - - - Proposed Noise Walls
  - Edge of Pavement
  - Legal Property Boundary
  - Historic District
  - CF&I Site Features

5PE5138  
CF&I Site

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

0 200 400 Feet

The Bessemer Ditch (5PE486), UPRR (5PE1776), Minnequa Steel Works Office Building & Dispensary (5PE4179), and the C&W Railroad (5PE5139.1) are all listed or eligible for listing in the NRHP and are within the Steelworks Suburbs Historic District boundaries. The Existing I-25 Alternative would have an Adverse Effect on all of these historic properties, as discussed individually in earlier sections of this report (Exhibit 5-54). The existing UPRR runs along the east side of I-25, between the interstate and the steel mill. The eastward shift of I-25 means the railroad would also shift about 150 feet to the east. As a part of the Existing I-25 Alternative, 6,000 feet of UPRR rail line, roughly between Logan and Abriendo avenues, would be relocated. At Abriendo Avenue, the rail would rejoin the existing rail line as it crosses under I-25 and heads to the west. This 6,000 foot segment of the UPRR linear resource has not been fully surveyed for historic significance and will be discussed in greater detail in an addendum to this report. For more information about each property see the sections and exhibits listed in Exhibit 5-54.

**EXHIBIT 5-54**

Effects Recommendations for Properties in the Steelworks Suburbs Historic District Individually Listed or Eligible for the NRHP, Including Section and Exhibit References

Resource ID #	Property Name	Existing I-25 Effect Recommendation	Report Section	Exhibits
5PE486	Bessemer Ditch	Adverse Effect	5.0	5-1 and 5-2
5PE4179	Minnequa Steel Works Office Building & Dispensary	Adverse Effect	6.0	6-6
5PE5139.1	C&W Railroad	Adverse Effect	5.0	5-27, 5-28, 5-29, 5-30

**Noise and Visual Impacts**

Under the Existing I-25 Alternative, noise levels north of Mesa Avenue would not be over 66 dBA. Commercial and residential properties on the north side of Northern Avenue, east of I-25 would have a noise level of 71 dBA at the front of the buildings and 66 dBA at mid-parcel. There were no noise receptors in this area, so existing levels are unknown. Between Logan Avenue and Indiana Avenue, approximately 4 city squares would have noise levels between 66 and 71 dBA. The existing noise level is 70 dBA. South of Indiana Avenue to Maryland Avenue, which is primarily residential, 4 blocks would be at 71 dBA and 8 city squares would be between 66-71 dBA. Existing levels are 64-70 dBA (Hankard 2004).

As part of the mitigation for the increased noise levels under the Existing I-25 Alternative, a 21-foot noise wall is proposed on the west side of the interstate between Maryland and Aqua avenues, a 15-foot noise wall between Aqua and Minnequa avenues, and a 15 foot wall from Minnequa to just south of the Bessemer Ditch (see Exhibit 5-48). No other noise walls are proposed within the district. The southernmost wall would sit in the existing alleyway behind the residential structures. The alley, currently used by residents, would be closed and converted to the expanded trail system, but would be available for emergency vehicle use (CDOT, 2008b). The wall would be 21 feet tall from the ground level, so would visually shield the roadway, as well as reduce the noise level. The reduction in noise is considered a beneficial effect to the residences. Aesthetics guidelines have been developed for the physical appearance of the noise walls, but none have been determined as yet for

specific locations (CDOT, 2009). The 15-foot noise wall at Indiana Avenue, between Aqua and Emerson avenues, would be alongside the interstate at the level of the roadway, so would be a total of approximately 30 feet above grade (the roadway would be 10 feet taller at Indiana Avenue than currently). The northernmost wall, south of Bessemer Ditch, would be 15 feet from ground level.

From Logan Avenue south to Maryland Avenue, all 11 cross streets would have a view of the noise walls that would be 15 to 20 feet tall. Currently, the majority of these cross streets have views from the modest residential area, across the surface interstate, and into the steel mill. In some cases, it is more dramatic than others, with several-story tall stacks and stoves, but the presence of the steel mill is apparent from at least Routt Avenue to the east. The visual intrusion from the noise walls would be apparent from all of the cross streets south of Jones Avenue. The residences and businesses on 8 city blocks would have a 15- to 21-foot noise wall along their rear elevations. While the noise reduction would be considered a beneficial effect, these residences and businesses once associated with the CF&I plant would be visually severed from the steel mill. The noise walls would likely be visible from the properties along Evans Avenue between Jones and Maryland avenues. A large percentage of the buildings within the APE in the southern portion of the district would have some degree of visual intrusion from the proposed noise walls.

### Summary of Impacts from the Existing I-25 Alternative

There would be both direct and indirect impacts to the Steelworks Suburbs Historic District from the Existing I-25 Alternative (see Exhibits 5-46, 5-47, and 5-48). The street closures at Riogrande, Taylor, and Currie avenues and the realignment of Northern and Abriendo avenues would alter the historic street grid and change traffic patterns in the district. Northern Avenue was a commercial corridor for the steel mill and its early employees; company-owned banks and community centers were located on Northern Avenue, as well as one of the original plant entrances. It was one of the crucial east/west corridors that linked the neighborhoods with the steel mill, and a major stop on the three north- and southbound streetcar lines. Under the Existing I-25 Alternative, it would become a much wider street, would be more elevated than currently and would break the visual link between the northern edge of the plant and the neighborhoods to the west. The 15- to 21-foot noise walls would also sever the historic visual link between the east and west sides. Perhaps the greatest visual loss to the district would be the removal of the stacks and stoves, which are iconic visual elements of the neighborhood, district, and city skyline. The integrity of setting, feeling, and association of the district would be diminished by the loss of linkage between the company-built residential and commercial areas on the west and the industry engine on the east.

While none of the above-listed impacts from the Existing I-25 Alternative would seem to be severe as singular events, the combination of the loss of 78 structures, the visual losses due to the demolition of some steel mill structures, the visual intrusions from the noise walls, and the street realignments combine to have an **Adverse Effect** on the Steelworks Suburbs Historic District. The integration between the steel mill and the residential neighborhoods it built would be lost and the significant historic elements would no longer convey a cohesive company town feeling.

**Modified I-25 Alternative.** Under the Modified I-25 Alternative, the interstate lanes would move to the east of the current interstate and the current interstate would be repurposed as the Santa Fe Avenue Extension (see Exhibits 5-56, 5-57, and 5-58). From Maryland to Aqua avenues, the proposed interstate would be 5 to 10 feet taller than existing conditions. Indiana Avenue would continue to be the main entry to the steel mill on the east side of the interstate. The new lanes would cross over Indiana Avenue and would be 10 to 15 feet taller than the existing overpass. At approximately Minnequa Avenue, the interstate would elevate to go over the UPRR lines, which are at grade. Railroads require 22 feet of clearance, as opposed to the typical 16.5 feet of clearance for highways, so the proposed interstate would be 20 feet higher than the current interstate (under the Existing I-25 Alternative, the UPRR would be relocated, so the elevation changes would not be necessary). At the Bessemer Ditch crossing, the interstate would be approximately 30 feet higher than the existing interstate.



Bessemer Ditch facing east showing a semi truck on I-25. Under the Modified I-25 Alternative, I-25 would be repurposed as the Santa Fe Avenue Extension (2009)

A total of 70 properties in the historic district would be impacted by the Modified I-25 Alternative. Of those 70, 69 are contributing elements to the historic district and one is non-contributing. Fifty-seven properties would be full acquisitions and would be demolished and 13 properties would be partially impacted. See Table B-5 in Appendix B for a complete listing of properties impacted by the Modified I-25 Alternative, their NRHP eligibility status and effect recommendations. Exhibit 5-55 summarizes the direct impacts from the Modified I-25 Alternative to properties within the district.

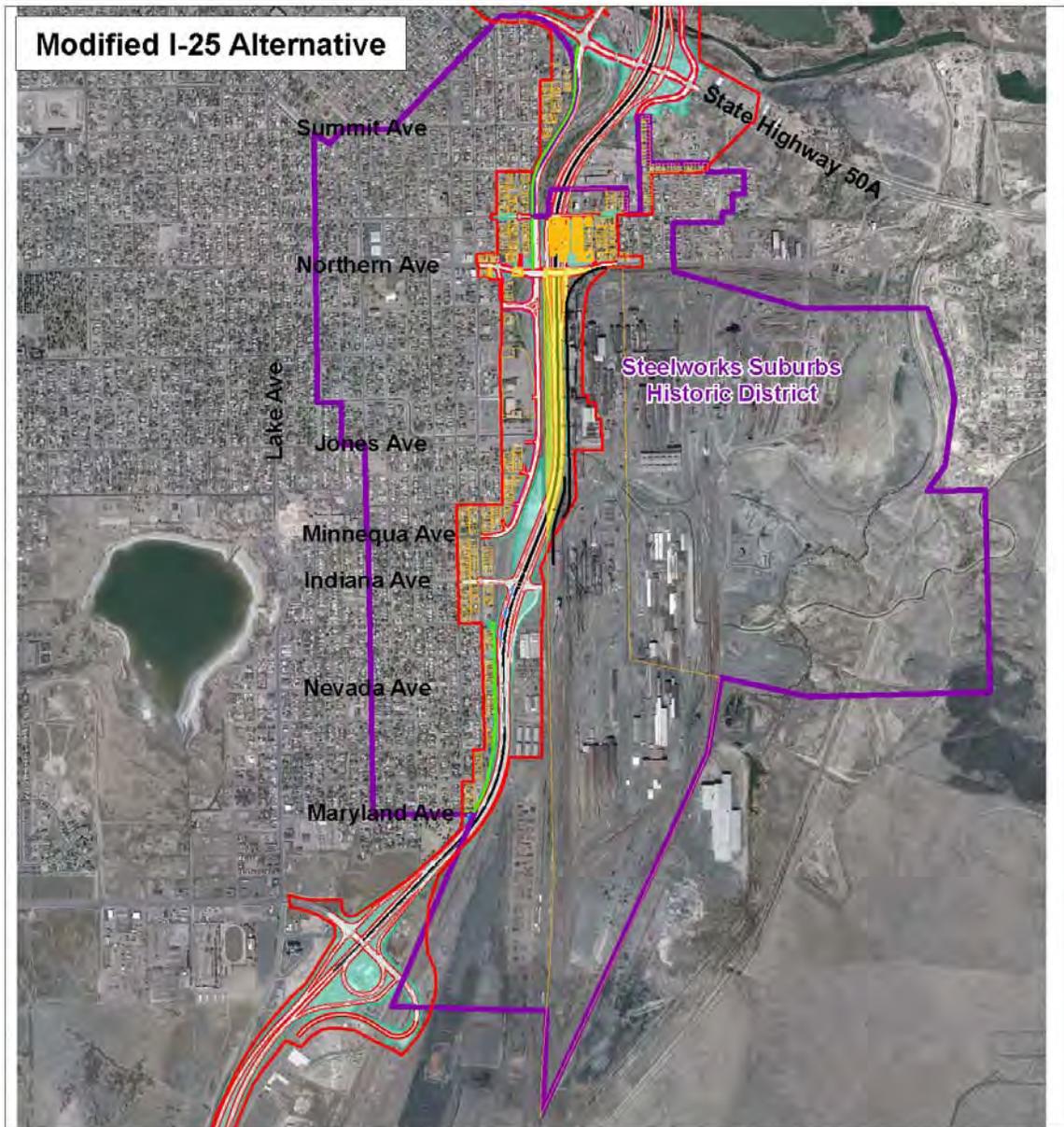
**EXHIBIT 5-55**

Table Summarizing the Direct Impacts from the Modified I-25 Alternative to Properties within the Steelworks Suburbs Historic District

Impact Type	Number of Properties	Contributing Elements
Full Acquisition	57	56
Partial Impact	13	13
<b>TOTAL</b>	<b>70</b>	<b>69</b>

EXHIBIT 5-56

Overview of the Steelworks Suburbs Historic and Contributing Properties under the Modified I-25 Alternative



- Legend**
- Proposed Railroad Re-alignment
  - Proposed Trails
  - ▭ Historic District Boundaries
  - ▭ Area of Potential Effects
  - ▭ Contributing Properties
  - ▨ Contributing and Impacted Properties
  - ▭ Partial Acquisition
  - ▭ Proposed Impact Area
  - - - Proposed Noise Walls

Steelworks Suburbs Historic District Overview

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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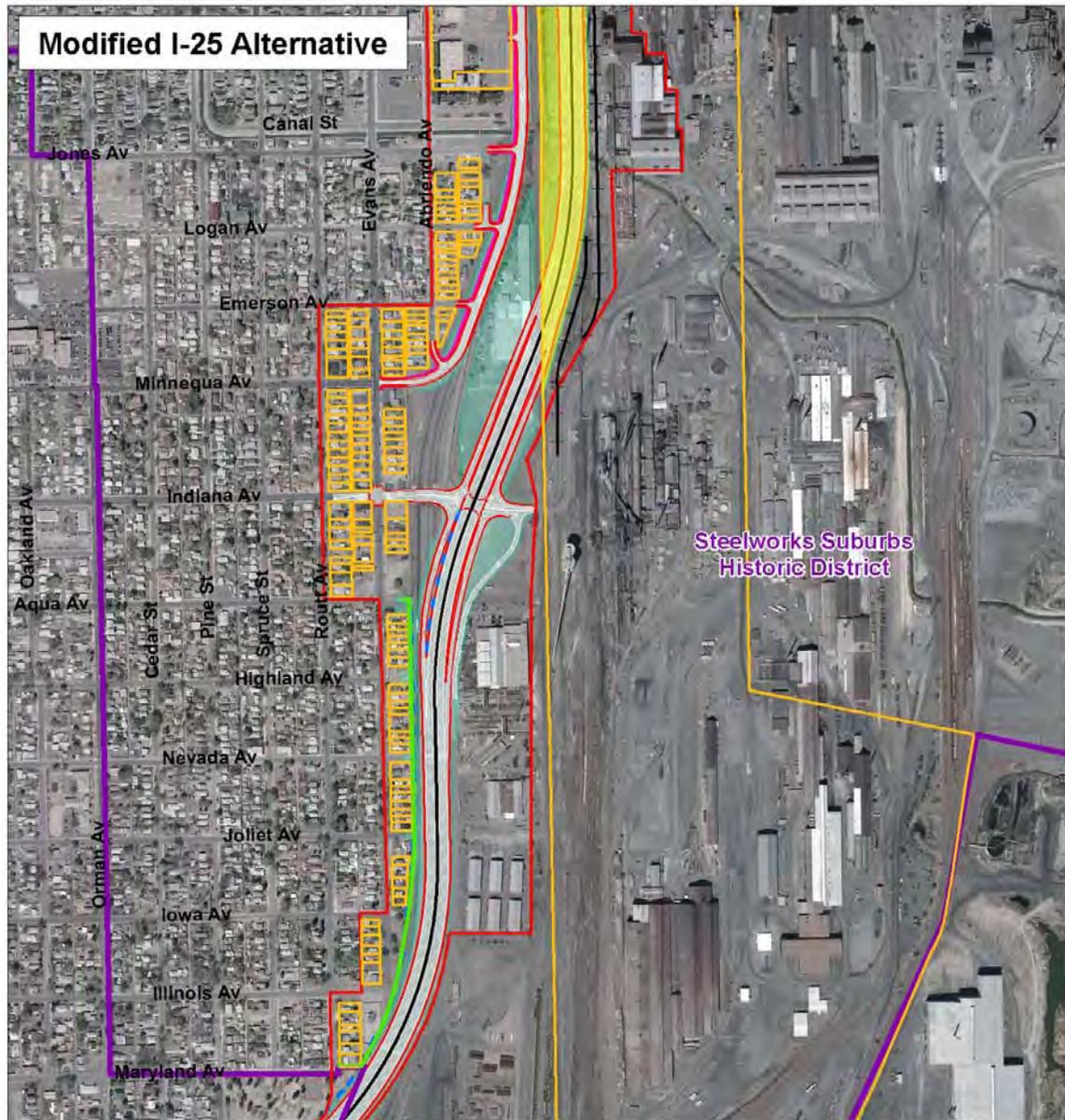
**25** the New Pueblo Freeway

CH2MHILL



EXHIBIT 5-58

Southern Detail of the Steelworks Suburbs Historic District and Contributing Properties under the Modified I-25 Alternative



- Legend**
- Proposed Railroad Re-alignment
  - Proposed Trails
  - Historic District Boundaries
  - Area of Potential Effects
  - Contributing Properties
  - Contributing and Impacted Properties
  - Partial Acquisition
  - Proposed Impact Area
  - Proposed Noise Walls

Steelworks Suburbs Historic District  
South

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

0 500 1,000 Feet

**25** the New Pueblo Freeway

CH2MHILL

As the Modified I-25 Alternative continues north through the district, it lowers from its highest point near Bessemer Ditch to pass under Northern and Mesa avenues, similar to existing conditions. Currently there is no interstate access at Northern or Mesa avenues, so the neighborhood would gain access at Northern Avenue and lose it at Central Avenue. The alignment of Northern Avenue would shift to the south for roughly 5 blocks and would be widened to accommodate additional turn lanes to and from the interstate ramps. The intersection of Abriendo and Northern avenues would change slightly as it is currently an offset intersection. Abriendo Avenue would be realigned in order to improve the geometry of the intersection and improve safety. The rest of the improvements to the north of Abriendo Avenue would be outside the district boundaries and would not impact the district.

### **Property Acquisitions and Impacts to the Street Grid**

Under the Modified I-25 Alternative, the current interstate lanes would remain open as the Santa Fe Avenue Extension terminating at Minnequa Avenue, several blocks south of the Bessemer Ditch. There would be several local access points to and from the neighborhood to the Santa Fe Avenue Extension, lessening some local traffic on I-25 and creating a beneficial connectivity that was lost when the interstate was built in the 1950s. At Central Avenue, the current overpass and interchange would be removed and replaced with a roundabout for entry and exit to the extension. Central Avenue currently crosses over I-25. That interchange would be removed, which would improve the viewshed of properties along Abriendo Avenue that currently view the Central Avenue overpass. Other access points to local roadways include Emerson, Logan, and Jones avenues. The realigned highway would move to the east of the current interstate alignment and would vary in height throughout the district.

Similar to the Existing I-25 Alternative, all of the properties on Rio Grande Avenue and the west side of Taylor Avenue would be fully acquired by CDOT due to loss of access to/from Northern and Mesa avenues. Under the Modified I-25 Alternative, Taylor Avenue would be entirely closed and all properties on both sides of the street would be acquired and demolished (Exhibit 5-59). Only properties facing Berwind Avenue would maintain access and thus would not be acquired by CDOT. The corner buildings at Berwind Avenue and Northern and Mesa avenues would lose access on two sides and would also be acquired and demolished.

Although Mesa Avenue would retain its existing alignment passing over I-25, it would be elevated farther to the east in order to pass over the railroad tracks and the interstate. The interstate would shift to the east, so the overpasses for Mesa and Northern avenues would begin to rise farther to the east, closer to Berwind Avenue, where now they begin to elevate around Taylor Avenue. The elevations of the interstate and UPRR would remain roughly the same and below grade and below Mesa and Northern avenues with a retaining wall to the east of the frontage road. West of Berwind Avenue, access to the houses facing Mesa and Northern avenues would be eliminated due to the slightly higher elevation of the overpasses.

EXHIBIT 5-59  
Detail of the Area around Taylor Avenue under the Modified I-25 Alternative



- Legend**
-  Proposed Trails
  -  Historic District
  -  Contributing and Impacted Properties
  -  Contributing Properties
  -  Proposed Impact Area
  -  Proposed Noise Walls

Steelworks Suburbs Historic District  
Taylor Ave Detail

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

Since these parcels would have to be acquired by CDOT due to the loss of access, it was determined this area could be used as a location for an improved and relocated Benedict Park (shown in Exhibit 5-60) as mitigation for impacts to the park. Plans call for a park between the proposed interstate and the back side of the properties on Berwind Avenue. The neighborhood would lose the demolished residential properties, but it would gain a neighborhood park for gathering and community events on CDOT land that could not be otherwise developed.

EXHIBIT 5-60  
Proposed Improvements to Benedict Park under the Modified I-25 Alternative



North of Mesa Avenue and east of I-25 is a complex of four buildings, which are the former church, school, convent, and rectory of St. Mary's (5PE588), which are contributing structures to the historic district. Under the Modified I-25 Alternative, a tiny part of the northwest corner of this parcel would be acquired for the I-25 ramp and the retaining wall on the east side of the roadway. The entire parcel is 177,625 square feet and the area that would be acquired is 646 square feet. The area of acquisition is .004 percent of the whole parcel. See the northern portion of Exhibit 5-59 for the area where the ramp overlaps this parcel. It is also possible that a portion of the planned trail system could pass through this northwest portion of the parcel, but those plans have not yet been finalized. None of the four structures would be directly impacted by the interstate lanes or by the trail. See the *Parks Technical Memorandum* for more information about the planned trails system (CDOT, 2008b).

The Bessemer Ditch (5PE486), UPRR (5PE1776), Minnequa Steel Works Office Building & Dispensary (5PE4179), CF&I plant (5PE5138), and the C&W Railroad (5PE5139.1) are all individually listed or eligible for listing in the NRHP and are within the Steelworks Suburbs Historic district boundaries. They are all contributing elements to the district. At the Bessemer Ditch (5PE486) and the Minnequa Steel Works Office Building and Dispensary site (5PE4179), the proposed interstate would be approximately 30 feet higher than existing (see

photo of a semi truck crossing over the Bessemer Ditch on the current I-25). Under the Modified I-25 Alternative, there would be a single span bridge over the ditch for the interstate crossing and this alternative would include pedestrian access to the steel mill under the bridge. Under this alternative, there would be no physical change to the ditch itself. The existing box culvert would remain unchanged, because the old interstate ROW would become the Santa Fe Avenue Extension and the existing rail line would remain unchanged over the ditch. With the exception of the UPRR, the Modified I-25 Alternative would have an Adverse Effect on all of these historic properties, as discussed individually in earlier sections of this report. For more information about each property see the sections and exhibits listed in Exhibit 5-61 below. The existing UPRR runs along the east side of I-25, between the interstate and the steel mill. Under the Modified I-25 Alternative, the UPRR would remain in its current location and the interstate would pass over it. This segment of the UPRR linear resource has not been fully surveyed for historic significance and will be discussed in greater detail in an addendum to this report.

**EXHIBIT 5-61**

Effects Recommendations for Properties in the Steelworks Suburbs Historic District Individually Listed in or Eligible for the NRHP, Including Section and Exhibit References

Resource ID #	Property Name	Modified I-25 Effect Recommendation	Report Section	Exhibits
5PE486	Bessemer Ditch	Adverse Effect	5.0	5-1 and 5-2
5PE4179	Minnequa Steel Works Office Building & Dispensary	Adverse Effect	6.0	6-6
5PE5139.1	C&W Railroad	Adverse Effect	5.0	5-27, 5-28, 5-29, 5-30

**Noise and Visual Impacts**

Under the Modified I-25 Alternative, noise levels north of Mesa Avenue would be over 66 dBA at the St. Mary School (5PE588), where the level is currently 59 dBA. The level at the Newton Lumber site (5PE5042) would be between 66-71 dBA. No existing levels were available, but would be similar to St. Mary’s to the south. Commercial and residential properties on the north side of Northern Avenue, east of I-25, would have a noise level of 71 dBA at the front of the buildings and 66 dBA at mid-parcel (the same as under the Existing Alternative). There were no noise receptors in this area, so existing levels are unknown. Between Logan Avenue and Indiana Avenue, there would be no areas over 71 dBA and approximately 25 properties at or just over 66 dBA. The existing noise level is 70 dBA. South of Indiana Avenue to Maryland Avenue, which is primarily residential, 5 blocks would be at 71 dBA and 8 city squares would be between 66-71 dBA. Existing levels are 64-70 dBA (Hankard 2004).

To mitigate the increased noise levels, noise walls are proposed in various areas throughout the district. A 21-foot noise wall is proposed between Maryland and Aqua avenues and between Aqua and Indiana avenues, with some overlap at Aqua Avenue for the southbound on-ramp. The noise walls would be located at the rear of the houses, in the existing alley, currently used by residents for various purposes. The alley would be closed to through traffic and converted to trails but would be available for emergency vehicle

access. The noise walls would sit roughly at ground level so they would shield the view and sound of the interstate. The 21-foot tall noise walls would rise approximately 15 feet taller than the roadway surface, as the roadway is slightly elevated. At the Indiana Avenue overpass, the wall would be slightly higher. The noise analysis is not complete for the St. Mary School and Benedict Park area, so noise mitigation in that area has not been determined. Noise walls were not desired in the area of the Bessemer Historical Society buildings (the former Minnequa Works headquarters, 5PE4179) and none are planned. The noise walls would produce a beneficial effect for the residential portion of the district south of Indiana Avenue due to the reduced noise levels as compared with existing conditions (Hankard, 2004).

From Indiana Avenue south to Maryland Avenue, all eight cross streets would have a view of the noise walls that would be 15 to 20 feet tall. Currently, the majority of these cross streets have views from the modest residential area, across the surface interstate to the east, and into the steel mill. In some cases it is more dramatic than others, with several-story tall stacks and stoves, but the presence of the steel mill is apparent from at least Routt Avenue to the east. The visual intrusion from the noise walls would be apparent from all of the cross streets south of Indiana Avenue. The residences and businesses on seven city blocks would have a 15 to 21 foot noise wall along their rear elevations. While the noise reduction would be considered a beneficial effect, these residences and businesses once associated with the CF&I plant would be visually severed from the steel mill. The noise walls would likely be visible from the properties along Evans Avenue between Indiana and Maryland avenues. The buildings within the APE in the southern portion of the district, south of Indiana Avenue would have some degree of visual intrusion from the proposed noise walls. See the *New Pueblo Freeway Aesthetic Guidelines* (CDOT, 2010) for more detail and views of the proposed Modified I-25 Alternative.

### **Impacts to the CF&I Steel Mill**

There would be several direct impacts to the former CF&I Steel Mill from the Modified I-25 Alternative (see Exhibit 5-62), apart from the realignments of the C&W railroad listed above. At approximately Bay State Avenue, near the Bessemer Historical Society buildings, there are five stoves and a stack that would be removed as part of the internal C&W railroad realignment. Two additional stoves at about Central Avenue would also be removed as part of the internal rail realignment. These are the same impacts as under the Existing I-25 Alternative. Tunnel access from the small main gate building on the former Minnequa Works headquarters site would remain open, but the entry structure on the steel mill side of the tunnel, as well as the guard shack, would be demolished. The wooden water pipe that feeds from the south into the mill would be partially impacted by both Build Alternatives. All of the steel mill structures that would be removed under the Existing I-25 Alternative, would also be removed under the Modified I-25 Alternative. In addition to those structures, the intact foundations of four blast furnaces and the foundations of three stacks would be removed. In addition, a tar storage building and the Foreman's Office building would be demolished. The former CF&I property is a contributing element to the Steelworks Suburbs Historic District, but has not been evaluated for individual eligibility.



## Summary of Impacts from the Modified I-25 Alternative

Under the Modified I-25 Alternative, CDOT would acquire and demolish 57 contributing properties within the district boundaries, in addition to the 12 structures and seven foundations being demolished on the steel plant site. The elevation of the interstate would be as much as 30 feet higher than existing conditions, impeding the historic viewshed from the residential section on the west that housed the workers, to the industrial steel plant on the east that employed them. This visual intrusion between these two historically connected entities would negatively impact the setting, feeling, and association of the district. Under this alternative, the previous interstate lanes would remain, which are barely visible except from the cross streets. The increased height of the proposed I-25 would make it visible to more residential properties on the west side. Noise walls proposed south of Indiana Avenue would also visually block the connection between the residential and industrial areas and impact the setting, feeling, and association of the district.

The street closures at Riogrande and Taylor avenues and the realignment of Northern and Abriendo avenues would alter the historic street grid of the district and change traffic patterns. Northern Avenue was a primary commercial corridor for the steel mill and its early employees; company-owned banks and community centers were located on Northern Avenue, as well as one of the original plant entrances. It was one of the crucial east/west corridors that linked the neighborhoods with the steel mill, as well as a major stop on the three north/south streetcar lines. It would become a much wider street and would be more elevated than currently blocking the link between the northern edge of the plant and the neighborhoods to the west. Noise walls south of Indiana Avenue would break the visual link between the industry on the east and the residences on the west. Perhaps the greatest visual loss to the district would be the removal of the stacks, which are an integral visual element of the district. The visual impacts to the southern portion of the district from the Modified I-25 Alternative would be more intense than under the Existing I-25 Alternative, due to the elevated roadway. Currie Avenue would not be impacted under the Modified I-25 Alternative, but a greater number of properties would be removed north of Northern Avenue and Taylor Avenue would be closed entirely. Under both Build Alternatives, properties would be demolished along the historically commercial corridor of Northern Avenue, including the King Taco building (5PE4958), a contributing element to the district, at the corner of Northern and Berwind avenues.

Under the Modified I-25 Alternative the loss of contributing structures, the 30 foot height increase of the roadway, the visual intrusions, and the street closures and realignments combine to have an **Adverse Effect** on the Steelworks Suburbs Historic District. The effects listed above would diminish the setting, association, and feeling of the district, which is eligible in part for the linkage between the development of the industry and residences in concert with each other. The integration between the steel mill and the residential neighborhoods it built would be lost and the significant historic elements would no longer convey a cohesive company town feeling.

While the impacts from the Existing I-25 Alternative would vary slightly from the Modified I-25 Alternative, the Steelworks Suburbs Historic District would be directly and indirectly impacted in various areas from both Build Alternatives. In summary, both Build Alternatives would have an Adverse Effect to this historic property.

## 6.0 Indirectly Impacted Historic Properties

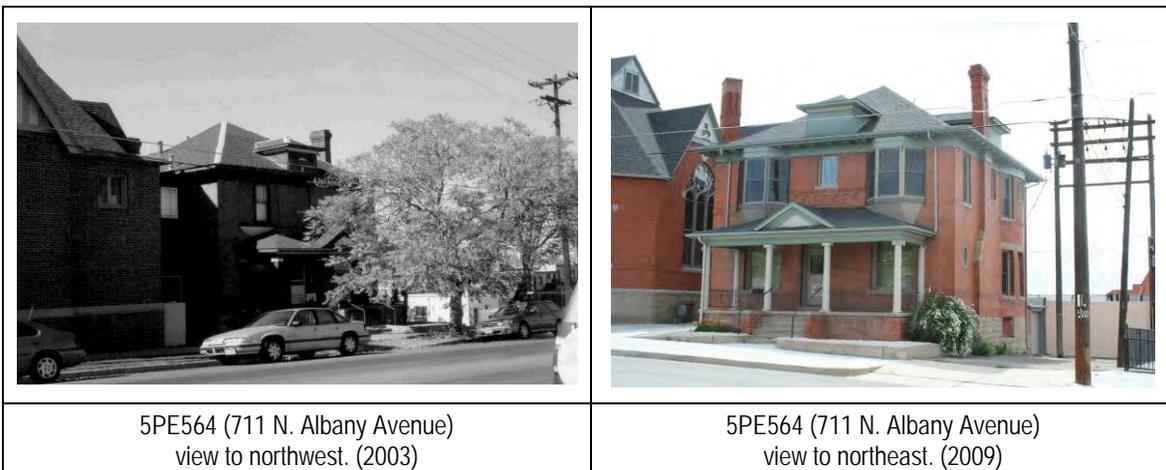
The following section includes historic properties that would be indirectly impacted by the proposed project. Included for each property are a brief description of the site and the eligibility determination, photographs and maps. Each property discussion includes impacts to the property from each Build Alternative, where they vary, and the effects recommendations of those impacts. These properties are presented in order of their OAHHP Resource Identification Number. Table B-6 in Appendix B summarizes the NRHP-eligibility status and the effect recommendations for the indirectly impacted historic properties.

### 6.1 Individually Eligible Properties

#### 5PE564 (711 N. Albany Avenue)

##### Site Description

This property was built circa 1900 as a two story, masonry, foursquare residential building. It has a pyramidal roof, exterior chimneys, brick walls and several dormers. The east elevation contains the main entry, facing N. Albany Avenue. The building has been converted into a residential four-plex. The property is currently more than 450 feet west of the existing interstate and at a higher elevation, so the interstate is not visible from the front porch of the building. This property faces N. Albany Avenue with a parking lot and commercial structure to the north. To the west is a large, U-shaped hotel. Immediately to the south and west is 5PE4532 (125 E. 7th Street), a former religious facility once associated with this building, which is discussed later in this section. To the east is a large parking lot and a previous institutional facility (now owned by CDOT) that occupies a large lot between E. 6th and E. 8th streets. East 7th Street is a dead end that Ts into this facility.



### Eligibility Determination

For the purposes of Section 106, this property is being treated as NRHP-eligible under Criteria A and C. This building is associated with the theme of Urban Development, Architecture, and Neighborhood Evolution (1890 - 1940) and is a good example of a foursquare building type.

### Effect Determination

Both Build Alternatives would move the interstate to the west at this location, approximately 250 feet closer to the building. The edge of the realigned interstate would be 192 feet from the east (front) elevation of the property. A one-lane, southbound surface frontage road with an exit onto E. 7th Street would run east of the current N. Albany Avenue between E. 4th and E. 8th streets. The frontage road would replace the existing N. Albany Avenue, which would no longer exist at this location (see Exhibit 6-1). The existing N. Albany Avenue and a portion of the lot across the street would become a surface parking lot stretching from E. 8th to E. 7th streets, between this property and the proposed frontage road. Access to the frontage road would be via E. 7th and E. 8th streets and the road would be 117 feet from the east elevation (façade) of the property.

Both Build Alternatives would remove the structures to the east of this parcel and they would be replaced with interstate roadway, the auxiliary road system, and a surface parking lot. The proposed interstate would be approximately 24 feet higher at this location than it is currently. According to the noise analysis, the existing noise level is approximately 62 dBA and the No Action Alternative level would be 64 dBA. Under both Build Alternatives, the noise level at this building would be close to 71 dBA (Hankard, 2004). A noise wall is not proposed for this area. According to the FHWA guidance on noise abatement, a Category B (residential) building would require abatement for noise levels above 68 dBA. Noise levels above 68 dBA for residential structures are considered an impact to that structure (USDOT, 1995).

The indirect impacts from the Build Alternatives would not diminish the integrity of materials, design, or workmanship of 711 N. Albany Avenue (5PE564). The qualities that make this property architecturally significant would not be greatly diminished by the addition of a parking lot, a frontage road, and the relocation and increased height of the interstate. However, these changes would have a large impact on the integrity of the setting, feeling, and association of the building. The building currently faces a large surface parking area and a one-story structure with no visual or noise intrusions from the current interstate. The substantial impacts to the integrity of the setting, association, and feeling from the increased visual and noise impacts would have an **Adverse Effect** to this historic property under 36 CFR 800.5(v), Criteria of Adverse Effect, "introduction of visual, atmospheric, or audible elements that diminish the integrity of the property's significant historic features."



## 5PE571 (2713-15 Grand Avenue)

### Site Description

This Eclectic style property now serves as the Martin Luther King, Jr. Museum, but previously has been the Lincoln Home Orphanage and the Pueblo Colored Orphanage and Old Folks Home. The building is comprised of two identical one and a half story brick structures less than three feet apart, which are linked at the rear of the property. The building on lot 8 (2713) was built in 1889 and the other building was built prior to 1904, according to Sanborn Fire Insurance maps and the local assessor. It has a complex roof system with various gables and has a decorative brick belt course along the front and back of the building, at the level of the limestone window sills. The foundation is stone and there is a small wood addition with a shed roof on the rear elevation. Founded in 1915, the Lincoln Home Orphanage is believed to be the first orphanage for African-American children west of the Mississippi River and certainly the first in Colorado (Alexandroff, 1996). This property is located in a primarily residential area and lies at the center of the 2700 block of Grand Avenue. It is surrounded on the north and south by vacant lots with residential properties to the west. The property faces a large vacant lot to the east with the existing interstate on the other side of the lot.



5PE571 (2713-15 Grand Avenue) façade. (2005)



5PE571 (2713-15 Grand Avenue) Northeast oblique. (2005)

### Eligibility Determination

The SHPO concurred with the recommendation of NRHP eligibility under Criteria A and C on June 11, 1996. It was listed in the State Register of Historic Places in December 1997. The property is significant under Criterion A as an early orphanage for African-American children and as a part of Pueblo's ethnic heritage and social history. It is eligible under Criterion C as a good example of the Eclectic style (Kramer and Associates, 1997).

### Effect Determination

The building at 2713-15 Grand Avenue (5PE571) would not be directly impacted by the Build Alternatives. The proposed interstate improvements and the southbound on-ramp would be located in approximately the same location as currently (see Exhibit 6-2). The closest noise receptor is a block north of this property and slightly closer to the existing interstate. It recorded an existing, loudest hour noise level of 64 dBA and projected a level of 66 dBA under the No Build Alternative, and 65 dBA under both Build Alternatives. This represents an increase of 1 dBA, which is not perceptible to the human ear. A 15- to

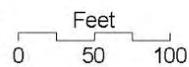
EXHIBIT 6-2  
5PE571 (2713-15 Grand Avenue)



**Legend**

- - - Proposed Impact Area
- Toe of Slope
- Proposed Noise Walls
- Edge of Pavement
- Sidewalk
- Legal Property Boundary
- Historic Districts

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



Notes:  
This is a draft document and  
subject to change.  
Atlas updated 06/15/2009

5PE571

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20-foot-tall noise wall would be constructed on the west side of the on-ramp on the other side of the large vacant lot to the east of the property. The noise wall is projected to achieve at least a 5 dBA reduction at the front row receptors, bringing this property to approximately 59 dBA after mitigation. The property would gain a beneficial effect from the noise reduction resulting from installation of the noise wall. At its closest point (a diagonal measurement), the noise wall would be 340 feet from the east elevation of the building. The noise wall would be 398 feet due east of the east elevation. There are several mature trees between the building and the proposed noise wall, but the wall would be visible from the property.

The indirect impacts from the Build Alternatives would not diminish the integrity of materials, design, workmanship, location, or association of 2713-15 Grand Avenue (5PE571). The qualities that make this property significant would not be altered by the addition of the proposed noise wall. The minor visual impacts and beneficial impacts from the noise wall to the setting and feeling of the property would not be so extreme as to alter the characteristics that qualify the property for NRHP and State Register eligibility. Therefore, the Build Alternatives would have **No Adverse Effect** to this historic property.

**5PE584 (426 N. Santa Fe Avenue)**

**Site Description**

Originally the St. James Hotel, built in 1881 by Father C. Eberty and F.W. Cooper, this building is now the Benevolent and Protective Order of Elks Lodge No. 90. It is a three-story Classical Revival building with the main entry in the west elevation. Two large Ionic columns run along the inside of the main level windows up to the top of the second floor. On the outside of the Ionic columns, there are two decorated pilasters that also continue up to the top of the second floor. An entablature above the pilasters and columns reads “Benevolent and Protective Order of Elks” and another entablature reads “Cervus Alces”. The building façade faces west, onto N. Santa Fe Avenue, and is flanked to the south by a row of commercial structures. The north is bordered by 5th Street and the west by a large surface parking lot. The current interstate is approximately 400 feet from the rear elevation of the building.

	
<p>5PE584 (426 N. Santa Fe Avenue) northwest oblique. (2009)</p>	<p>5PE584 (426 N. Santa Fe Avenue) with existing I-25 over E. 5th Street to the rear. (2009)</p>

### Eligibility Determination

The SHPO concurred with the recommendation of NRHP eligibility on September 8, 1982 for the Benevolent and Protective Order of Elks Lodge No. 90 5PE584 (426 N. Santa Fe Avenue). The building is eligible for listing in the NRHP under Criterion C as an excellent example of late 19th Century Commercial Architecture and of the Classical Revival style.

### Effect Determination

The building at 426 N. Santa Fe Avenue (5PE584) would not be directly impacted by the Build Alternatives. Albany Avenue to the rear of the property (parallel to N. Santa Fe Avenue) would be closed and a new southbound frontage road would run from E. 8th Street to E. 4th Street and would be located 257 feet from the rear elevation of the building (see Exhibit 6-3). East 5th Street would be closed to through traffic at the frontage road and would become a cul du sac just to the northeast of this property. The east-west traffic flow would decrease at this location, but that should not impact the functioning of this building. The interstate would remain in roughly the same location and would be 419 feet to the east of the rear elevation. The height of the interstate would rise 6 feet from its current height at E. 5th Street. Existing noise levels are unknown as there was no noise receptor in the general area. This building falls entirely outside of the 66 dBA level contour and is estimated to be about 62 dBA under both Build Alternatives. Noise would not be a factor in the effects analysis for this property.

The indirect impacts from the Build Alternatives would not diminish the integrity of materials, design, workmanship, location, or association of 426 N. Santa Fe Avenue (5PE584). The qualities that make this property significant would not be altered by the closure of E. 5th Street, the relocation of the interstate slightly to the east, or the minimal height increase. The minor impacts to the setting and feeling of the property would not diminish the characteristics that qualify the property for the NRHP. The property would continue to be eligible for the NRHP as an example of late 19th century Classical Revival architecture. Therefore, the Build Alternatives would have **No Adverse Effect** to this historic property.

EXHIBIT 6-3  
5PE584 (426 N. Santa Fe Avenue)



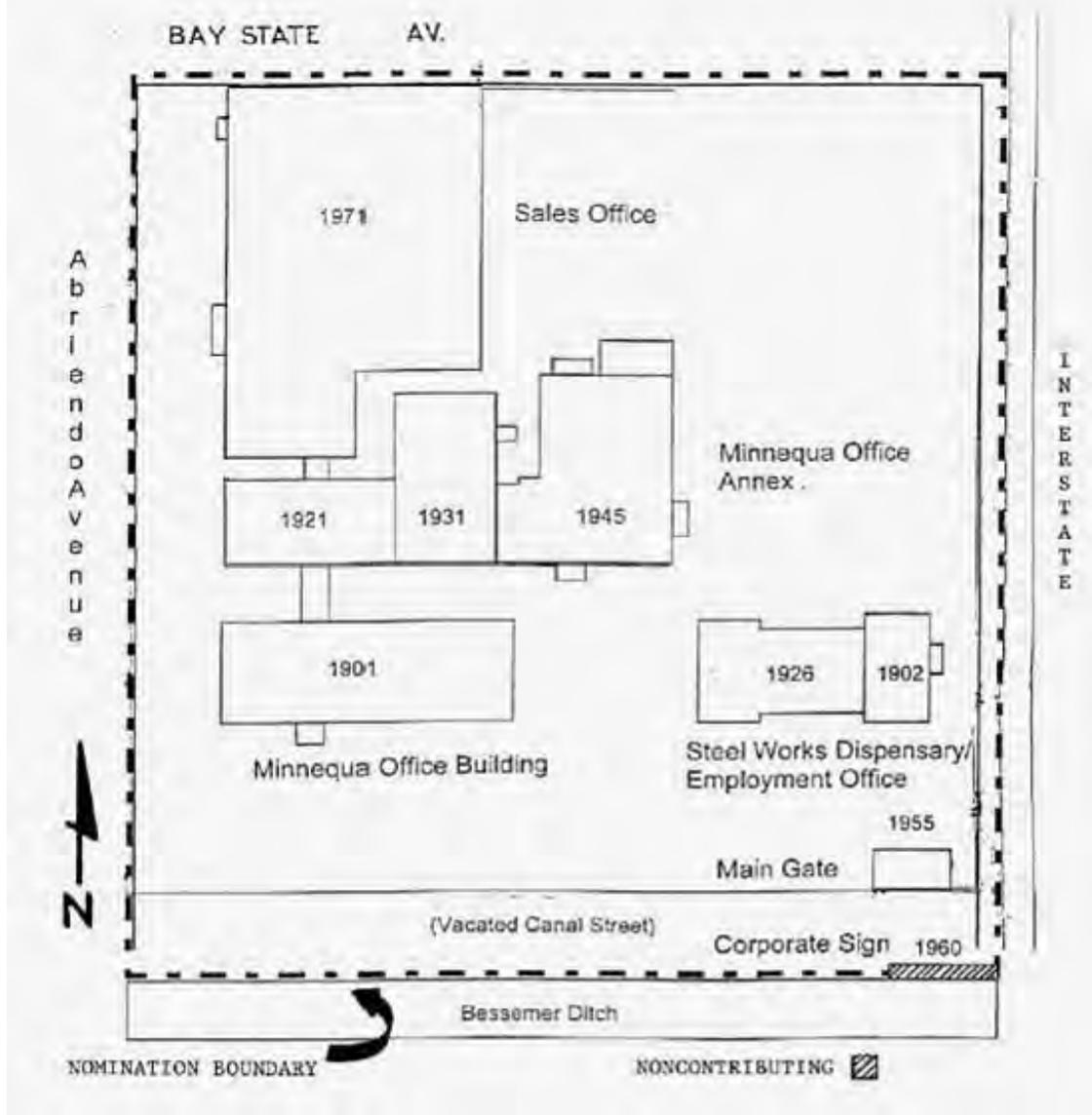
**5PE4179 (215 and 225 Canal Street) Minnequa Steel Works Office Building and Dispensary Site  
Site Description**

This property is a group of eight structures that were formerly Minnequa Steelworks, the Pueblo headquarters of CF&I. This complex of buildings sits just to the west of the current I-25, to the west of the steel mill. This complex of structures was constructed between 1901 and 1960. Exhibit 6-4 from the NRHP nomination form shows the locations of the structures and the years they were built.

**EXHIBIT 6-4**

Sketch Map Showing the Layout of the Minnequa Steel Works Office Building and Dispensary Site (5PE4179) and the Dates of Construction for Each Structure

**SKETCH MAP**



Source: City of Pueblo, 2001

Denver architect Frederick H. Sterner designed the original 1901 office building and 1902 dispensary. Pueblo architects continued in the Mission style, with William Stickney designing the addition to the office building in 1921 and Walter DeMordaunt the 1926 addition to the dispensary. The buildings now house the Bessemer Historical Society, which runs the Steelworks Museum of Industry and Culture in the former dispensary. The site also includes the 1955 gate used for access to the steel mill after the interstate was constructed, as well as the large interstate sign just north of the Bessemer Ditch. The complex also includes a large 1971 structure that served as the Sales Office. The site occupies an entire city square from Baystate Avenue on the north to the now vacant Canal Street on the south. The current interstate is located immediately to the east of this parcel, 48 feet from the dispensary and 228 feet from the office annex (see Exhibit 6-4). The entry to the Sales Office is from Abriendo Avenue on the west elevation. The area between the old Canal Street and the dispensary is now a surface parking area for the Bessemer Historical Society museum and archives.

	
<p>5PE4179 South elevation of the Minnequa Office Building. Facing north. (2009)</p>	<p>5PE4179 Steelworks Dispensary and Employment office. Facing northeast toward the steel mill. (2009)</p>
	
<p>5PE4179 Main Gate and corporate sign. Facing east toward the current interstate. (2009)</p>	

### Eligibility Determination

Located at 215 and 225 Canal Street, the Minnequa Steel Works Office Building & Dispensary (5PE4179) was listed in the state register in 2001 and listed in the NRHP June 6, 2002. The Mission Revival style buildings illustrate the growth of CF&I, which became the largest single employer in the Pueblo region. The areas of significance for these buildings are industry and architecture with a period of significance of 1901 to 1955. These structures reflect the rapid improvements made to accommodate support services for the steel plant as it grew to become one of the largest iron and steel plants in the United States by 1906. This property is also a contributing element to the Steelworks Suburbs Historic District, discussed in Section 5.2 of this report.

### Effect Determination

This complex of structures would not be directly impacted by the proposed action. The indirect impacts vary slightly for each alternative, but are similar. Indirect impacts would include increased noise and visual intrusion.

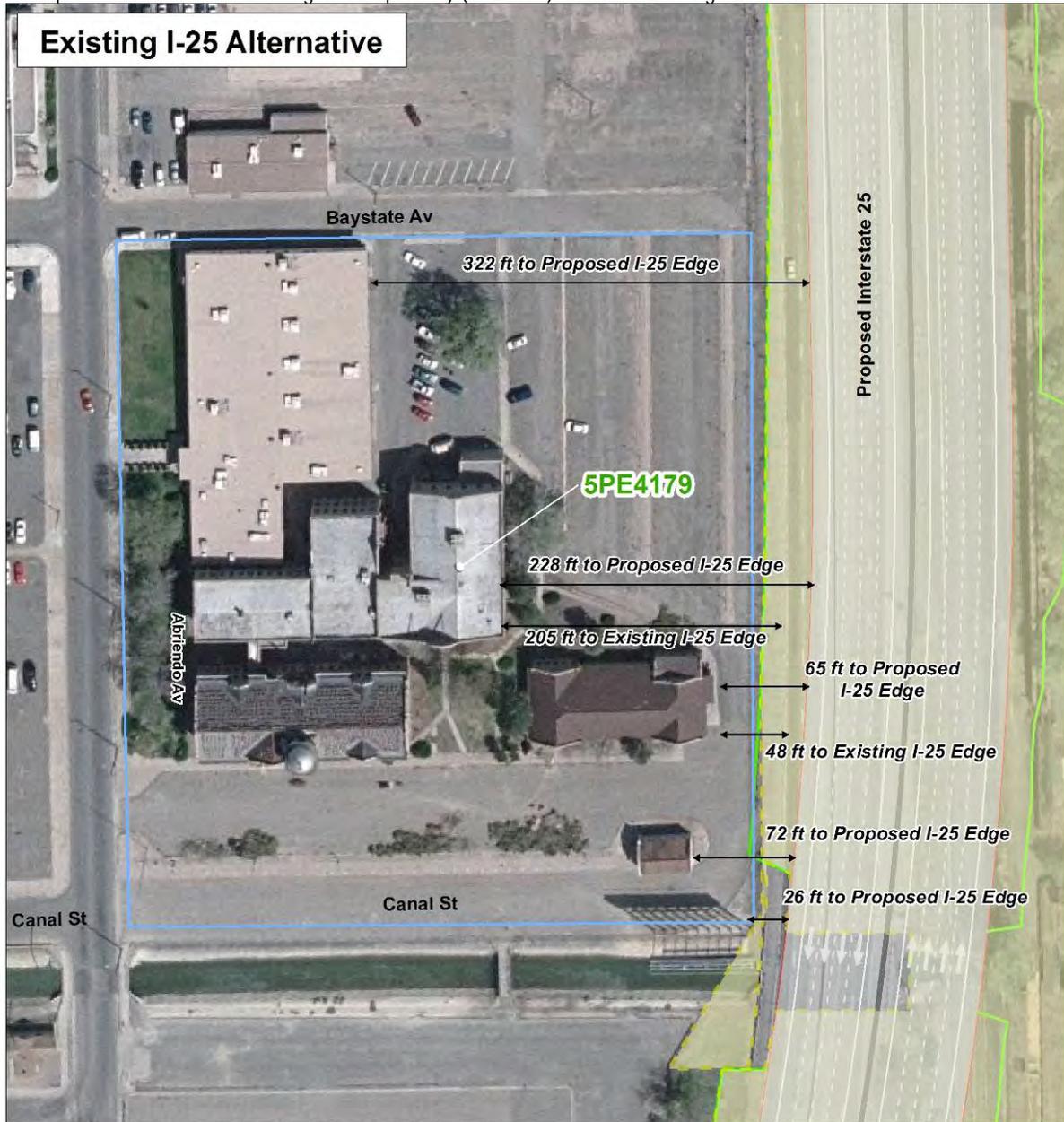
**Existing I-25 Alternative.** Under the Existing I-25 Alternative, the interstate would remain in roughly the same location, but would be slightly wider and less than 5 feet taller. The edge of the proposed interstate would be 322 feet from the sales office, 65 feet from the dispensary building, 228 feet from the annex, 72 feet from the Main Gate, and 26 feet from the corporate sign. Exhibit 6-5 shows the interstate moving slightly to the east and the previous roadway would remain CDOT ROW. On the other side of the interstate is the elevated High Line rail (5PE5139.1), which is a part of the CF&I plant that provided access for rail cars to dump ore into the smelter. The High Line rail is currently visible from the Minnequa Steel Works and under this alternative, the High Line rail would be removed, which would alter the viewshed of this property. The Existing I-25 Alternative would include the demolition of seven stoves and a stack on the western portion of the steel mill, which would change the view from this property to the steel mill. The Minnequa Steel Works Office Building & Dispensary (5PE4179) has a long association with the steel mill to the east and the loss of the stoves and stacks would alter the viewshed from this property.

The current tunnel access from the west side of the interstate to the steel mill on the east would be closed. The tunnel goes from the main gate on this property under the current interstate and onto the private steel mill to the east. Under the Existing I-25 Alternative, the tunnel would be closed, but the Main Gate structure on this property (the entry to the tunnel on the west side) would remain. Access from the former headquarters (5PE4179) onto the steel mill would be closed. The tunnel would not be removed, but there would be no access to the tunnel.

The noise levels near this location are currently 60-70 dBA and would rise to 63-73 dBA under the No Action Alternative (noise receptors were 2 blocks south and 2 blocks west of this location). Under the Existing I-25 Alternative, the noise level at the easternmost structures, closest to the interstate (one of the museum buildings, the 1955 Main Gate, and the Corporate Sign), would be greater than 71 dBA. This represents an increase at least 1 dBA at the easternmost structures which would not be perceptible to the human ear. As the noise receptors are farther from the interstate, the levels here would likely be higher, but even a 3 dBA increase would be barely perceptible. The remaining structures on the site would be below 66 dBA and roughly similar to current conditions (Hankard 2004).

According to the noise report, this property would be impacted by noise up to about 150 feet from the eastern most edge of the parcel. The Bessemer Historical Society registered a preference for maintaining the visual link between this complex and the steel mill across the highway, so no noise wall is planned in this area. The proposed noise walls would go up to Jones Street just to the south of the Bessemer Ditch, so they would be visible to the south from this complex, but would not impede the visual link between this property and the steel mill to the east.

EXHIBIT 6-5  
Minnequa Steelworks Office Building and Dispensary (5PE4179) under the Existing I-25 Alternative



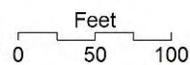
5PE4179



**Legend**

- Property Boundary
- Proposed Impact Area
- Toe of Slope
- Edge of Pavement
- Sidewalk

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



Notes:  
This is a draft document and  
subject to change.  
Atlas updated 06/15/2009



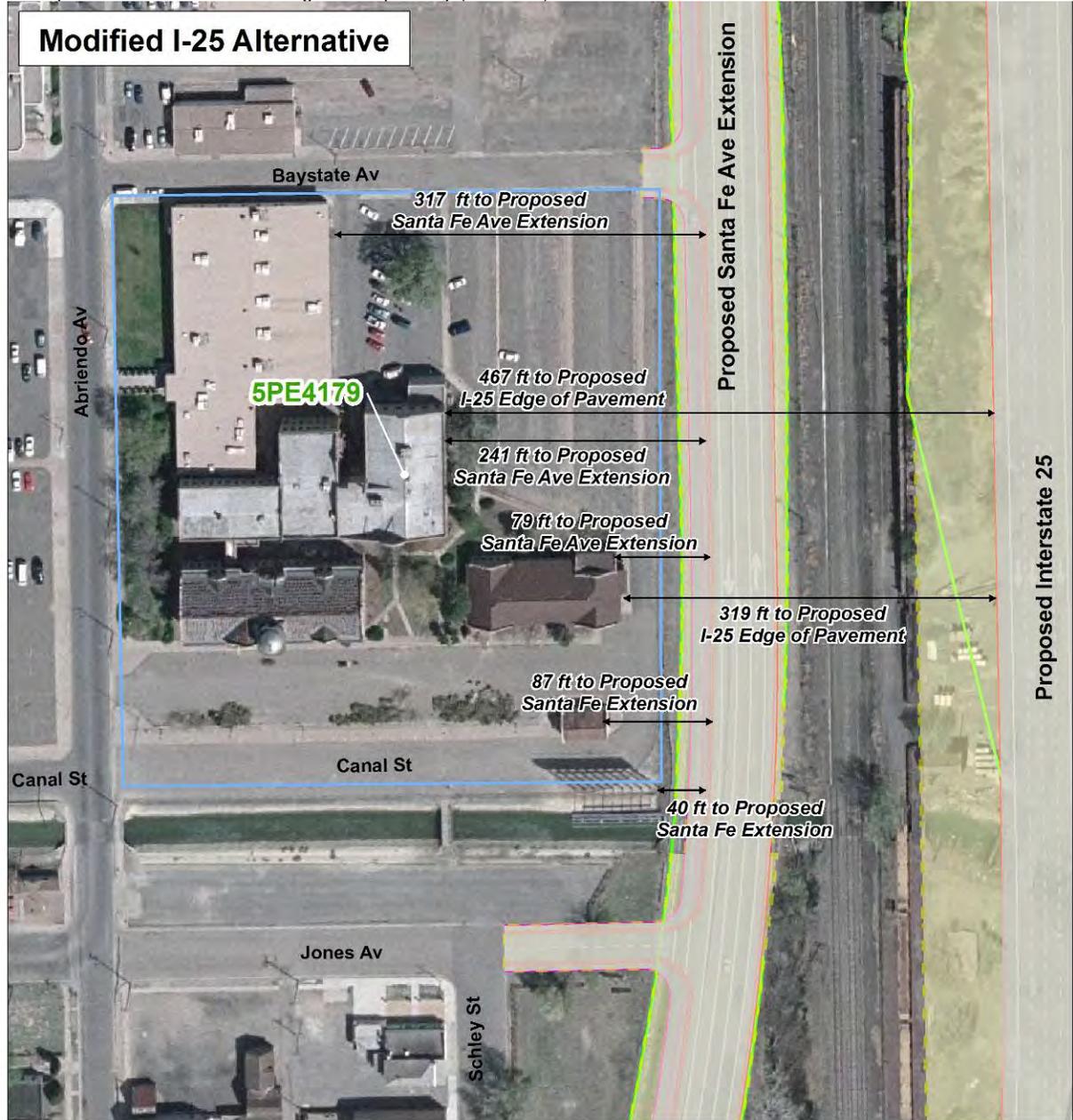
**Modified I-25 Alternative.** Under the Modified I-25 Alternative, the current interstate would remain open as the Santa Fe Avenue Extension with access at Jones Avenue, just to the south of this property (Exhibit 6-6). The realigned highway would move to the east of the existing interstate alignment and would be approximately 20 feet taller than the existing interstate. The elevated roadway would be 319 feet from the east elevation of the closest structure on the site and would be 467 feet from the east elevation of the central building (see Exhibit 6-6). The immediate setting would remain unchanged as the current interstate lanes would not change. Additionally, the site would gain access from the Santa Fe Avenue Extension at Baystate and Jones avenues that it currently does not have. The increased exposure and access could increase use of the museum by locals and visitors alike.

The elevated interstate would be visible from the property and would block some views of the steel mill from the property. The Modified I-25 Alternative would include the demolition of seven stoves and a stack on the western portion of the steel mill, as well as several other structures that are less visible from this property. The Minnequa Steel Works Office Building & Dispensary (5PE4179) has a long association with the steel mill to the east and the loss of the stoves and stacks on the steel mill property would alter the viewshed from this property to the east toward the steel mill.

The current tunnel access from the west side of the interstate to the steel mill on the east would be closed. The tunnel goes from the main gate under the current interstate and onto the private steel mill to the east. Under the Modified I-25 Alternative, the tunnel would be closed, but the Main Gate structure on this property (the entry to the tunnel on the west side) would remain. Access from the former headquarters (5PE4179) into the steel mill would be closed, but the tunnel would not be removed. Under this alternative, the tunnel would stay in place and could still be used if needed, but would be officially closed.

The noise levels near this location are currently 60-70 dBA and would rise to 63-73 dBA under the No Action Alternative (noise receptors were 2 blocks south and 2 blocks west of this location). Under the Modified I-25 Alternative, the noise level at the easternmost structures, closest to the interstate (one of the museum buildings, the 1955 Main Gate, and the Corporate Sign), would be 66 dBA. This represents a decrease of 4 dBA at the easternmost structures, which would be a perceptible decrease in noise. The remaining structures on the site would be below 66 dBA and roughly similar to current conditions as the current interstate would remain in use as the Santa Fe Avenue Extension (Hankard 2004). The Bessemer Historical Society registered a preference for maintaining the visual link between this complex and the steel mill across the highway, so no noise wall is planned in this area. Proposed noise walls under the Modified I-25 Alternative would be south of Indiana Avenue, well south of this location, so they would not be visible. Under the Modified I-25 Alternative, the current I-25 alignment would remain and would become the Santa Fe Avenue Extension so noise conditions would change very little.

EXHIBIT 6-6  
Minnequa Steelworks Office Building and Dispensary (5PE4179) under the Modified I-25 Alternative

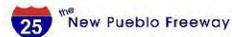
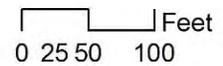


**Legend**

- Proposed Impact Area
- Toe of Slope
- Edge of Pavement
- Sidewalk
- Legal Property Boundary

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

Notes:  
This is a draft document and  
subject to change.  
Atlas updated 06/15/2009



5PE4179

The indirect impacts from both Build Alternatives would not diminish the integrity of materials, design, workmanship, or location of the Minnequa Steel Works Office Building & Dispensary (5PE4179). This property was listed in the NRHP under Criterion C for its distinctive Mission Revival style and this project would not physically change any of the structures or their style elements. This property is also significant under Criterion A for its association with industrial development, primarily as it relates to the steel industry and the CF&I plant. The integrity of association, feeling, and setting would be impacted from the increased height of the interstate, the loss of access to the steel mill through the tunnel, the loss of some visual elements (including the High Line rail), the visual loss of some of the stoves and the stack on the mill site, and the minor increase in noise. These are minor impacts and together they would not alter the qualities that make this property significant. These impacts to the setting and feeling of the property would not diminish the characteristics that qualify the property for listing in the NRHP.

The property would maintain its historic significance for industry and architecture in Colorado and would continue to function as a viable museum. Therefore, the proposed action would have **No Adverse Effect** to the Minnequa Steel Works Office Building & Dispensary (5PE4179) under either Build Alternative.

**5PE4436 (814 N. Santa Fe Avenue)**

**Site Description**

This is a two-story, masonry, vernacular commercial building on N. Santa Fe Avenue, which was historically and continues to be a commercial corridor through the City of Pueblo. The building was built circa 1925 and has a flat roof and a combination of concrete and brick exterior walls. Currently, I-25 is to the east of the rear elevation of this structure at roughly the same elevation as N. Santa Fe Avenue. The building is surrounded mostly by surface parking lots, with a two-story T-shaped building to the southeast.



5PE4436 (814 N. Santa Fe Avenue). (2005)

**Eligibility Determination**

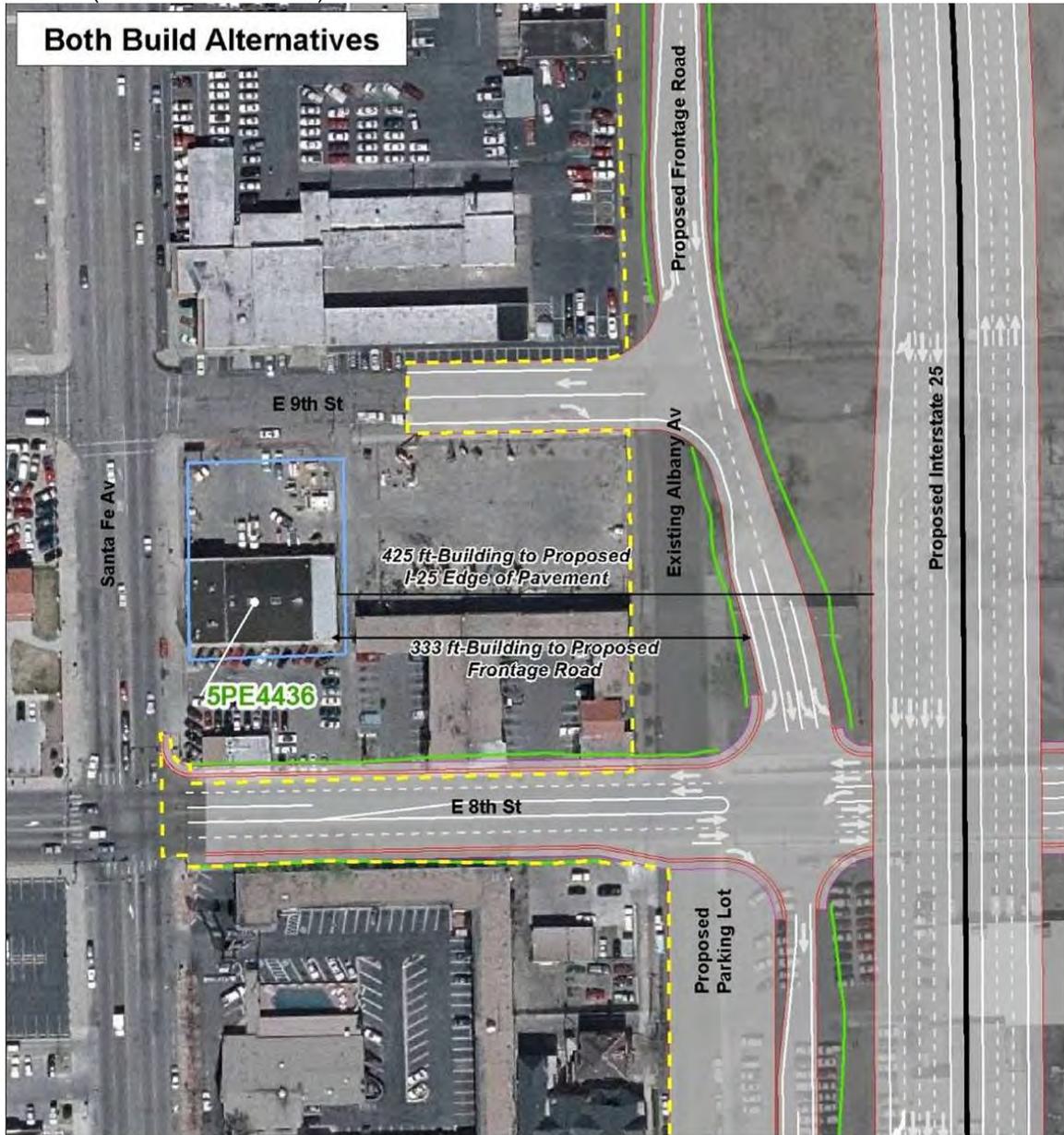
For the purposes of Section 106, this property is being treated as NRHP-eligible under Criterion A. This building is associated with the theme of Urban Development, Architecture, and Neighborhood Evolution (1890 - 1940).

**Effect Determination**

The building at 814 N. Santa Fe Avenue (5PE4436) would not be directly impacted by the project. Proposed changes would include Albany Avenue

moving slightly to the east and becoming a frontage road between E. 13th and E. 8th streets. At this location, the frontage road would move to the east, farther from this building. It would change from the existing two-lane, two-way street, to a four-lane frontage road allowing only southbound traffic. The proposed frontage road improvements, which would not be elevated, would be 333 feet from the rear of 5PE4436 (see Exhibit 6-7). Surface improvements to E. 8th and E. 9th streets would not affect this building. Access to E. 8th and

EXHIBIT 6-7  
5PE4436 (814 N. Santa Fe Avenue)



- Legend**
-  Proposed Impact Area
  -  Toe of Slope
  -  Proposed Noise Walls
  -  Edge of Pavement
  -  Sidewalk
  -  Legal Property Boundary
  -  Historic Districts

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

0 50 100  
Feet

Notes:  
This is a draft document and  
subject to change.  
Atlas updated 06/15/2009



5PE4436

CONRADITY PROJECT ON I-25 NEW PUEBLO FREEWAY IMPROVEMENT PROJECT, CONSULTATION WORKING MAP FILES IMPACTS TO HISTORIC PROPERTIES, 5PE4436, ALT 1.0, INARID 5/2009 1405.15

E. 9th streets would not change from N. Santa Fe Avenue on the south and north sides of this building. The interstate would move to the west at this location, closer to N. Santa Fe Avenue. The rear wall of 5PE4436 would be 425 feet from the edge of the proposed interstate improvements. At this location, the top of the interstate would be approximately 30 feet higher than under existing conditions because, currently, the interstate goes under 8th Street and the proposed interstate would go over 8th Street. The shaded area on Exhibit 6-7 between the frontage road and the interstate represents the embankment.

The closest noise receptor is 3 blocks north of this building and half a block to the east, closer to I-25. Readings at this location showed an existing noise level of 62 dBA, 64 dBA under the No Build Alternative, and 67 dBA under both Build Alternatives. This results in a 5 dBA noise increase from the existing levels, which is a readily perceptible increase but would not affect the significance of this property under Criterion A. Considering this building is half a block farther away from the interstate, the noise levels at this location would likely be slightly lower.

The indirect impacts from the Build Alternatives would not diminish the integrity of materials, design, workmanship, location, or association of 814 N. Santa Fe Avenue (5PE4436). The qualities that make this property significant would not be altered by the addition of a surface frontage road to the rear of the structure. Although the interstate would be elevated and would introduce a new visual element to the rear of the property, the building faces away from the interstate and is already exposed to noise from the existing interstate. The minor visual and noise impacts from the elevated roadway to the setting and feeling would not be so severe as to alter the characteristics that qualify the property for NRHP eligibility. Therefore, there would be **No Adverse Effect** from either Build Alternative to this historic property.

**5PE4438 (331 Beech Street), 5PE4439 (325 Beech Street), 5PE4440 (323 Beech Street), 5PE4441 (321 Beech Street), and 5PE4601 (319 Beech Street)**

**Site Description**

This is a group of five residential buildings on the north side of the 300 block of Beech Street (see Exhibit 6-8). All were built between 1904 and 1905 and are a single story. Most are front gable, but one is a side gable and one is a shotgun type. All but one are sheathed in stucco; the other has aluminum siding. The houses face to the south and look out over a bluff with the current Kelly Avenue and railroad tracks below and to the south. To the west is a single residence with another bluff to the west of that building. To the north are residential structures on the north side of an alley that runs between Bradford and Chester avenues. Across Chester Avenue to the east are several vacant lots.

		
5PE4438 331 Beech Street. (2005)	5PE4439 325 Beech Street. (2005)	5PE4440 323 Beech Street. (2005)

	
<p>5PE4441 321 Beech Street. (2005)</p>	<p>5PE4601 (319 Beech Street). (2005)</p>

### Eligibility Determination

For the purposes of Section 106, these properties are being treated as NRHP-eligible under Criterion A. These buildings are associated with the theme of Urban Development, Architecture, and Neighborhood Evolution (1890 - 1940).

### Effect Determination

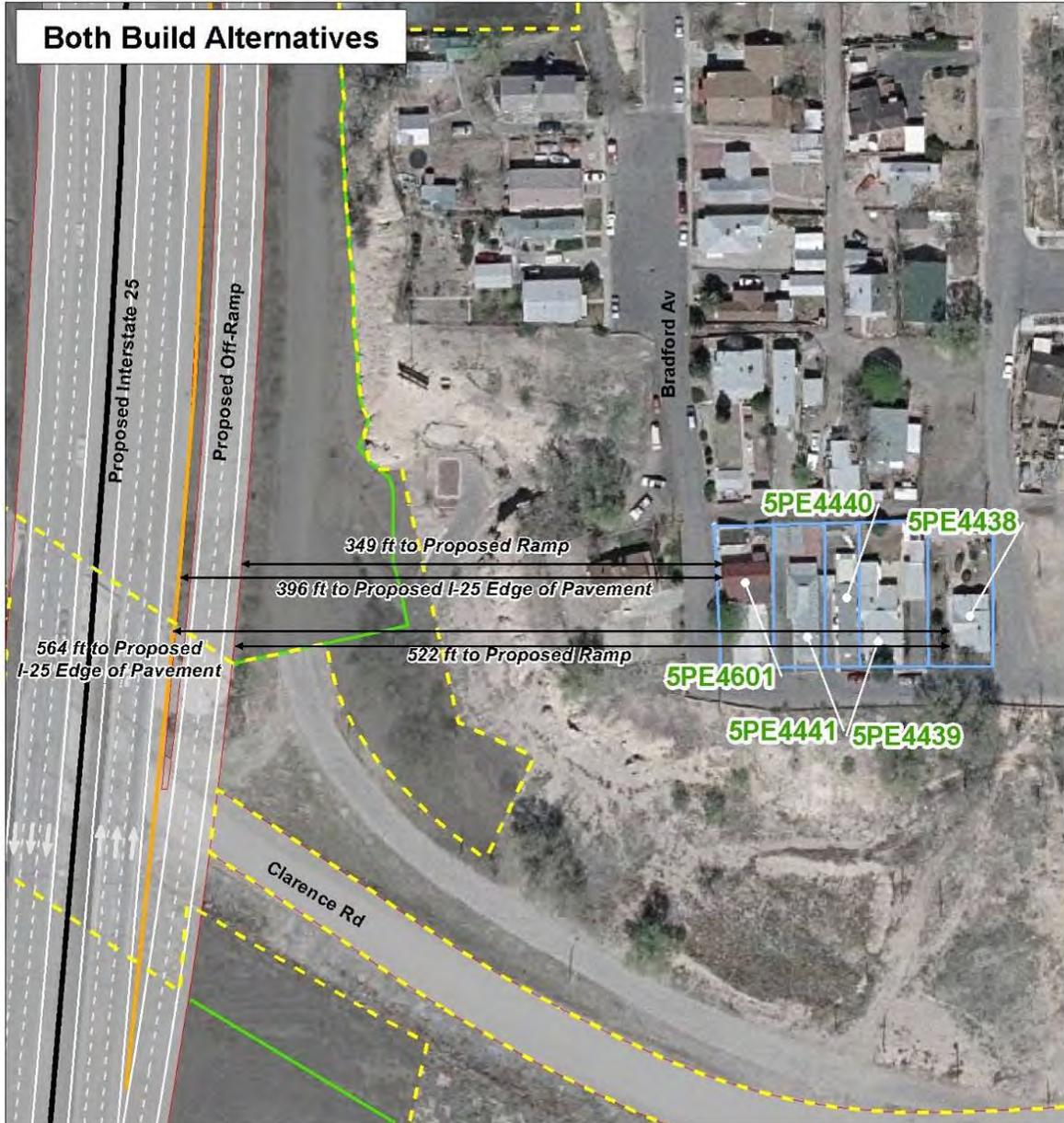
There would be no direct impacts to these residential properties from either of the Build Alternatives. Neither Build Alternative would bring the interstate any closer to the properties, but a proposed northbound, two-lane off-ramp would be located between the retaining wall and the bluff to the east.

The closest noise receptor to these properties is between Bradford Avenue and I-25, roughly 400 feet closer to the interstate. At this location, the levels are 66 dBA currently, 66 dBA under the No Action Alternative, and 70 dBA under both Build Alternatives. These properties lie outside the 66 dBA contour lines, so the levels under both Build Alternatives would be below 66 dBA. A 15-foot-tall noise wall would be erected on top of the retaining wall between 1st Street and Clarence Road. The reduction from the noise wall would be at least 3 dBA at 32 residences, with an average of 4.5 dBA reduction (Hankard, 2004). The noise wall would have a beneficial effect to the historic properties in that it would decrease the noise level from the existing noise conditions; however, the wall would have a visual effect on the properties.

Although the proposed noise wall would alter the view from the property to the highway, it would not diminish the integrity of setting, feeling, or association of the 300 block of Beech Street (331 Beech Street, 325 Beech Street, 323 Beech Street, 321 Beech Street, and 319 Beech Street) or diminish their ability to convey their significance. The qualities that make these properties significant under Criterion A would not be diminished by the addition of a noise wall a minimum of 396 feet from the properties. The proposed noise wall would cause some visual impacts to the setting and feeling of the buildings, but they do not face the interstate and are currently exposed to minimal noise and visual impacts from the existing interstate. None of the properties in their immediate vicinity would be removed. The impacts to the integrity of the setting and feeling would be minor and would not render the buildings incapable of maintaining their NRHP-eligible status. Therefore, both Build Alternatives would have **No Adverse Effect** to these historic properties.

EXHIBIT 6-8

5PE4438 (331 Beech Street), 5PE4439 (325 Beech Street), 5PE4440 (323 Beech Street), 5PE4441 (321 Beech Street), and 5PE4601 (319 Beech Street)



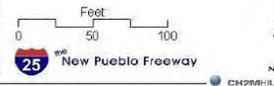
**Legend**

- Proposed Impact Area
- Toe of Slope
- Proposed Noise Walls
- Proposed Retaining Walls
- Edge of Pavement
- Sidewalk
- Legal Property Boundary
- Historic Districts

5PE4438, 5PE4439, 5PE4440  
5PE4441, 5PE4601

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

Notes:  
This is a draft document and  
subject to change.  
Atlas updated 06/15/2009



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**5PE4449 (405 W. 28th Street), 5PE4451 (411 W. 28th Street), and 5PE4453 (411 W. 28th Street)**

**Site Description**

This is a group of three buildings that face an alley running parallel to N. Grand Avenue, but the buildings all have W. 28th Street addresses. They all appear to be residential dwellings are a single story, and were built between 1900 and 1920. There are other single-family residential buildings to the west and south, a hotel to the north, and three large apartment buildings to the east. The current interstate is approximately 425 feet to the east of these properties, on the other side of the apartments.

		
<p>5PE4449 405 W. 28th Street. (2005)</p>	<p>5PE4451 411 W. 28th Street. (2005)</p>	<p>5PE4453 411 W. 28th Street. (2005)</p>

**Eligibility Determination**

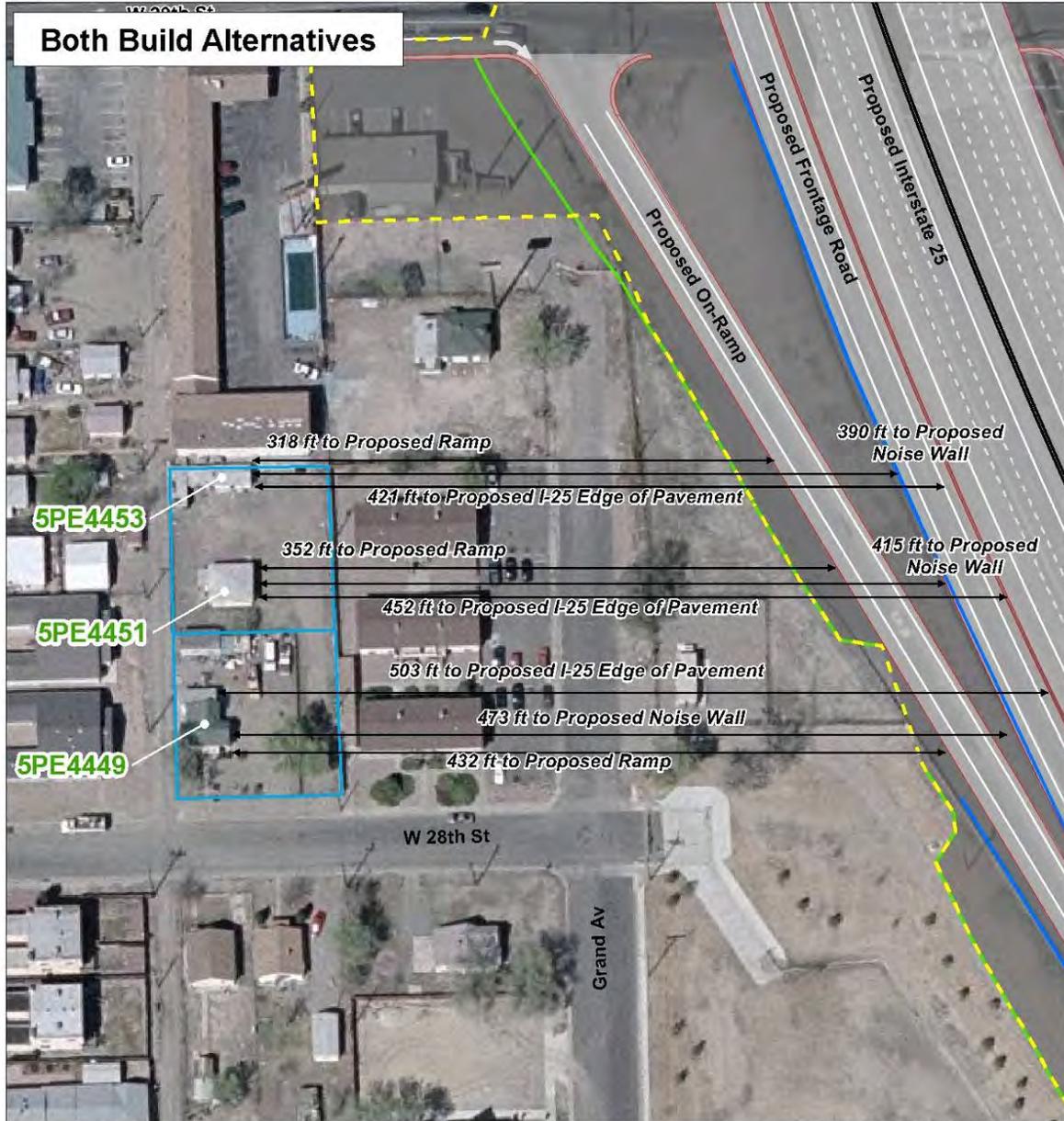
For the purposes of Section 106, these properties are being treated as NRHP-eligible under Criteria A. They are associated with the theme of Urban Development, Architecture, and Neighborhood Evolution (1890 - 1940).

**Effect Determination**

There would be no direct impacts to these residential properties from the proposed project. The Build Alternatives would not bring the interstate any closer to the properties, but they would increase the noise level after the improvements are complete. As mitigation for the increased noise levels, a 15-foot-tall noise wall would be erected at the edge of the vacant lot, on the west side of the interstate (see Exhibit 6-9). The noise wall would reduce the proposed noise levels to approximately the same as current levels (64 dBA currently and 65 dBA with the proposed noise walls). The noise wall would be located 390 feet to 475 feet from the side elevations of the structures and would be located between the interstate and the one-lane on-ramp. These walls are predicted to achieve at least 3 dBA of reduction at a total of 99 residences, with an average reduction at these residences of 4.4 dBA (Hankard, 2004).

Although the proposed noise wall would alter the view from the properties to the highway, it would not diminish the integrity of setting, feeling, or association of these properties on W. 28th Street. The qualities that make these properties significant would not be altered by the addition of a noise wall a minimum of 390 feet from the properties. The properties would remain surrounded by other structures and would not have an unobstructed view of the 15 foot walls. Therefore, both Build Alternatives would have **No Adverse Effect** to these historic properties.

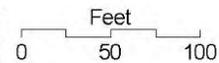
EXHIBIT 6-9  
5PE4449 (405 W. 28th Street), 5PE4451 (411 W. 28th Street), and 5PE4453 (411 W. 28th Street)



**Legend**

- Proposed Impact Area
- Toe of Slope
- Proposed Noise Walls
- Edge of Pavement
- Sidewalk
- Legal Property Boundary
- Historic Districts

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



Notes:  
This is a draft document and  
subject to change.  
Atlas updated 06/15/2009

5PE4449, 5PE4451, 5PE4453

5PE4450 (2629 Court Street), 5PE4454 (2627 Court Street), 5PE4455 (2611 Court Street), 5PE4456 (2621 Court Street), 5PE4457 (2607 Court Street), 5PE4458 (2617 Court Street), 5PE4460 (2605 Court Street), and 5PE4462 (2603 Court Street)

### Site Description

This is a group of one-story, residential properties on the west side of Court Street between W. 26th and W. 27th streets. Two of the properties were built prior to 1915, four are from the late 1940s and two were built in the 1950s. Five of the buildings exhibit elements of the bungalow type and two are Minimal Traditional. The majority have wood siding, with examples of stucco and vinyl also found. Most of the properties have at least one outbuilding on the western portion of the parcel. Most also have access via an alley running between Court Street and Grand Avenue. These residential structures face Court Street to the east and across the street is a vacant lot and the current interstate alignment. The building that is the closest to the interstate (5PE4450) is approximately 250 feet from the current roadway. The building in this block that is the farthest from the interstate (5PE4462) is approximately 450 feet from the current roadway.

		
5PE4450 (2629 Court Street). (2005)	5PE4454 (2627 Court Street). (2005)	5PE4455 (2611 Court Street). (2005)
		
5PE4456 (2621 Court Street). (2005)	5PE4457 (2607 Court Street). (2005)	5PE4458 (2617 Court Street). (2005)
		
5PE4460 (2605 Court Street). (2005)	5PE4462 (2603 Court Street). (2005)	

### Eligibility Determination

For the purposes of Section 106, these properties are being treated as eligible for the NRHP under Criterion A for their association with the theme of Urban Development, Architecture, and Neighborhood Evolution (1890-1940).

### Effect Determination

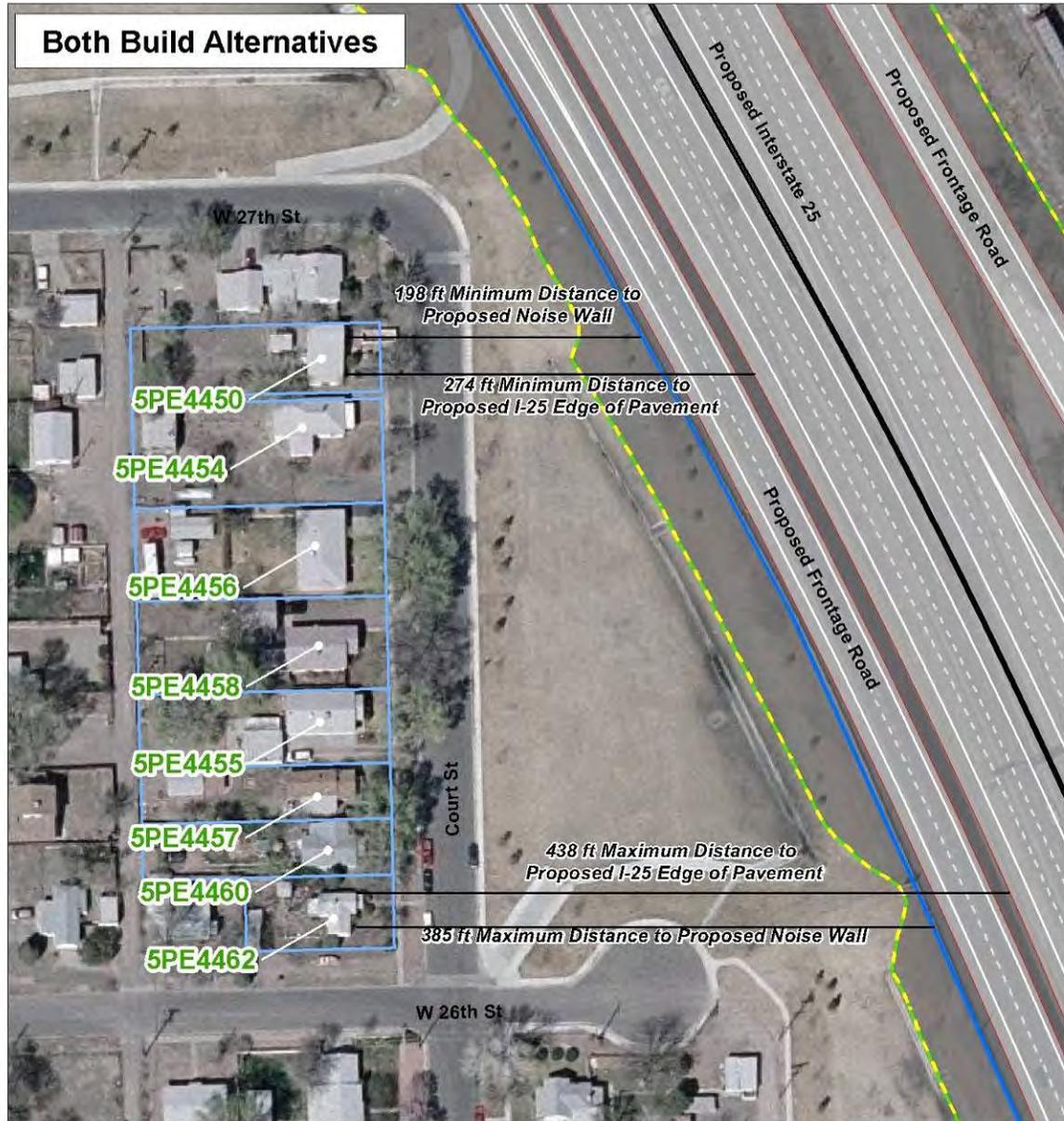
There would be no direct impacts to these residential properties from either of the Build Alternatives. The proposed action would not bring the interstate any closer to the properties, but there would be an additional two-lane frontage road that would be roughly 200 feet to 390 feet from the properties (see Exhibit 6-10). The proposed frontage road would be 1 foot (at 5PE4462) to 5 feet (at 5PE4450) taller than the existing roadway.

The height of the interstate at this location would be roughly the same as currently, but noise levels would increase. The noise levels on this block are 65 dBA currently, and would be 68 dBA under the No Build Alternative, and 65-68 dBA under both Build Alternatives. The increase would be a 0-3 dBA increase, which is barely perceptible to the human ear. As mitigation for the noise levels, a 20-foot-tall noise wall would be erected at the edge of the frontage road. The wall would sit on the top of the embankment, so would be 21 feet to 25 feet above grade. There are no structures or vegetation between these properties and the proposed wall, so the wall would have a visual effect on the properties. The east (front) elevations of the houses would face the embankment and the noise wall instead of facing the slightly elevated interstate on the other side of the vacant lot. The wall would be 198 feet from the closest property (5PE4450) and 385 feet from the property farthest away from the wall in this block (5PE4462).

Although the proposed noise wall would alter the view from the front elevation of the properties, it would only mildly diminish the integrity of setting and feeling of the 2600 block of Court Street (5PE4450, 5PE4454, 5PE4455, 5PE4456, 5PE4457, 5PE4458, 5PE4460, and 5PE4462) due to existing conditions. The noise wall intrusion would not diminish their ability to convey significance under Criterion A. The properties already face the interstate and would benefit from the noise reduction brought about by the addition of the noise wall. The qualities that make these properties significant would not be altered by the addition of a noise wall a minimum of 198 feet from the properties. The properties could still convey their association with urban and neighborhood development. Therefore, the both Build Alternatives would have **No Adverse Effect** to these historic properties.

**EXHIBIT 6-10**

5PE4450 (2629 Court Street), 5PE4454 (2627 Court Street), 5PE4455 (2611 Court Street), 5PE4456 (2621 Court Street), 5PE4457 (2607 Court Street), 5PE4458 (2617 Court Street), 5PE4460 (2605 Court Street), and 5PE4462 (2603 Court Street)

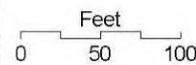


**Legend**

- Proposed Impact Area
- Toe of Slope
- Proposed Noise Walls
- Edge of Pavement
- Sidewalk
- Legal Property Boundary
- Historic Districts

5PE4450, 5PE4454, 5PE4455  
5PE4456, 5PE4457, 5PE4458  
5PE4460, 5PE4462

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



Notes:  
This is a draft document and  
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Atlas updated 06/15/2009

5PE4459 (2534 Court Street), 5PE4461 (2512 Court Street), 5PE4463 (2510 Court Street), 5PE4464 (2528 Court Street), 5PE4466 (2526 Court Street), 5PE4468 (2514 Court Street)

**Site Description**

This is a group of six, one-story, residential structures in the 2500 block of Court Street between W. 25th and W. 26th streets. Two of the buildings were built in 1904, three were built in the early 1920s and one is from 1930, but none exhibit a definitive architectural style. Most of the buildings have at least one auxiliary building in the eastern portions of the parcels. These properties face Court Street to the west, what appears to be a former alley to the east, and vacant land between the alley and the existing interstate. There are no buildings between the rear of these residences and I-25. The current interstate is approximately 280 feet to 380 feet from the buildings. To the north of this square is a cul du sac where W. 26th Street ends at the interstate.

		
5PE4459 (2534 Court Street). (2005)	5PE4461 (2512 Court Street). (2005)	5PE4463 (2510 Court Street). (2005)
		
5PE4464 (2528 Court Street). (2005)	5PE4466 (2526 Court Street). (2005)	5PE4468 (2514 Court Street). (2005)

**Eligibility Determination**

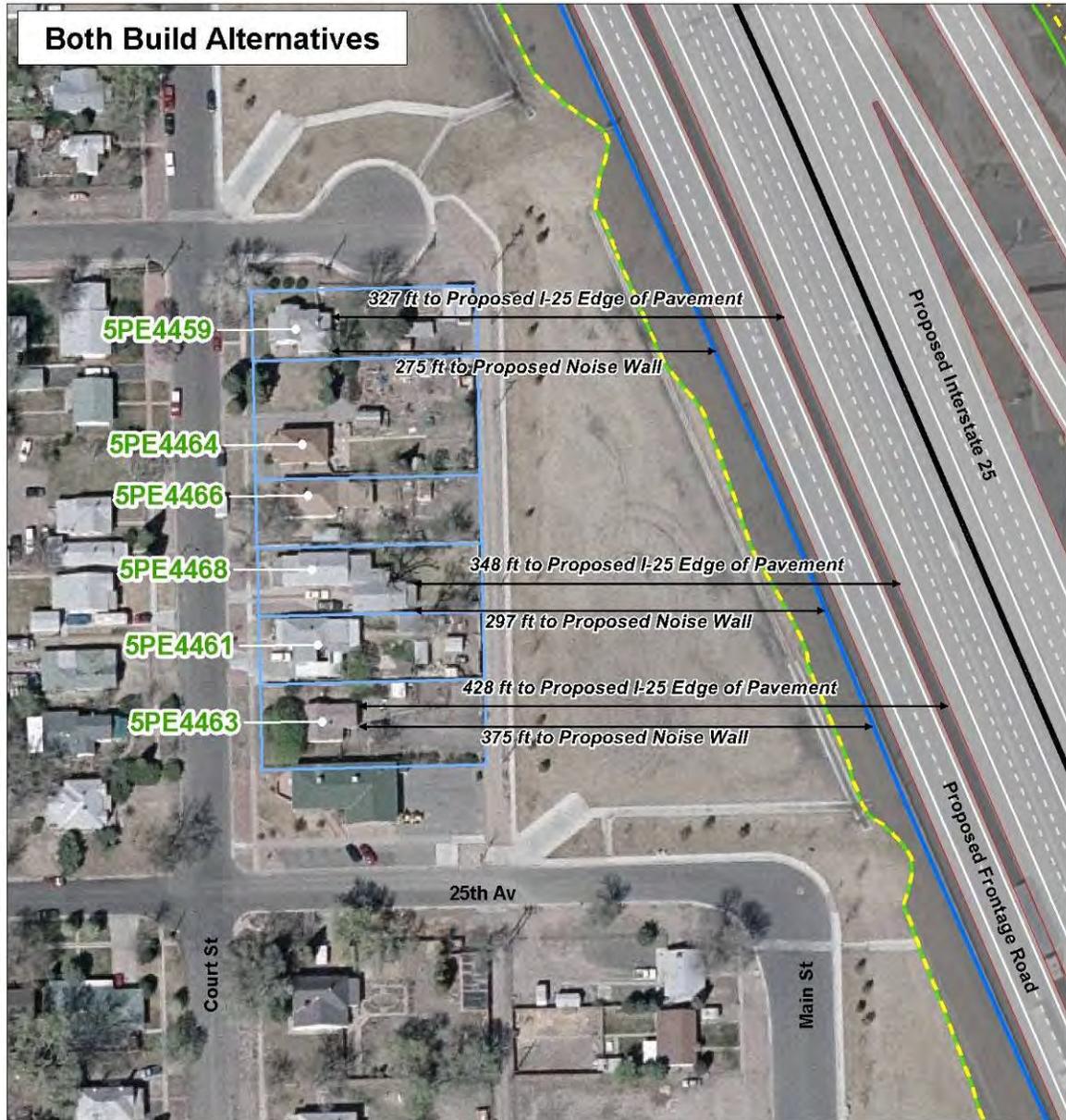
For the purposes of Section 106, these properties are being treated as NRHP-eligible under Criterion A for their association with the theme of Urban Development, Architecture, and Neighborhood Evolution (1890 - 1940).

**Effect Determination**

There would be no direct impacts to these residential properties from either Build Alternative. Neither Build Alternative would bring the interstate any closer to the properties, but there would be an additional two-lane frontage road that would be 280 feet to 380 feet from the back side of the buildings (see Exhibit 6-11). The frontage road would be elevated 1 foot to 3 feet, but the height of the interstate at this location would be roughly the same as the current highway alignment.

EXHIBIT 6-11

5PE4459 (2534 Court Street), 5PE4461 (2512 Court Street), 5PE4463 (2510 Court Street), 5PE4464 (2528 Court Street), 5PE4466 (2526 Court Street), 5PE4468 (2514 Court Street)



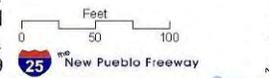
**Legend**

- ▬▬▬ Proposed Impact Area
- ▬ Toe of Slope
- ▬▬▬ Proposed Noise Walls
- ▬ Edge of Pavement
- ▬▬▬ Sidewalk
- Legal Property Boundary
- Historic Districts

5PE4459, 5PE4461, 5PE4463  
5PE4464, 5PE4466, 5PE4468

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

Notes:  
This is a draft document and  
subject to change.  
Atlas updated 06/15/2009



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The noise levels on this block are 65 dBA currently, and would be 67 dBA under the No Action Alternative, and 65-67 dBA under both Build Alternatives. As mitigation for the noise levels, a 20-foot-tall noise wall would be erected at the edge of the frontage road. The walls were predicted to achieve at least a 3 dBA reduction in noise at a total of 99 residences, with an average of 4.4 dBA reduction (Hankard 2004). There are no structures or vegetation between these properties and the proposed wall, so the wall would have a minor visual effect on the properties. The wall would be 275 feet to 375 feet from the rear (east) elevations of the properties. The properties face away from the interstate, so the wall would not be visible from the front of the houses, but would be from the back yards.

Although the proposed noise wall would alter the view from the rear elevation of the properties, it would not diminish the integrity of setting and feeling of the properties in the 2500 block of Court Street (5PE4459, 5PE4461, 5PE4463, 5PE4464, 5PE4466, and 5PE4468). The noise wall intrusion would not diminish their ability to convey significance under Criterion A. Currently, the interstate is across the vacant lot behind the houses and they would receive a beneficial effect from the noise reduction brought about by the addition of the noise wall. The qualities that make these properties significant would not be altered by the addition of a noise wall a minimum of 275 feet from the rear of the properties. These residential properties could still convey their association with urban and neighborhood development. Therefore, both Build Alternatives would have **No Adverse Effect** to these historic properties.

5PE4467 (2419 N. Main Street), 5PE4469 (2415-17 N. Main Street), 5PE4472 (2427 N. Main Street), 5PE4474 (2405 N. Main Street), and 5PE4476 (2401 N. Main Street)

**Site Description**

This is a group of five residential structures in the 2400 block of N. Main Street. These properties along the west side of N. Main Street face to the east toward a large vacant lot spanning the entire block on the east side of N. Main Street (see Exhibit 6-12). The vacant lot separates this row of houses from the existing I-25. The buildings vary in age with building dates from 1900 to 1957, with examples of a Queen Anne Cottage, a Classic Cottage, and a mid-century split level house. They range from a single story to one and a half stories and have standard set-backs from the street. Each property has a variety of mature trees in the front and back yards.

		
<p>5PE4467 (2419 N. Main Street). (2005)</p>	<p>5PE4469 (2415-17 N. Main Street). (2005)</p>	<p>5PE4472 (2427 N. Main Street). (2005)</p>

	
<p>5PE4474 (2405 N. Main Street). (2005)</p>	<p>5PE4476 (2401 N. Main Street). (2005)</p>

**Eligibility Determination**

For the purposes of Section 106, these properties are being treated as NRHP-eligible under Criterion A for their association with the theme of Urban Development, Architecture, and Neighborhood Evolution (1890 - 1940).

**Effect Determination**

The proposed interstate would not move any closer to these five properties along the 2400 block of N. Main Street. The main traffic lanes would move slightly to the northeast and a new frontage road would be added between the interstate traffic lanes and N. Main Street at this location. The frontage road would be elevated from 8 feet (at 5PE4472) to 16 feet (at 5PE4476) as it rises to cross over the interstate at W. 23rd Street to the south.

The noise levels on this block are 65 dBA currently, would be 67 dBA under the No Action Alternative, and 65-67 dBA under both Build Alternatives. A 15-foot-tall noise wall would be installed at the edge of the frontage road, to the east of the vacant block on the east side of N. Main Street (see Exhibit 6-12). The noise wall would be built atop the frontage road embankment, which is shown on Exhibit 6-12 as a grey shaded area between the toe of slope and the noise wall. The total height of the improvements would be 23 feet at 5PE4472 to 31 feet at 5PE4476, including the noise wall and the embankment. The walls were predicted to achieve at least a 3 dBA reduction in noise at a total of 99 residences, with an average of 4.4 dBA reduction (Hankard 2004).

The indirect impacts from the Build Alternatives would not diminish the integrity of materials, design, workmanship, location, or association of the properties in the 2400 block of N. Main Street (5PE4467, 5PE4469, 5PE4472, 5PE4474, and 5PE4476). The qualities that make these properties significant would not be altered by the addition of a noise wall. Although the interstate would be elevated and would introduce a new visual element to the rear of the properties, the buildings face away from the interstate and are already exposed to noise and visual intrusion from the existing interstate. The visual impacts from the noise wall to the setting and feeling would not be so severe as to alter the characteristics that qualify these properties for NRHP eligibility. Therefore, both Build Alternatives would have **No Adverse Effect** to these historic properties.



5PE4471 (2330 N. Main Street), 5PE4473 (2324-26 N. Main Street), 5PE4475 (2314 N. Main Street), 5PE4477 (2310 N. Main Street), 5PE4478 (2322 N. Main Street), 5PE4479 (2306 N. Main Street), 5PE4480 (2318 N. Main Street), and 5PE4482 (2320 N. Main Street)

**Site Description**

This is a group of eight residential properties in the 2300 block of N. Main Street between W. 23rd and W. 24th streets. The northern most (5PE4471) and southern most (5PE4482) properties in the block were both built in the 1910s and have elements of the Classic Cottage. One house (5PE4473) was built in 1920 and all the others in the block were built circa 1955. The houses all face N. Main Street to the west and most have mature vegetation on at least one side of the property (see Exhibit 6-13). Most have at least one outbuilding on the eastern portions of the parcels. Both W. 23rd and W. 24th streets end in cul du sacs at existing CDOT ROW. The large parcel between this block and the existing interstate contains a widened alley and the KCCY radio station. The radio station site (which was not surveyed for this project) includes a surface parking lot, a medium sized structure that can be seen from the interstate, and an approximately 100-foot-tall signal tower, which can be seen from N. Main Street. The edge of the current interstate is approximately 225 feet to 380 feet from the rear elevations of the properties on this block.

		
5PE4471 (2330 N. Main Street). (2005)	5PE4473 (2324-26 N. Main Street). (2005)	5PE4475 (2314 N. Main Street). (2005)
		
5PE4477 (2310 N. Main Street). (2005)	5PE4478 (2322 N. Main Street). (2005)	5PE4479 (2306 N. Main Street). (2005)
		
5PE4480 (2318 N. Main Street). (2005)	5PE4482 (2320 N. Main Street) (2005)	

### Eligibility Determination

For the purposes of Section 106, these properties are being treated as NRHP-eligible under Criterion A. These buildings are associated with the theme of Urban Development, Architecture, and Neighborhood Evolution (1890 - 1940).

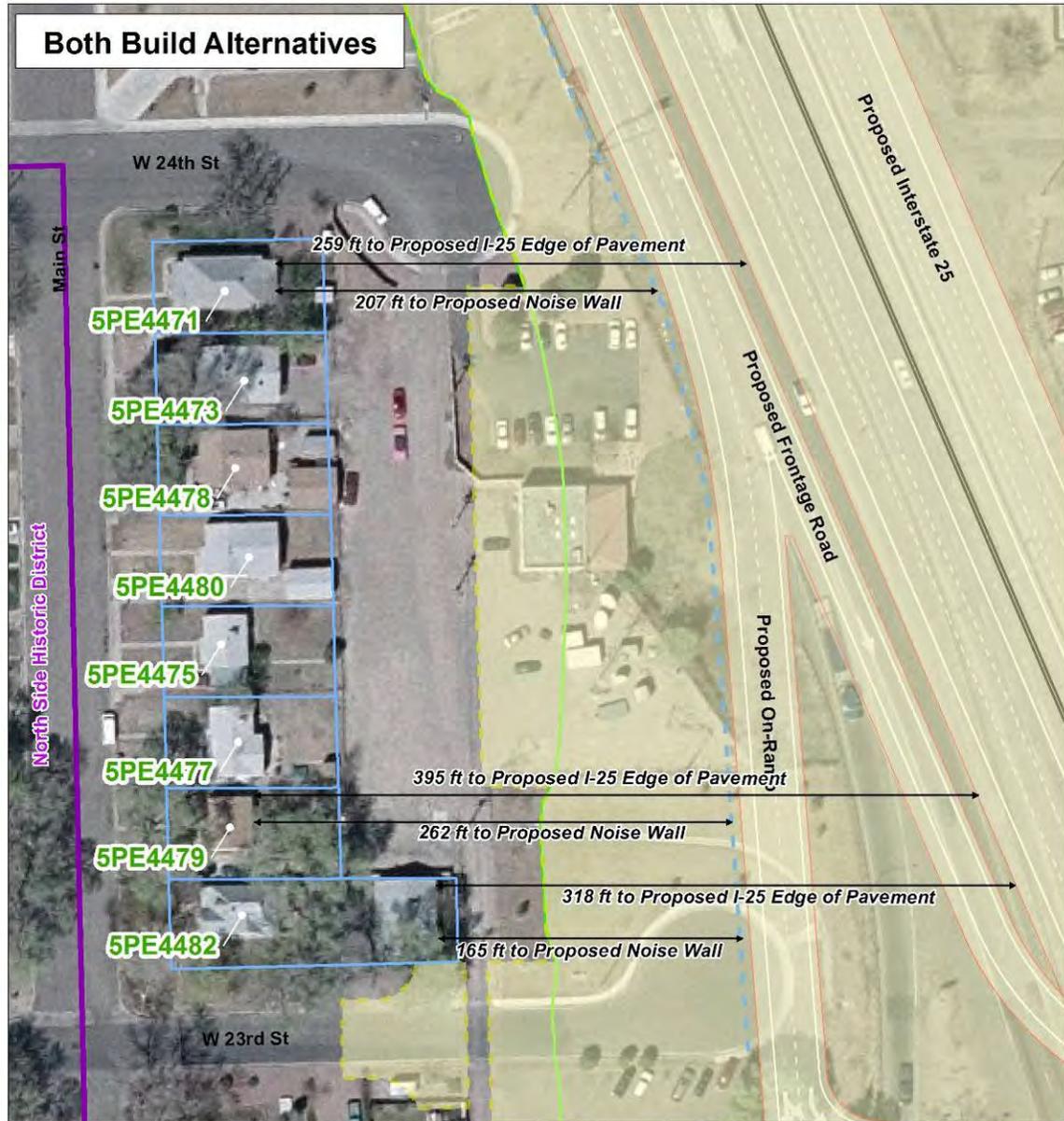
### Effect Determination

The proposed interstate would not move any closer to these residential properties along the 2300 block on N. Main Street. The main traffic lanes would move slightly to the northeast and a new frontage road and on-ramp would be added between the interstate traffic lanes and N. Main Street at this location. The interstate lanes would remain at roughly their current elevation, but the on-ramp and frontage road would be elevated in order to cross over the interstate. Adjacent to this block, the frontage road would range in height from 21 feet in the north to 33 feet at 5PE4482, the southern most property on this block. The on-ramp, which would be closer to the properties than the frontage road, would be 21 feet tall at the northern parcel of this block, and 27 feet tall at the southernmost parcel. In Exhibit 6-13, the grey shaded area between the roadway and the existing alley represents the embankment for the ramp and frontage road. A 15-foot-tall noise wall would be installed on top of the embankment of the proposed on-ramp. The visual change would be 21 feet to 27 feet of embankment, plus 15 feet of noise wall, for a total of 42 feet from ground level. The noise wall would be located 165 feet to 262 feet from the rear elevations of the properties in this block. The current noise level on this block is 67dBA, and would be 69 dBA under the No Action Alternative (Hankard, 2004). The noise walls are predicted to reduce the noise level by an average of 4.4 dBA, creating a beneficial effect for these properties. The radio station building and radio tower currently behind these residences would be removed, which could be considered a beneficial effect.

The indirect impacts from the Build Alternatives would not diminish the integrity of materials, design, workmanship, or location of the properties in the 2300 block of N. Main Street (5PE4471, 5PE4473, 5PE4475, 5PE4477, 5PE4478, 5PE4479, 5PE4480, and 5PE4482). The qualities that make these properties significant under Criterion A would not be altered by the addition of an embankment and a noise wall at the rear elevations. Although the interstate would be elevated and would introduce a new visual element to the back side of the block, the buildings face away from the interstate and are already exposed to noise from the existing traffic. The visual impacts from the noise wall to the setting and feeling would not be so severe as to alter the characteristics that qualify these properties for NRHP eligibility. Therefore, both Build Alternatives would have **No Adverse Effect** to these historic properties.

**EXHIBIT 6-13**

5PE4471 (2330 N. Main Street), 5PE4473 (2324-26 N. Main Street), 5PE4475 (2314 N. Main Street), 5PE4477 (2310 N. Main Street), 5PE4478 (2322 N. Main Street), 5PE4479 (2306 N. Main Street), 5PE4480 (2318 N. Main Street), and 5PE4482 (2320 N. Main Street)

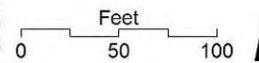


**Legend**

- Proposed Impact Area
- Toe of Slope
- Proposed Retaining Walls
- - - Proposed Noise Walls
- Edge of Pavement
- Legal Property Boundary
- Historic District

5PE4471, 5PE4473, 5PE4475  
5PE4477, 5PE4478, 5PE4479  
5PE4480, 5PE4482

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



Notes:  
This is a draft document and  
subject to change.  
Atlas updated 06/15/2009



## 5PE4481 (101 W. 21st Street)

### Site Description

This is a one-story residential building from 1951 with a side gable roof and a concrete foundation. The exterior walls are a combination of stucco and wood siding. The lower portion of the structure has been refaced with an artificial stone treatment that goes about halfway up the wall. The main entry is located in the south elevation, although it is possible the main entry to the original structure was in the west elevation, facing the alley between Main Street and Santa Fe Avenue. The land around it is vacant except for some mature trees to the west and northwest of the structure. The building is currently 125 feet south of the existing exit ramp and approximately 360 feet west of the interstate. It is the only structure on the north side of W. 21st Street in this block. The ramp and interstate are slightly elevated in relation to this property.



5PE4481 (101 W. 21st Street). (2005)

### Eligibility Determination

For the purposes of Section 106, this property is being treated as eligible for the NRHP under Criterion A. This building is associated with the theme of Urban Development, Architecture, and Neighborhood Evolution (1890 - 1940).

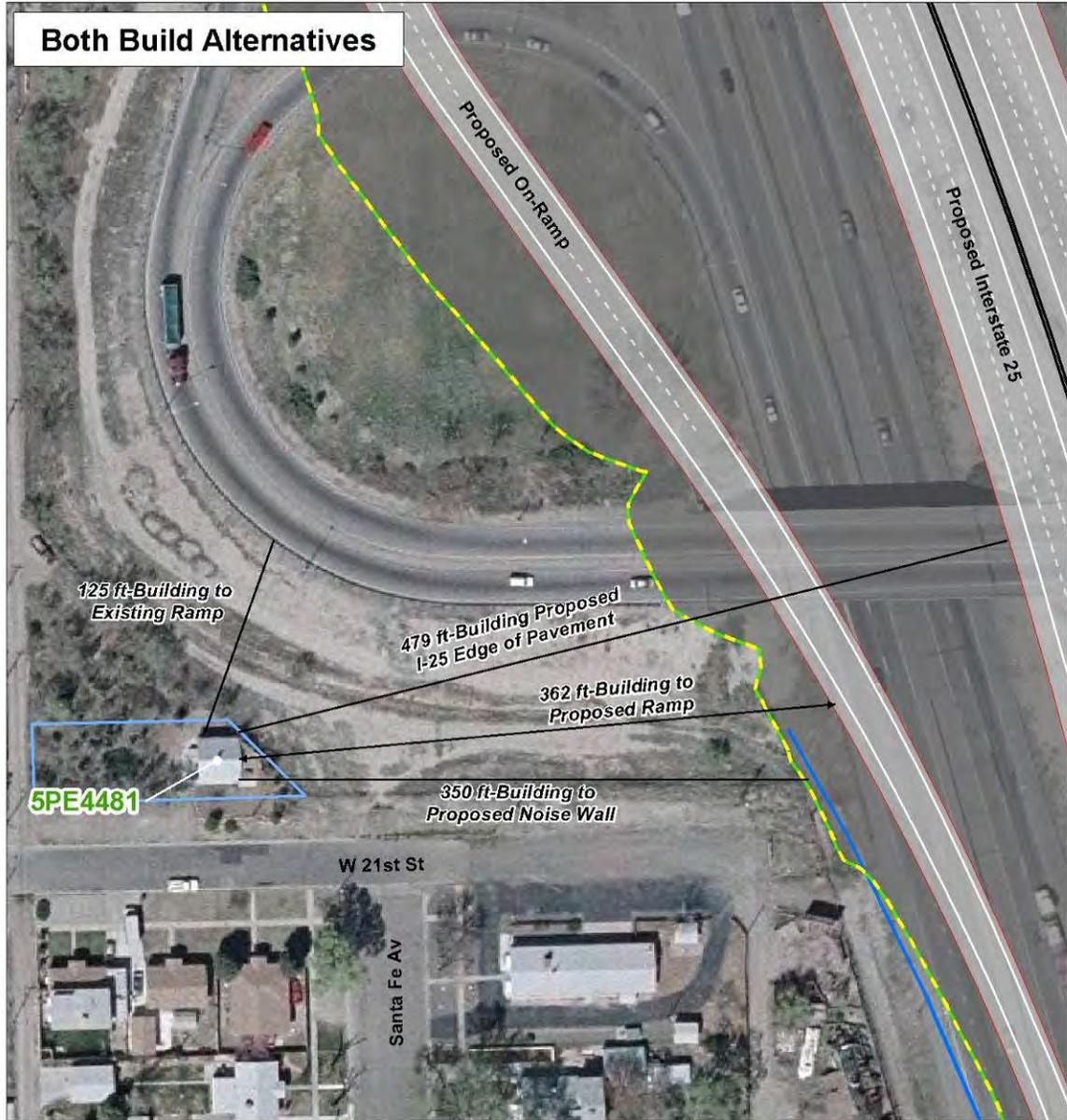
### Effect Determination

The proposed interstate would move approximately 120 feet farther away from this property. The main traffic lanes would move to the east and a new on-ramp would be added at this

location, which would be 362 feet from the east elevation of this building (see Exhibit 6-14). The elevation of the interstate would decrease at this location compared to the existing conditions. However, the on-ramp would be 9 feet above grade. The property would be located approximately 255 feet from the on-ramp embankment. A 15-foot noise wall would be installed due east of the property, but would end just north of W. 21st Street. Noise levels at this location are currently 65 dBA and would rise to 66 dBA under both Build Alternatives, which would not be perceptible to the human ear. Under the No Action Alternative, the noise levels would rise to 67 dBA by 2035. The indirect impacts from the Build Alternatives would not diminish the integrity of materials, design, workmanship, location, or association of 101 W. 21st Street (5PE4481).

The proposed Mineral Palace Park Restoration Plan (discussed in greater detail in Section 5.1) includes moving the Mineral Palace Park Maintenance Facility from its current location in the lot between 19th and 20th streets (which would be converted to park space) to east of Main Street and north of W. 21st Street in the vacant area within the current CDOT ROW. The buildings have not yet been designed and the final decision about the location of the maintenance facility has not been made. It is possible there would be other indirect impacts to this property from the structures that would be built to the north or northeast of this building (Exhibit 5-6 shows the restoration plan for the park).

EXHIBIT 6-14  
5PE4481 (101 W. 21st Street)



- Legend**
- Proposed Impact Area
  - Toe of Slope
  - Proposed Noise Walls
  - Edge of Pavement
  - Sidewalk
  - Legal Property Boundary
  - Historic Districts

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

Notes:  
This is a draft document and  
subject to change.  
Atlas updated 06/15/2009

0 50 100 Feet

N

**25** New Pueblo Freeway

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The main entrance to 5PE4481 is on the west elevation and faces toward Main Street, away from the current interstate. The maintenance facility would be to the east of this building and to the south of the clover leaf ramp. It is anticipated that the maintenance facility would have no adverse effect to this historic property, but it would need to be revisited after design specifications have been determined.

The qualities that make this property significant would not be altered by the addition of a noise wall, the imperceptible 1 dBA increase in noise, or the proposed on-ramp. The indirect impacts to the setting and feeling would not be so severe as to alter the characteristics that qualify this property for NRHP eligibility. Therefore, there would be **No Adverse Effect** to this historic property.

**5PE4485 (2026 N. Santa Fe Avenue)**

**Site Description**

This is a two-story residential building with a front gable roof, built in 1921. The building has a concrete foundation and stucco exterior walls. The main entry to the residence is located in the west elevation. A pyramidal bay window has been added onto the south corner of the west elevation. A two vehicle garage is located in the rear (northeast) of parcel. The interstate is located approximately 215 feet from the rear (east) elevation of the building. To the north, south, and west of the building are other residential structures. To the west are smaller structures associated with a nursery business on the block and farther to the east is the existing interstate.



5PE4485 (2026 N. Santa Fe Avenue). (2005)

**Eligibility Determination**

For the purposes of Section 106, this property is being treated as eligible for the NRHP under Criterion A for its association with the theme of Urban Development, Architecture, and Neighborhood Evolution (1890 - 1940).

**Effect Determination**

The proposed interstate would move approximately 115 feet farther from this property (see Exhibit 6-15). The main traffic lanes would move to the east

and a new on-ramp would be added at this location. The elevation of the interstate would not change more than 5 feet from the existing conditions. Noise levels at this location are currently 65 dBA and would rise to 66 dBA under both Build Alternatives, a 1dBA increase, which is not perceptible to the human ear. A 20-foot noise wall would be installed to the east of the property and would reduce the noise level by an average of 4.6 dBA (Hankard, 2004), creating a beneficial effect for this property. The noise wall would be located 216 feet from the rear elevation of the property. The interstate improvements and the noise wall would be to the rear of this building, which faces N. Santa Fe Avenue.



The indirect impacts from the Build Alternatives would not diminish the integrity of materials, design, workmanship, location, or association of 2026 N. Santa Fe (5PE4485). The qualities that make this property significant would not be altered by the proposed interstate, the minor increase in noise, the addition of a noise wall, or the proposed on-ramp. The indirect impacts to the setting and feeling would be minor and would not alter the characteristics that qualify this property for NRHP eligibility. Therefore, there would be **No Adverse Effect** to this historic property.

**5PE4486 (2006 N. Santa Fe Avenue)**

**Site Description**

This building is the Star Nursery and Landscaping Company housed in a former residential bungalow constructed circa 1900. It is one story and has a side gable roof with exposed rafters and overhanging eaves. The main entry to the nursery is in the west elevation, facing N. Santa Fe Avenue. A row of greenhouses lies immediately north of the residence and potted trees, plants, tools, and other nursery-related items are stored to the immediate north and east. The original owner was Frank Starginer Sr. and the building remains in the same family. It has been operated as a nursery since the early 20th century and is claimed to be the oldest continuously operated nursery in Pueblo County. Originally, prior to construction of I-25, the nursery extended east to Fountain Creek and encompassed about 800 acres. The nursery has a visible presence from the N. Santa Fe Avenue side as well as from the interstate, where they have an assortment of animals, plants, and signage, but that is not on this parcel.



**Eligibility Determination**

For the purposes of Section 106, this property is being treated as eligible for the NRHP under Criterion A for its association with the theme of Urban Development, Architecture, and Neighborhood Evolution (1890 - 1940).

### Effect Determination

The proposed interstate would move approximately 85 feet farther from this property (Exhibit 6-15). The main traffic lanes would move to the east and a new on-ramp would be added at this location. The elevation of the interstate would not change more than 5 feet from the existing conditions. Noise levels at this location are currently 65 dBA and would rise to 66 dBA under both alternatives, a 1dBA increase, which is not perceptible to the human ear. A 20 foot-tall noise wall would be installed to the east of the property and would reduce the noise level by an average of 4.6 dBA (Hankard, 2004), creating a beneficial effect for this property. The noise wall would be located 288 feet to the east of the rear elevation of the property. There would be no visual impacts to this property as there is vegetation and other properties between this building and the proposed noise wall.

The indirect impacts from the Build Alternatives would not diminish the integrity of materials, design, workmanship, location, or association of 2006 N. Santa Fe (5PE4486). The qualities that make this property significant would not be altered by the proposed interstate, the addition of a noise wall, or the proposed on-ramp. The indirect impacts to the setting and feeling would be minor and would not alter the characteristics that qualify this property for NRHP eligibility. Therefore, there would be **No Adverse Effect** to this historic property.

### 5PE4487 (2020 N. Santa Fe Avenue)

#### Site Description

This is a one-story, residential bungalow with a side gable roof built circa 1900. The concrete foundation of the building extends approximately 6 inches above the ground, where the horizontal siding begins. The west elevation is where the main entry is located. The front porch is centered and covered by a gabled overhang. There are other residential properties to the north and west, greenhouses to the south, and the interstate to the east (approximately 220 feet from the rear elevation).



5PE4487 (2020 N. Santa Fe Avenue). (2005)

#### Eligibility Determination

For the purposes of Section 106, this property is being treated as eligible for the NRHP under Criterion A for its association with the theme of Urban Development, Architecture, and Neighborhood Evolution (1890 - 1940).

#### Effect Determination

The proposed interstate would move approximately 130 feet farther from this property (Exhibit 6-15). The main traffic lanes would move to the east and a new on-ramp would be located between the interstate and the proposed noise wall.

The interstate would be 330 feet to the west of the rear elevation. The elevation of the interstate would not change more than 5 feet from the existing conditions. Noise levels are currently 65 dBA and would rise to 66 dBA under both alternatives, a noise difference that would not be perceptible to the human ear. A 20 foot-tall noise wall would be installed to the east of the property and would reduce the noise level by an average of 4.6 dBA

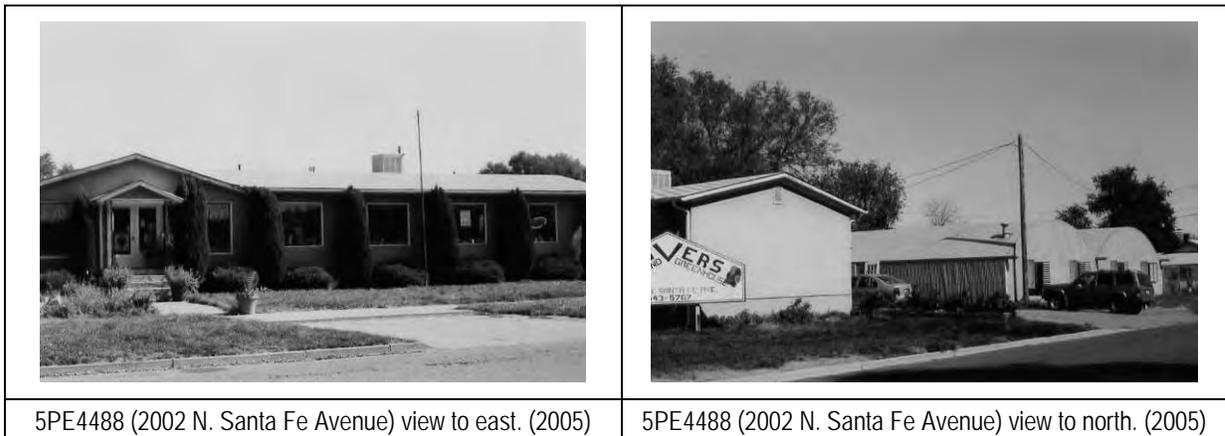
(Hankard, 2004), creating a beneficial effect for this property. The noise wall would be located 288 feet from the rear elevation. The interstate improvements and the noise wall would be to the rear of this building, which faces N. Santa Fe Avenue. There would be no visual impacts to this property as there is vegetation and other properties between this building and the proposed noise wall, so it would likely not be visible from this property.

The indirect impacts from the Build Alternatives would not diminish the integrity of materials, design, workmanship, location, or association of 2020 N. Santa Fe (5PE4487). The qualities that make this property significant would not be altered by the proposed interstate, the addition of a noise wall, or the proposed on-ramp. The indirect impacts to the setting and feeling would be minor and would not alter the characteristics that qualify this property for NRHP eligibility. Therefore, there would be **No Adverse Effect** to this historic property.

**5PE4488 (2002 N. Santa Fe Avenue)**

**Site Description**

This corner building is the Star Nursery & Floral Shop, housed in part in a 1924 bungalow and partly in a more recent commercial style building. The building has both a gable and barrel sectioned roof. There is a portion of exposed concrete block foundation, and the walls above are stucco. There is a large greenhouse extending off of the north elevation of the building. There are two additional hut-shaped greenhouses appended to the first, as well as two small sheds in the northeast corner of property. The building is at the corner of W. 20th Street, where the greenhouses can be accessed, but the main entry is on N. Santa Fe Avenue. To the north is the Star Nursery, owned by the same family. Across the street to the west are residential structures and to the east are small structures and the interstate. The existing interstate is approximately 215 feet from the rear elevation of the rear greenhouse.



**Eligibility Determination**

For the purposes of Section 106, this property is being treated as eligible for the NRHP under Criterion A for its association with the theme of Urban Development, Architecture, and Neighborhood Evolution (1890 - 1940).

**Effect Determination**

The proposed interstate would move approximately 80 feet farther from this property to the east (Exhibit 6-15). The elevation of the interstate would not change more than 5 feet from the existing conditions. Noise levels at this location are currently 65 dBA and would rise to

66 dBA under both alternatives, a 1 dBA increase, which would not be perceptible to the human ear. A 20 foot-tall noise wall would be installed to the east of the property and would reduce the noise level by an average of 4.6 dBA (Hankard, 2004), creating a beneficial effect for this property. The noise wall would be located 219 feet from the rear elevation of the property and there are buildings and vegetation between this building and the proposed noise wall, diminishing its visibility from this property. The interstate improvements and the noise wall would be to the rear of this building, which faces N. Santa Fe Avenue.

The indirect impacts from the Build Alternatives would not diminish the integrity of materials, design, workmanship, location, or association of 2002 N. Santa Fe (5PE4488). The qualities that make this property significant would not be altered by the proposed interstate, the addition of a noise wall, or the proposed on-ramp. The indirect impacts to the setting and feeling would be minor and would not alter the characteristics that qualify this property for NRHP eligibility. Therefore, there would be No Adverse Effect to this historic property.

### **5PE4489 (2015 N. Albany Avenue)**

#### **Site Description**

The building at 2015 N. Albany Avenue (5PE4489) is a one-story, Territorial Adobe residential structure that was vacant at the time of the survey. There is a sign on the building stating that it is "the second oldest adobe house in Pueblo County, year built 1887." The walls are constructed from adobe brick and faced with plaster. The original portion of the building faces west, although there is evidence that the main entrance to the residence was in the east elevation signified by a doorway that has since been sealed. Alterations include two generations of additions to the east elevation with varying types of materials and roof configurations. The oldest well in Pueblo County is located on the lot, according to the owner. During a drought in the early 1900s, this well supplied water to residents and still supplies water to the owner of the property.

This property faces N. Albany Avenue and is located approximately 130 feet to the west of I-25. There are no buildings between this residential structure and the interstate. The building is surrounded on the other three sides by buildings of similar age, as well as more recent construction. The parcel on which this building sits is shared by two other buildings (5PE4491 and 5PE4493), as well as by a display that faces I-25 and advertises the nursery on the adjacent parcel.



5PE4489 (2015 N. Albany Avenue). (2005)

### Eligibility Determination

For the purposes of Section 106, this property is being treated as eligible for the NRHP under Criteria A and C. This building is associated with the theme of Urban Development, Architecture, and Neighborhood Evolution (1890 - 1940). This is an example of early Pueblo methods and materials of construction.

### Effect Determination

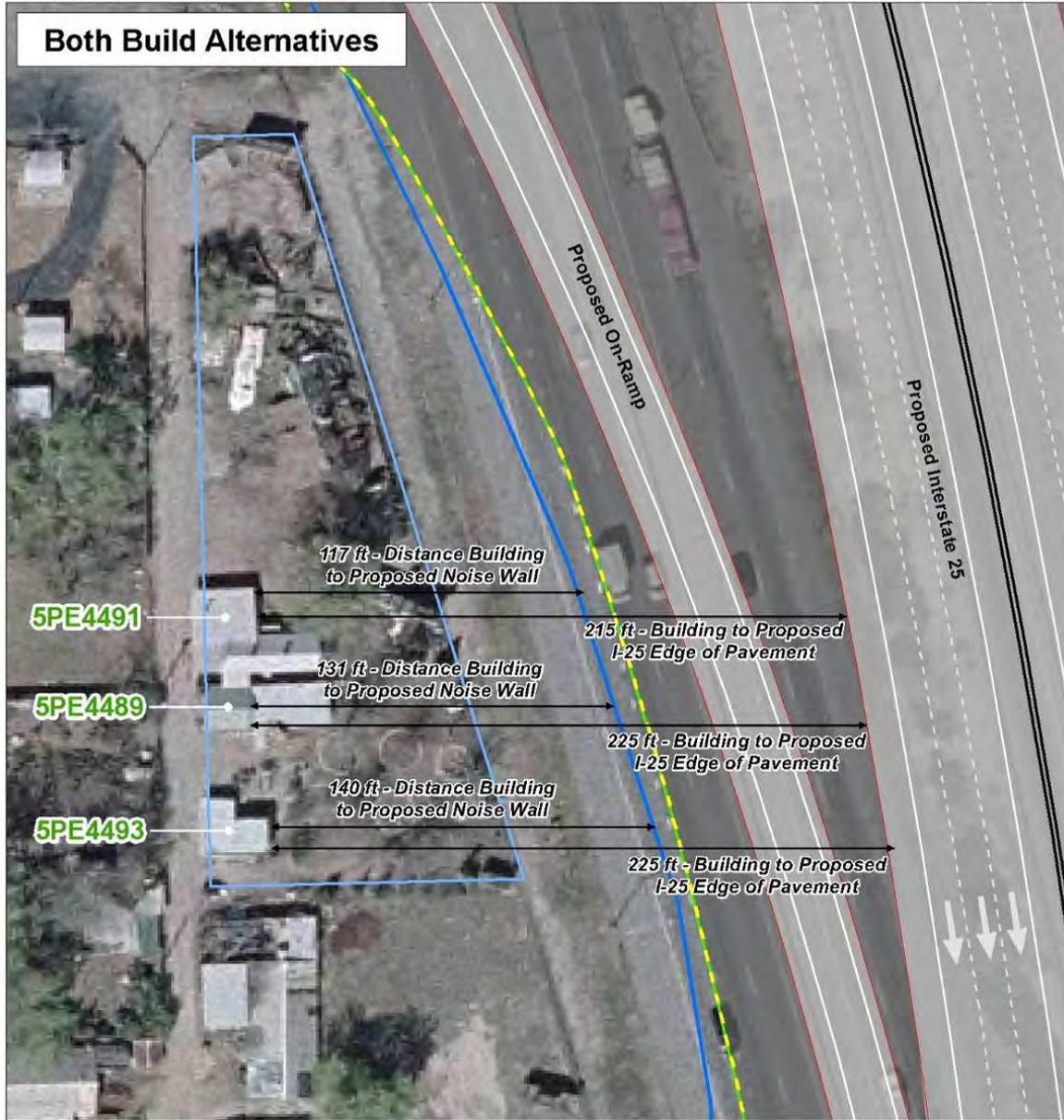
The proposed improvements would move the existing

interstate slightly to the east of N. Albany Avenue at this location. The edge of the proposed interstate would be 225 feet from the rear of the historic portion of the subject property. In approximately the same location as the current southbound lanes of I-25, would be a southbound on-ramp.

The existing noise levels are 65 dBA and they would be 67 under the No Build Alternative and 66-68 under both Build Alternatives. A 1-3 dBA noise increase would be barely perceptible to the human ear. As part of the noise mitigation plan, a 15- to 20-foot-tall noise wall would be located between the on-ramp and the rear of this property. The noise wall would be located 131 feet from the rear elevation of the historic portion of the building (see Exhibit 6-16). There would be a minor visual impact from the noise wall, which would be visible from the rear of the building, although there is some vegetation between the proposed wall and the building buffering the view.

The indirect impacts from the proposed improvements to I-25 would not diminish the integrity of materials, design, workmanship, location, or association of 2015 N. Albany Avenue (5PE4489). The qualities that make this property significant would not be altered by the addition of a noise wall to the rear of the structure, nor by the other roadway improvements on the eastern side of the noise walls. The interstate improvements and noise mitigation measures would cause some impacts to the setting and feeling of the building, but it faces away from the Build Alternatives and is currently exposed to noise and visual impacts from the existing interstate. The property would benefit from the noise reduction afforded by the addition of the noise walls. The impacts to the integrity of the setting and feeling would not be so severe as to render the building no longer NRHP-eligible. Therefore, both Build Alternatives would have **No Adverse Effect** to this historic property.

EXHIBIT 6-16  
5PE4489 (2015 N. Albany Avenue), 5PE4491 (2017 N. Albany Avenue), and 5PE4493 (2011 N. Albany Avenue)



- Legend**
- ▭ Proposed Impact Area
  - Toe of Slope
  - Proposed Noise Walls
  - Edge of Pavement
  - Sidewalk
  - ▭ Legal Property Boundary
  - ▭ Historic Districts

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

Notes:  
This is a draft document and  
subject to change.  
Atlas updated 06/15/2009

0 25 50 Feet

**25** New Pueblo Freeway

CH2MHILL

5PE4489, 5PE4491, 5PE4493

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## 5PE4491 (2017 N. Albany Avenue)

### Site Description

The building at 2017 N. Albany Avenue (5PE4491) is a one-story modified Territorial Adobe residential structure with a gable roof, built circa 1900. Portions of the structure have adobe exterior walls, and other portions have some type of wood siding. This property faces N. Albany Avenue and is currently located approximately 115 feet to the west of I-25. The building is surrounded on two sides by buildings of similar age, as well as more recent construction. To the north of the building is a vacant lot. The parcel on which this building sits is shared by two other buildings (5PE4489 and 5PE4493, both to the south), as well as by a display that faces the current interstate, advertising the nursery on the adjacent parcel.



5PE4491 (2017 N. Albany Avenue). (2005)

### Eligibility Determination

For the purposes of Section 106, this property is being treated as eligible for the NRHP under Criterion A for its association with the theme of Urban Development, Architecture, and Neighborhood Evolution (1890 - 1940).

### Effect Determination

The proposed improvements would move the existing interstate slightly to the east of N. Albany Avenue at this location. The edge of the

proposed interstate would be 215 feet from the rear of the historic portion of the subject property. In approximately the same location as the current southbound lanes of I-25, a southbound on-ramp would be constructed.

The existing noise levels are 65 dBA and they would be 67 dBA under the No Build Alternative and 66-68 dBA under both Build Alternatives. A 1 to 3 dBA noise increase would be barely perceptible to the human ear. As part of the noise mitigation plan, a 15 to 20-foot-tall noise wall would be located between the on-ramp and the rear of this property. The noise wall would be located 117 feet from the rear elevation of the historic portion of the building (see Exhibit 6-16). There would be a minor visual impact from the noise wall, which would be visible from the rear of the building, although there is some vegetation between the proposed wall and the building, which buffers the view.

The indirect impacts from the Build Alternatives would not diminish the integrity of materials, design, workmanship, location, or association of 2017 N. Albany Avenue (5PE4491). The qualities that make this property significant would not be altered by the addition of a noise wall to the rear of the structure, nor by the other roadway improvements on the eastern side of the noise walls. The interstate improvements and noise mitigation measures would cause some impacts to the setting and feeling of the building, but it faces away from the Build Alternatives and is currently exposed to noise and visual impacts from the existing interstate. The property would benefit from the noise reduction afforded by the

addition of the noise walls. The impacts to the integrity of the setting and feeling would not be so severe as to render the building no longer NRHP-eligible. Therefore, both Build Alternatives would have **No Adverse Effect** to this historic property.

**5PE4493 (2011 N. Albany Avenue)**

**Site Description**

The building at 2011 N. Albany Avenue (5PE4493) is a one-story, Territorial Adobe residential building with a flat roof. It was built in 1882 and is sheathed in rough stucco. The east half of the north elevation is recessed several feet, giving the structure its L-shaped configuration. There are two signs on the southwest corner identifying the building as having been originally built in 1882. This property faces N. Albany Avenue and is located approximately 140 feet to the west of I-25. The building is surrounded on two sides by buildings of similar age, as well as more recent construction. To the north of the building is a vacant lot. The parcel on which this building sits is shared by two other buildings (5PE4489 and 5PE4491, both to the north), as well as by a display that faces I-25 and advertising the nursery on the adjacent parcel to the west.



5PE4493 (2011 N. Albany Avenue). (2005)

**Eligibility Determination**

For the purposes of Section 106, this property is being treated as eligible for the NRHP under Criteria A and C. This building is associated with the theme of Urban Development, Architecture, and Neighborhood Evolution (1890 - 1940). It is an example of early Pueblo methods and materials of construction.

**Effect Determination**

The Build Alternatives would move the existing interstate

slightly to the east of N. Albany Avenue at this location. The edge of the proposed interstate would be 225 feet from the rear of the historic portion of the subject property. In approximately the same location as the current southbound lanes of I-25, a southbound on-ramp would be constructed.

The existing noise levels are 65 dBA and they would be 67 under the No Build Alternative and 66-68 under both Build Alternatives. A 1-3 dBA noise increase would be barely perceptible to the human ear. As part of the noise mitigation plan, a 15- to 20-foot-tall noise wall would be located between the on-ramp and the rear of this property. The noise wall would be located 140 feet from the rear elevation of the historic portion of the building (see Exhibit 6-16). There would be a minor visual impact from the noise wall, which would be visible from the rear of the building, although there is some vegetation between the proposed wall and the building buffering the view.

The indirect impacts from the Build Alternatives would not diminish the integrity of materials, design, workmanship, location, or association of 2011 N. Albany Avenue (5PE4493). The qualities that make this property significant would not be altered by the addition of a noise wall to the rear of the structure, nor by the other roadway improvements on the eastern side of the noise walls. The interstate improvements and noise mitigation measures would cause some impacts to the setting and feeling of the building, but it faces away from the proposed improvements and is currently exposed to noise and visual impacts from the existing interstate. The property would benefit from the noise reduction afforded by the addition of the noise walls. The impacts to the integrity of the setting and feeling would not be so severe as to render the building no longer NRHP-eligible. Therefore, both Build Alternatives would have **No Adverse Effect** to this historic property.

### 5PE4495 (115 W. 20th Street)

#### Site Description

This building sits at the corner of W. 20th Street and N. Albany Avenue. It is a side gable, residential building that is now also an auxiliary building of the Star Nursery & Floral Shop. The exterior walls are wood shingles and the main entry is on the south elevation. The other Star Nursery and Floral Shop building is to the west, a large vacant lot is to the south, and other nursery buildings are to the north. The existing interstate is approximately 130 feet from the side elevation of the property.



5PE4495 (115 W. 20th Street). (2005)

#### Eligibility Determination

For the purposes of Section 106, this property is being treated as eligible for the NRHP under Criterion A for its association with the theme of Urban Development, Architecture, and Neighborhood Evolution (1890 - 1940).

#### Effect Determination

The Build Alternatives would move the existing interstate slightly to the east of N. Albany Avenue. The edge of the proposed interstate would be

209 feet from the side elevation of this property. Slightly east of the current southbound lanes of I-25, a southbound on-ramp would be constructed.

The existing noise levels are 65 dBA and they would be 67 dBA under the No Build Alternative and 66-68 dBA under both Build Alternatives. A 1 to 3 dBA noise increase would be barely perceptible to the human ear. As part of the noise mitigation plan, a 20-foot-tall noise wall would be located between the on-ramp and the side of this property. The noise wall would be located 127 feet from the side elevation of the building (see Exhibit 6-17). There would be a minor impact to the setting from the noise wall, which would be visible from the side of the building. The wall would change the existing setting of the property, but it would continue to be surrounded by the same buildings on the other

three sides. The view would change from the existing interstate lanes, a previous setting alteration, to the noise wall.

The indirect impacts from the Build Alternatives would not diminish the integrity of materials, design, workmanship, location, or association of 115 W. 20th Street (5PE4495). The qualities that make this property significant would not be altered by the addition of a noise wall to the rear of the structure, nor by the other roadway improvements on the eastern side of the noise wall. The interstate improvements and noise mitigation measures would cause some impacts to the setting and feeling of the building, but it faces away from the proposed improvements and is currently exposed to noise and visual impacts from the existing interstate. The property would benefit from the noise reduction afforded by the addition of the noise walls. The impacts to the integrity of the setting and feeling would not be so severe as to render the building no longer NRHP-eligible. Therefore, both Build Alternatives would have **No Adverse Effect** to this historic property.

### 5PE4500 (106 W. 15th Street)

#### Site Description

This building is the United Hebrew Center, a religious facility built in 1950. Architectural details include glass block, a decorative terra cotta Star of David, and a large front gable on the main portion of the building. The entry is located in the north elevation facing W. 15th Street and the south side of Mineral Palace Park. To the south and east of the property are mid-century automobile dealerships made up primarily of asphalt paving. To the west is a large vacant lot. The existing interstate is approximately 600 feet to the east of the side elevation of the building.



5PE4500 (106 W. 15th Street). (2005)

#### Eligibility Determination

For the purposes of Section 106, this property is being treated as eligible for the NRHP under Criterion A for its association with the theme of Urban Development, Architecture, and Neighborhood Evolution (1890 - 1940).

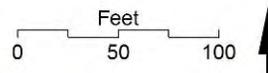
EXHIBIT 6-17  
5PE4495 (115 W. 20th Street)



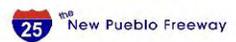
**Legend**

-  Proposed Impact Area
-  Toe of Slope
-  Proposed Noise Walls
-  Edge of Pavement
-  Sidewalk
-  Legal Property Boundary
-  Historic District

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



Notes:  
This is a draft document and  
subject to change.  
Atlas updated 06/15/2009



5PE4495

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## Effect Determination

This property would not be directly impacted by the proposed roadway improvements. The proposed southbound interstate would be 613 feet from the east elevation of the building (see Exhibit 6-18). A 15 to 20-foot-tall noise wall would be constructed between the off-ramp and the property and would be 529 feet from the east (side) elevation of this building. The height of the interstate at this location would not change from the current elevation.

Measures to mitigate the project impacts to Mineral Palace Park (5PE586) have been formulated, but are not yet finalized and this property (5PE4500) may be affected as a result of the park mitigation. The proposed Mineral Palace Park Restoration Plan (discussed in greater detail above) includes expanding and realigning the park to the south and, as part of that expansion, this parcel would be adjacent to a community gathering area with some surface parking and trees (Exhibit 5-6 shows the restoration plan for the park). The buildings to the east and south would be demolished as a part of the park restoration plan and the setting and feeling of 5PE4500 (106 W. 15th Street) would be altered as a result. Santa Fe Avenue would be closed to vehicular traffic between W. 13th and W. 15th streets to accommodate the proposed Mineral Palace Park expansion, but the building would maintain access from W. 15th Street and from W. 14th Street via the existing alley running parallel to Santa Fe Avenue.

The addition of the community gathering area, which includes parking and rows of trees, could be considered a beneficial effect to this facility. The current and original setting of the building included a 1950s car dealership to the east and a large park to the north. The greater setting was altered by the addition of the tall, multi-story residential structure on Santa Fe Avenue. The proposed setting change from a car dealership to a park immediately east of this structure would not impact the significance of this property. This property would not be directly impacted by the proposed Mineral Palace Park Restoration Plan. There would be no impacts to this property from interstate improvements due to the distance from the interstate and the noise walls. There would be **No Adverse Effect** to this historic property from either Build Alternative.

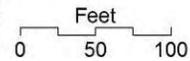
EXHIBIT 6-18  
5PE4500 (1210 N. Santa Fe Avenue)



**Legend**

-  Proposed Impact Area
-  Toe of Slope
-  Proposed Noise Walls
-  Edge of Pavement
-  Sidewalk
-  Legal Property Boundary
-  Historic District

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



Notes:  
This is a draft document and  
subject to change.  
Atlas updated 06/15/2009



## 5PE4502 (1210 N. Santa Fe Avenue)

### Site Description

The building at 1210 N. Santa Fe Avenue is a one and a half story, vernacular commercial structure, built in 1946. Currently the Diodosio Motor Company, it is located along N. Santa Fe Avenue, which historically was one of Pueblo's main commercial corridors. The external walls are brick and the building is being used as an automobile showroom. The façade of the original building extends to a partial second story with a simple crenellated parapet. An auxiliary, rectangular garage building is located in the southeast corner of the parcel. The structures are surrounded by paved vehicle storage areas. The parcel is surrounded by commercial buildings and paved lots to the north, south, and west. There is an existing interstate on-ramp and the existing interstate to the east of the structure. This showroom and garage are the only structures in this city block.



5PE4502 (1210 N. Santa Fe Avenue). (2005)

### Eligibility Determination

For the purposes of Section 106, this property is being treated as eligible for the NRHP under Criterion A for its association with the theme of Urban Development, Architecture, and Neighborhood Evolution (1890 - 1940).

### Effect Determination

The indirect noise impacts from the Build Alternatives would not diminish the integrity of materials, design, workmanship, location, or

association of 1210 N. Santa Fe Avenue (5PE4502). The closest noise receptor in the noise analysis was at 12th Street and Santa Fe Avenue. According to that analysis, the existing level is 62 dBA, the No Action Alternative would be 64 dBA, the Existing I-25 Alternative would be 67 dBA, and the Modified I-25 Alternative would be 66 dBA (Hankard, 2004).

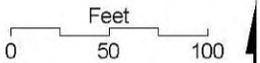
The qualities that make this property significant would not be altered by the addition of a two-lane, surface frontage road to the rear of the structure. The edge of this surface roadway would be 204 feet east of the rear wall of the property (see Exhibit 6-19). The edge of the realigned highway would be located 333 feet east of the rear elevation of the property. The interstate improvements would cause some impacts to the setting and feeling of the property as the proposed interstate would be elevated at this location, but the building faces away from the improvements and it currently is exposed to noise from the existing interstate. The minor visual and noise impacts from the elevated roadway to the setting and feeling would not be so extreme as to render the building no longer NRHP-eligible. Therefore, both Build Alternatives would have **No Adverse Effect** to this historic property.

EXHIBIT 6-19  
5PE4502 (1210 N. Santa Fe Avenue)



- Legend**
-  Proposed Impact Area
  -  Toe of Slope
  -  Proposed Noise Walls
  -  Edge of Pavement
  -  Sidewalk
  -  Legal Property Boundary
  -  Historic Districts

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



Notes:  
This is a draft document and  
subject to change.  
Atlas updated 06/15/2009



5PE4502

## 5PE4503 (1128 N. Santa Fe Avenue)

### Site Description

The Phil Long Event Center is a former used car dealership built in 1938. It is a one-story commercial building with a barrel roof and elements of the International style. The exterior walls are a combination of brick, aluminum, and glass. The main entry is located in the west elevation, which faces N. Santa Fe Avenue. There are two buildings in this block between E. 11th and E. 12th streets that are almost identical (see 5PE4507) and both are car dealerships. Across the street is a large paved lot, to the north is another car dealership, and to the south is 5PE4507. The existing interstate is more than 400 feet to the east of the rear elevation of the building. East 11th and E. 12th streets do not go any farther east than N. Albany Avenue, where both dead end.



5PE4503 (1128 N. Santa Fe Avenue). (2005)

### Eligibility Determination

For the purposes of Section 106, this property is being treated as eligible for the NRHP under Criterion A for its association with urban and neighborhood development in Pueblo and under Criterion C as an example of a postwar commercial building associated with the growing automobile culture of the mid-20th century.

### Effect Determination

The Build Alternatives would move the interstate to the west at this

location, closer to the building. The edge of the proposed interstate would be 325 feet from the rear elevation of the subject property. A two-lane, southbound frontage road would run slightly east of the current N. Albany Avenue between E. 8th and E. 13th streets (see Exhibit 6-20). Access to the frontage road would be via E. 11th and E. 12th streets and the road would be 185 feet from the rear of the property. The proposed interstate would be approximately 12 feet taller at this location, but would be more than 300 feet from the rear of the building. The closest noise receptor in the noise analysis was at 12th Street and Santa Fe Avenue. According to that analysis, the existing level is 62 dBA, the No Action Alternative would be 64 dBA, the Existing I-25 Alternative would be 67 dBA, and the Modified I-25 Alternative would be 66 dBA (Hankard, 2004). It is presumed the noise levels would be approximately the same at this location. A 3 dBA increase is barely perceptible to the human ear, but a 5 dBA noise increase from 62 to 67 dBA is a perceptible change.

The indirect impacts would not diminish the integrity of materials, design, workmanship, location, or association of 1128 N. Santa Fe Avenue (5PE4503). The qualities that make this property significant would not be altered by the addition of a frontage road or the relocation and increased height of the interstate. These changes would cause some impacts to the setting and feeling of the building, but it faces away from the improvements and is currently exposed to noise and visual impacts from the existing interstate. The impacts to the integrity of the setting and feeling would not be so severe as to render the building no longer

EXHIBIT 6-20  
5PE4503 (1128 N. Santa Fe Avenue) and 5PE4507 (1102 N. Santa Fe Avenue)



- Legend**
- Proposed Impact Area
  - Toe of Slope
  - Proposed Noise Walls
  - Edge of Pavement
  - Sidewalk
  - Legal Property Boundary
  - Historic Districts

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

Notes:  
This is a draft document and  
subject to change.  
Atlas updated 06/15/2009

0 50 100 Feet

**25** New Pueblo Freeway

CH2MHILL

5PE4503, 5PE4507

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NRHP-eligible. Therefore, both Build Alternatives would have **No Adverse Effect** to this historic property.

**5PE4505 (1002 N. Santa Fe Avenue and 1012 N. Santa Fe Avenue)**

**Site Description**

There are several buildings on this single assessor parcel; multiple buildings of the Travelers Motel and the City Diner. The Travelers Motel (formerly the City Center Motel) was built in 1956 as a motor hotel and still serves that purpose. This complex is a two-story motel with a flat roof and exterior walls of concrete block and brick. The architectural style is representative of post World War II automobile culture. The property consists of four associated but separate buildings, including 1012 N. Santa Fe Avenue, the City Diner. The City Diner was previously recorded separately as 5PE4508, but has been combined with 5PE4505 since it shares a legal parcel and they are historically associated. The two main buildings of the motel are long, thin, rectangular, two-story structures that sit perpendicular to N. Santa Fe Avenue. A third motel building is one-story with a side gable located at the far eastern edge of the parcel parallel and immediately adjacent to N. Albany Avenue. There is a tall “MOTEL” sign supported by two metal poles situated close to N. Santa Fe Avenue.

The former City Center Diner (now known just as the City Diner) was built in 1957 on the same parcel as the motel and is surrounded by surface parking. The diner is a two-story novelty building with an unusual shed roof. The main entry to the building is located in the north elevation facing N. Santa Fe Avenue. The north elevation is split into two levels. The lower level is constructed of brick and the upper level has aluminum siding with a formed ‘X’ pattern.

The parcel is bounded on the west by N. Santa Fe Avenue, on the east by N. Albany Avenue, on the north by a one-story commercial property, and on the south by surface parking and commercial structures. The edge of the existing interstate is more than 400 feet to the east of this parcel. Between this parcel and the interstate is a large undeveloped piece of land that runs from E. 8th to E. 13th streets.



5PE4505 (1012 N. Santa Fe Avenue). City Center Motel (2003)



5PE450 (1002 N. Santa Fe Avenue). City Diner (2005)

### Eligibility Determination

For the purposes of Section 106, this property is being treated as eligible for the NRHP under Criterion A for its association with urban and neighborhood development in Pueblo and under Criterion C as an example of a postwar commercial building associated with the growing automobile culture of the mid-20th century.

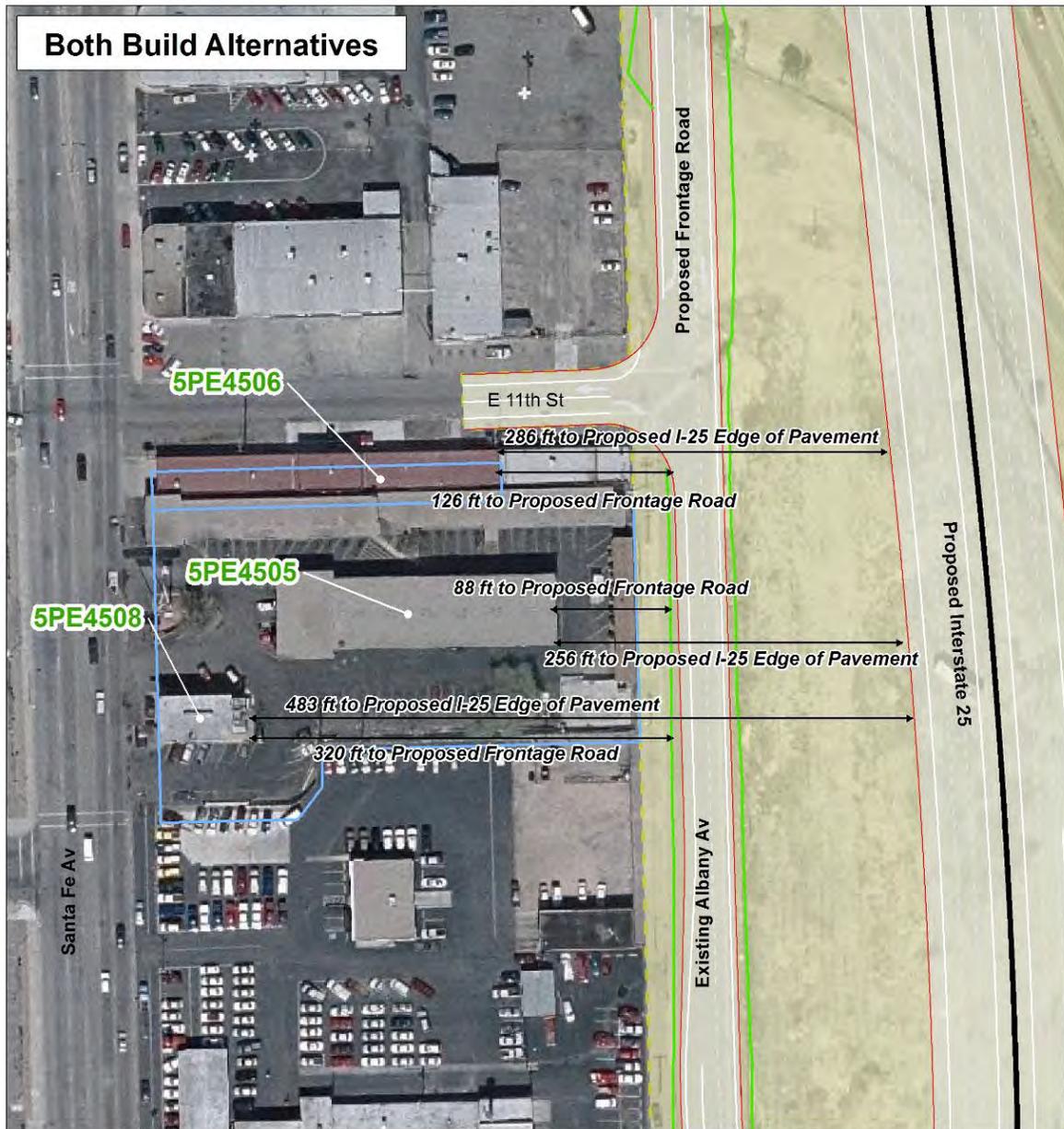
### Effect Determination

The Build Alternatives would move the interstate to the west at this location, closer to this group of buildings. The edge of the proposed interstate would be 256 feet from the rear elevation of the center building (see Exhibit 6-21). A two-lane, southbound frontage road would be added roughly along the current N. Albany Avenue alignment between E. 8th and E. 13th streets. Access to and from the frontage road would be via E. 11th Street and this surface roadway would be 88 feet from the rear elevation of the center building. The proposed interstate would be approximately 15 feet taller at this location, but would be more than 250 feet from the rear of the closest building.

The closest noise receptor in the noise analysis was at 12th Street and N. Santa Fe Avenue, 2 blocks to the north. According to that analysis, the existing level is 62 dBA, the No Action Alternative would be 64 dBA, the Existing I-25 Alternative would be 67 dBA, and the Modified I-25 Alternative would be 66 dBA (Hankard, 2004). It is presumed the noise levels would be approximately the same at this location. A 3 dBA increase is barely perceptible to the human hear, but a 5 dBA noise increase from 62 to 67 dBA is a perceptible change. At the rear of the property, there is a single-story building along the eastern border of the parcel. It has no windows or other openings on the east side facing the N. Albany Avenue, so the use of this building is unknown. The noise level at this building would be approximately 70 dBA, a roughly 8 dBA increase over existing levels, which is under the 10 dBA threshold generally used to mark a substantial increase in noise. The building on the 2004 aerial used in Exhibit 6-21 that appears to be attached to the south elevation of this one-story building is no longer extant.

EXHIBIT 6-21

5PE4505 (1012 N. Santa Fe Avenue), 5PE4506 (1028 N. Santa Fe Avenue), and the former 5PE4508 (1002 N. Santa Fe Avenue)



5PE4505, 5PE4506, 5PE4508



**Legend**

- Proposed Impact Area
- Toe of Slope
- Proposed Noise Walls
- Edge of Pavement
- Sidewalk
- Legal Property Boundary

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

0 50 100 Feet

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



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The indirect impacts from the Build Alternatives would not diminish the integrity of materials, design, workmanship, location, or association of 5PE4505 (1002 and 1012 N. Santa Fe Avenue). The qualities that make this property significant under Criteria A and C would not be altered by the addition of a frontage road or the relocation and increased height of the interstate. These changes would cause some impacts to the setting and feeling of the building, but the buildings face away from the proposed roadway and they are currently exposed to noise and visual impacts from the existing interstate. These buildings were built at the same time as I-25 and are associated with transportation and the expansion of automobile use and interstate travel. The 8 dBA increase in noise at the far eastern building on the property would also impact the setting and feeling of that particular building. The 5 dBA increase at the rest of the buildings on the parcel would not impact the setting. The overall noise increase at the property as a whole would not impact the significance of the property. The impacts to the integrity of the setting and feeling would not be so severe as to render the building no longer NRHP-eligible. Therefore, both Build Alternatives would have **No Adverse Effect** to this historic property.

**5PE4506 (1028 N. Santa Fe Avenue)**

**Site Description**

This resource is a vernacular commercial building with a flat roof and brick exterior walls. There is a section in the center of the building that is two stories, but the majority is a single story. The original occupant was Standard Brands of California Food Products, but is now Pueblo Motive Auto Parts. Built in 1936, the building has two additions, one in 1940, and one in 1955, both to the east elevation extending the building to the east. The main elevation, which contains a large, two-light fixed window and a single leaf door, is on the west side of the building facing N. Santa Fe Avenue. The edge of the existing interstate is more than 400 feet to the east of this parcel. Between this parcel and the interstate is a large undeveloped piece of land which runs from E. 8th to E. 13th streets.



5PE4506 (1028 N. Santa Fe Avenue) northwest oblique. (2009)



5PE4506 (1028 N. Santa Fe Avenue) west elevation. (2009)

### Eligibility Determination

For the purposes of Section 106, this property is being treated as eligible for the NRHP under Criterion A for its association with the theme of Urban Development, Architecture, and Neighborhood Evolution (1890-1940).

### Effect Determination

The Build Alternatives would move the interstate to the west at this location, closer to this building. The edge of the proposed interstate would be 286 feet from the rear elevation of the building (see Exhibit 6-21). A two-lane, southbound frontage road would be added roughly along the current N. Albany Avenue alignment between E. 8th and E. 13th streets. Access to and from the frontage road would be via E. 11th Street and this surface roadway would be 126 feet from the rear elevation. There would also be surface improvements to a portion of E. 11th Street just west of the frontage road. East 11th Street would remain two-way between N. Santa Fe Avenue and the proposed frontage road. The proposed interstate would be approximately 15 feet taller at this location, but would be more than 250 feet from the rear of the building. The closest noise receptor in the noise analysis was at 12th Street and N. Santa Fe Avenue, 1 block to the north. According to that analysis, the existing noise level is 62 dBA, the No Action Alternative would be 64 dBA, and both Build Alternatives would be less than 66 dBA. This represents a less than 4 dBA increase, which is barely perceptible to the human ear.

The indirect impacts from the Build Alternatives would not diminish the integrity of materials, design, workmanship, location, or association of 1028 N. Santa Fe Avenue (5PE4506). The qualities that make this property significant would not be altered by the increase in noise, the addition of a frontage road or the slight relocation and increased height of the interstate. These changes would cause some impacts to the setting and feeling of the building, but it faces away from the proposed roadway and is currently exposed to noise and visual impacts from the existing interstate. The impacts to the integrity of the setting and feeling would not be so severe as to render the building no longer NRHP-eligible. Therefore, both Build Alternatives would have **No Adverse Effect** to this historic property.

### 5PE4507 (1102 N. Santa Fe Avenue)

#### Site Description

The Phil Long Event Center is a former used car dealership built in 1938 and includes two almost identical buildings in the 1100 block of N. Santa Fe Avenue. It is a one-story commercial building with barrel roof and elements of the International style. The exterior walls are a combination of brick, aluminum, and glass. The main entry is located in the west elevation, which faces N. Santa Fe Avenue. There are two buildings in this block between E. 11th and E. 12th streets (see 5PE4503). Across the street to the west is a large paved lot, to the north is 5PE4503, and to the south is a long masonry building. The building shown in Exhibit 6-20 to the east of the main building has been removed. The eastern portion of the parcel is vacant. The existing interstate is more than 400 feet to the east of the rear elevation of the building. East 11th and E. 12th streets do not go any farther east than N. Albany Avenue, where both deadend.



5PE4507 (1102 N. Santa Fe Avenue). (2005)

### Eligibility Determination

For the purposes of Section 106, this property is being treated as eligible for the NRHP under Criterion A for its association with urban and neighborhood development in Pueblo and under Criterion C as an example of a postwar commercial building associated with the growing automobile culture of the mid-20th century.

### Effect Determination

The Build Alternatives

would move the interstate to the west at this location, closer to the building. The edge of the proposed interstate would be 343 feet from the rear elevation of the property. A two-lane, southbound frontage road would run slightly east of the current N. Albany Avenue between E. 8th and E. 13th streets (see Exhibit 6-20). Access to the frontage road would be via E. 11th and E. 12th streets and the road would be 185 feet from the rear of the property. The proposed interstate would be approximately 12 feet taller at this location, but would be more than 300 feet from the rear of the building. The closest noise receptor in the noise analysis was at 12th Street and Santa Fe Avenue. According to that analysis, the existing level is 62 dBA, the No Action Alternative would be 64 dBA, and both Build Alternatives would be less than 66 dBA. This represents a less than 4 dBA increase, which is barely perceptible to the human ear. The indirect impacts from the Build Alternatives would not diminish the integrity of materials, design, workmanship, location, or association of 1102 N. Santa Fe Avenue (5PE4507). The qualities that make this property significant would not be altered by the noise increases, the addition of a frontage road or the relocation and increased height of the interstate. These changes would cause some impacts to the setting and feeling of the building, but it faces away from the proposed roadway and is currently exposed to noise and visual impacts from the existing interstate. The impacts to the integrity of the setting and feeling would not be so severe as to render the building no longer NRHP-eligible. Therefore, both Build Alternatives would have **No Adverse Effect** to this historic property.

**5PE4509 (620 N. Santa Fe Avenue)**

**Site Description**

Originally the Case Garage, built in 1928, this early 20th Century Commercial style building is three stories with a flat roof and brick external walls. The main entry is located in the west elevation, which has five distinct bays but a single entrance facing N. Santa Fe Avenue. The two street faces have simple, brick parapets above the third floor. There is a small, one-story addition located on the east corner of the south elevation. This building is located at the corner of N. Santa Fe Avenue and E. 7th Street and faces large commercial structures both to the north and west and a fast food establishment to the south, surrounded by surface parking. To the east of this building, on the same parcel, is another commercial structure that is one and a half stories, but is not greater than 50 years of age and was not surveyed as a part of this project. The majority of this square is surface parking. The current interstate is located over 600 feet from the rear elevation this building.



5PE4509 (620 N. Santa Fe Avenue) northwest oblique. (2009)



5PE4509 (620 N. Santa Fe Avenue) west elevation. (2009)

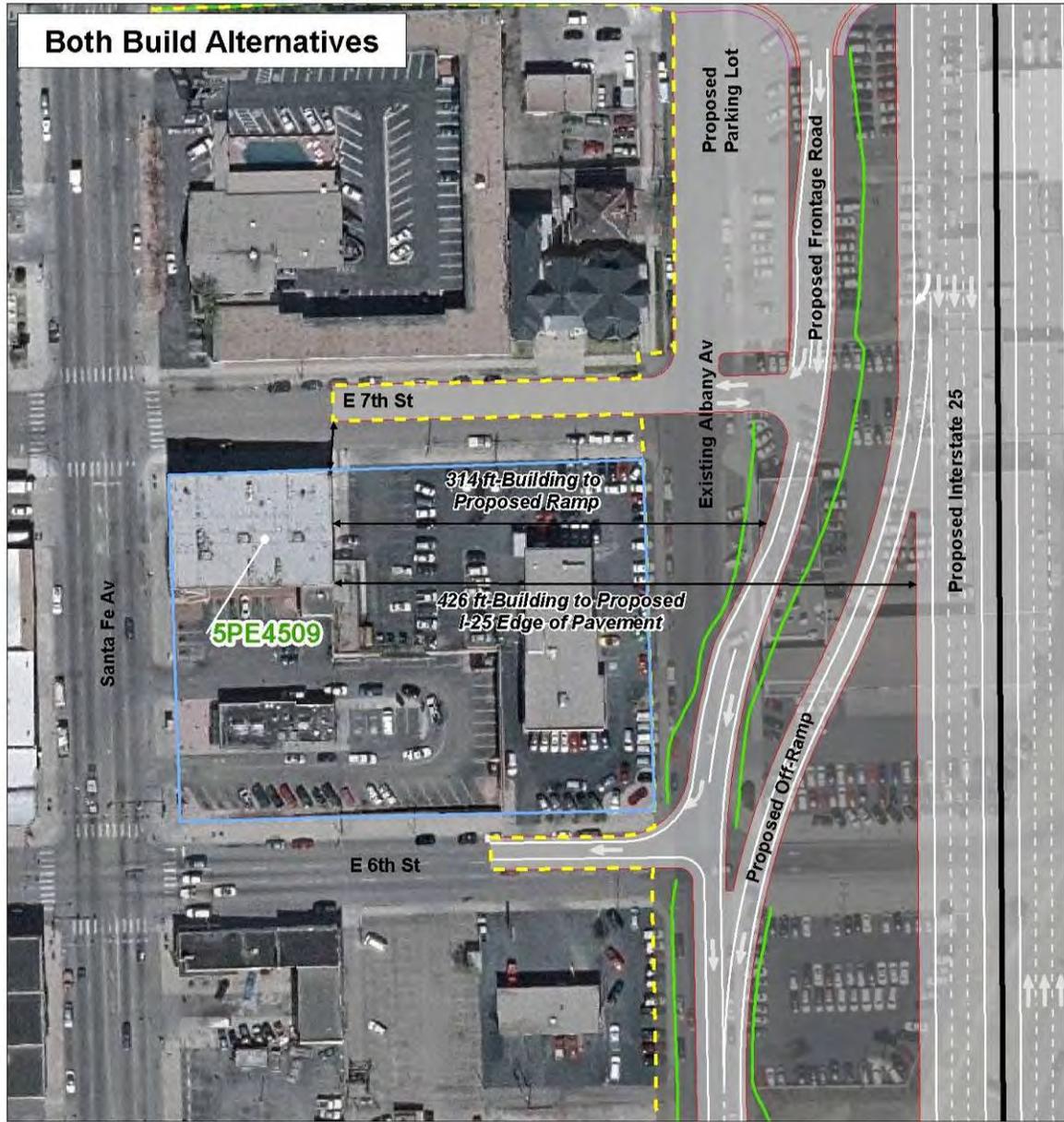
**Eligibility Determination**

For the purposes of Section 106, this property is being treated as eligible for the NRHP under Criterion A for its association with the theme of Urban Development, Architecture, and Neighborhood Evolution (1890 - 1940).

**Effect Determination**

The Build Alternatives would move the interstate to the west at this location, closer to the building. The edge of the proposed interstate would be 426 feet from the rear elevation of the property. A one-lane, southbound frontage road would run slightly east of the current N. Albany Avenue between E. 4th and E. 8th streets (see Exhibit 6-22). Access to the frontage road would be via E. 7th Street and the road would be 314 feet from the rear of the property. Between the frontage road and the interstate would be a southbound off-ramp. N. Albany Avenue would be closed between E. 4th and E. 8th streets, which would not impact this property. Currently, the city square to the east of this city square is similar in scale and function in that it has low rise commercial structures. Both Build Alternatives would remove all of the structures to the east of this parcel and they would be replaced with interstate roadway and the auxiliary road system. The proposed interstate would be approximately 16 feet taller at this location, but would be more than 300 feet from the rear of

EXHIBIT 6-22  
5PE4509 (620 N. Santa Fe Avenue)

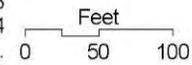


**Legend**

- ▭ Proposed Impact Area
- Toe of Slope
- Proposed Noise Walls
- Edge of Pavement
- Sidewalk
- ▭ Legal Property Boundary
- ▭ Historic Districts

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



5PE4509

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the building. The closest noise receptor in the noise analysis was at 12th Street and N. Santa Fe Avenue. According to that analysis, the existing level is 62 dBA, and both Build Alternatives would be less than 66 dBA. This represents a less than 4 dBA increase, which is barely perceptible to the human ear. The indirect impacts from the Build Alternatives would not diminish the integrity of materials, design, workmanship, location, or association of 620 N. Santa Fe Avenue (5PE4509). The qualities that make this property significant would not be altered by noise increases, the addition of a frontage road or the relocation and increased height of the interstate. These changes would cause some impacts to the setting and feeling of the building, but it faces away from the roadway and is currently exposed to noise and visual impacts from the existing interstate. The impacts to the integrity of the setting and feeling would not be so severe that they would prevent the building from conveying its NRHP-eligibility. Therefore, both Build Alternatives would have **No Adverse Effect** to this historic property.

### 5PE4510 (902 N. Santa Fe Avenue)

#### Site Description

The former Colorado Motor Car Company was built in 1949 in the Mid-Century Modern style. This is a one-story, vernacular, commercial building with a combination of brick and stucco walls, a flat roof, and banks of windows. The main entry is located in the west elevation facing N. Santa Fe Avenue. There is also a large, paved (asphalt) vehicle storage lot to the north. A tall "AMC BUICK" sign from the original building remains a visual landmark on the street. Two additional buildings are associated with this building; one is a recent 1994 structure and the other is a brick, two-door garage with a flat roof and crenulated parapet, located towards the northeast of the property. The property sits at the corner of E. 9th Street to the south and N. Santa Fe Avenue to the west. Across the street to the west is a vacant paved lot and to the east is a large vacant area that runs north and south for several blocks on the east side of N. Albany Avenue. The current interstate is approximately 550 feet to the east of the rear elevation of this building. The parcel also includes 5PE4534, a warehouse building to the east of the main structure that faces N. Albany Avenue and is discussed later in this section on page 6-85. There does not appear to be any historic association between these two buildings.



5PE4510 (902 N. Santa Fe Avenue). (2005)

### Eligibility Determination

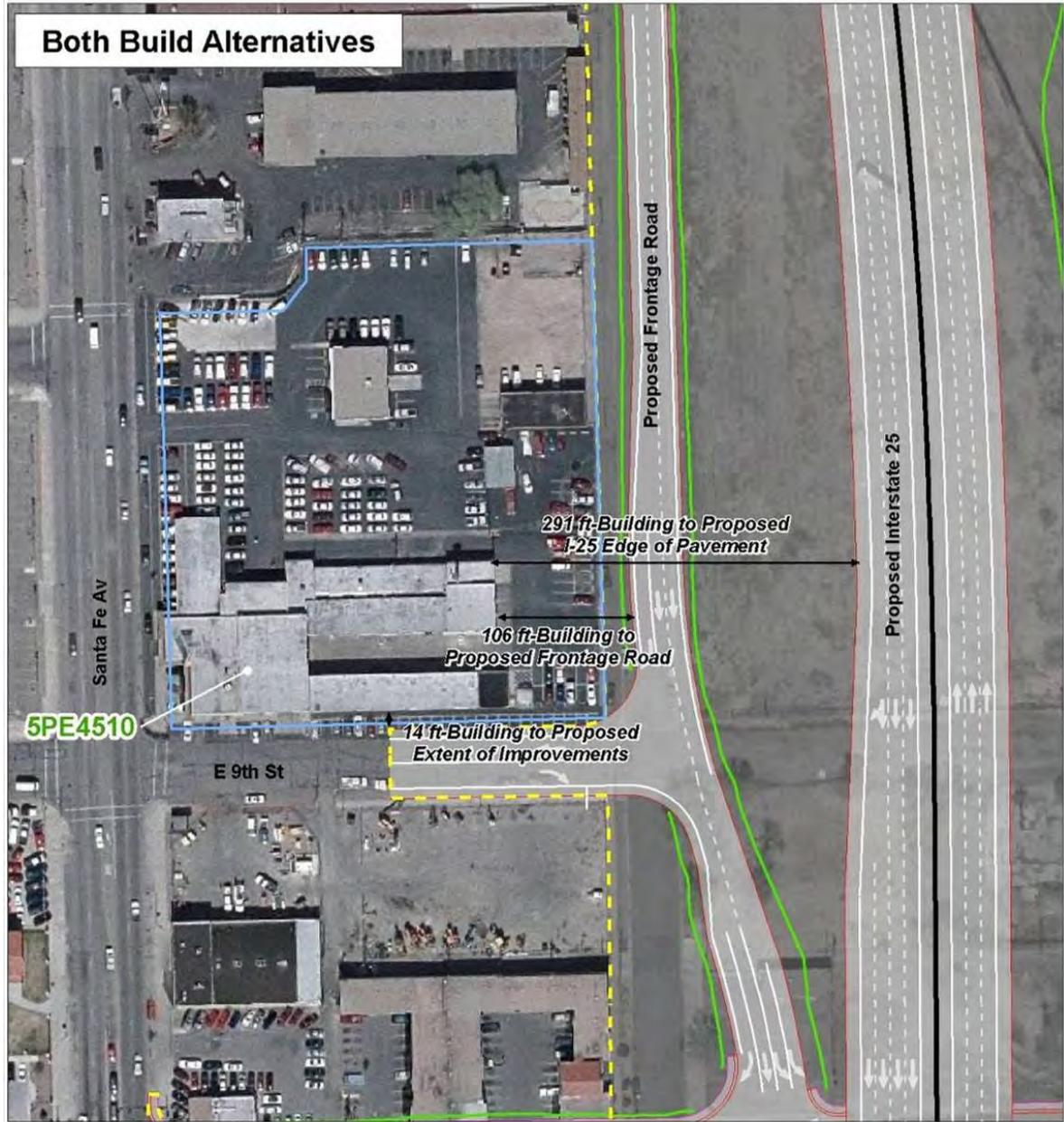
For the purposes of Section 106, this property is being treated as eligible for the NRHP under Criterion A for its association with urban and neighborhood development in Pueblo and under Criterion C as an example of a postwar commercial building associated with the growing automobile culture of the mid-20th century and as an example of the Mid-Century Modern style.

### Effect Determination

The Build Alternatives would move the interstate to the west at this location, closer to the building. The edge of the proposed interstate would be 291 feet from the rear elevation of the property. A two-lane, southbound frontage road would run in approximately the same alignment as the current N. Albany Avenue between E. 8th and E. 13th streets (see Exhibit 6-23). Access to the frontage road would be via E. 9th Street and the surface road would be 106 feet from the rear of the property. N. Albany Avenue would be closed between between E. 8th and E. 13th streets, which would not impact this property. The proposed interstate would be approximately 16 feet taller at this location, but would be almost 300 feet from the rear of the building. The closest noise receptor in the noise analysis was at 12th Street and N. Santa Fe Avenue. According to that analysis, the existing level is 62 dBA, the No Action Alternative would be 64 dBA, and both Build Alternatives would be less than 66 dBA. This represents a less than 4 dBA increase, which is barely perceptible to the human ear.

The indirect impacts from the Build Alternatives would not diminish the integrity of materials, design, workmanship, location, or association of 902 N. Santa Fe Avenue (5PE4510). The qualities that make this property significant would not be altered by the addition of a frontage road or the relocation and increased height of the interstate. These changes would cause some impacts to the setting and feeling of the building, but it faces away from the roadway and is currently exposed to noise and visual impacts from the existing interstate. The impacts to the integrity of the setting and feeling would not be so severe that they would prevent the building from conveying its NRHP-eligibility. Therefore, both Build Alternatives would have **No Adverse Effect** to this historic property.

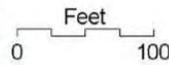
EXHIBIT 6-23  
5PE4510 (902 N. Santa Fe Avenue)



**Legend**

- Proposed Impact Area
- Toe of Slope
- Proposed Noise Walls
- Edge of Pavement
- Sidewalk
- Legal Property Boundary
- Historic Districts

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



5PE4510

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## 5PE4512 (524 N. Santa Fe Avenue)

### Site Description

Built in 1928, this building is a one-story, vernacular, commercial building with a flat roof and concrete exterior walls. The main entry is in the west elevation of the L-shaped building and the eastern portion of the “L” contains four large garage bays with operable doors. The property is located at the corner of N. Santa Fe Avenue and E. 6th Street and is surrounded on the south and east by surface parking. The majority of this square is surface parking with a few commercial structures. The current interstate is located over 600 feet from the rear elevation of this building.



5PE4512 (524 N. Santa Fe Avenue). (2005)

### Eligibility Determination

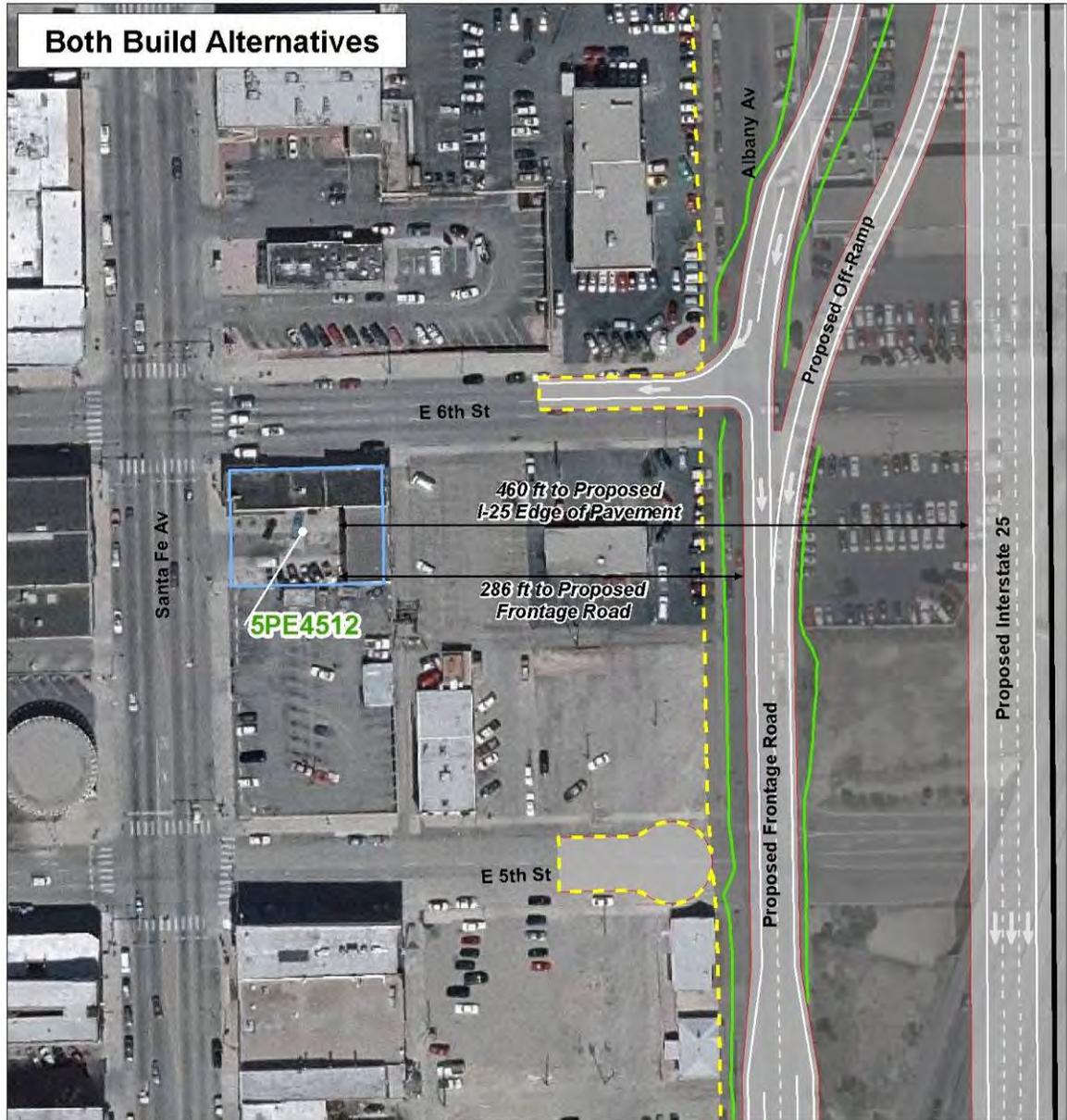
For the purposes of Section 106, this property is being treated as eligible for the NRHP under Criterion A for its association with the theme of Urban Development, Architecture, and Neighborhood Evolution (1890 - 1940).

### Effect Determination

The Build Alternatives would shift the interstate to the west at this location, closer to the back side of the building. The edge of the proposed interstate would be

460 feet from the rear elevation of the property. A one-lane, southbound frontage road would run slightly east of the current N. Albany Avenue between E. 4th and E. 8th streets (see Exhibit 6-24). At E. 6th Street a southbound, one-lane off-ramp would merge with the frontage road to the east of the property. There would be no access to the frontage road via E. 6th Street, only an exit on to E. 6th Street from the frontage road. The frontage road would be 286 feet from the rear of the property. N. Albany Avenue would be closed between E. 4th and E. 8th streets, which would not impact this property. The proposed interstate would be approximately 16 feet taller at this location, but would be more than 450 feet from the rear of the building. The closest noise receptor in the noise analysis was at 12th Street and N. Santa Fe Avenue, 6 blocks north of this property. According to that analysis, the existing level is 62 dBA, the No Action Alternative would be 64 dBA, and both Build Alternatives would be less than 66 dBA (Hankard 2004). This represents a less than 4 dBA increase, which is barely perceptible to the human ear. The indirect impacts from the Build Alternatives would not diminish the integrity of materials, design, workmanship, location, or association of 524 N. Santa Fe Avenue (5PE4512). The qualities that make this property significant would not be altered by the addition of a frontage road or the relocation and increased height of the interstate. These changes would create minor impacts to the setting and feeling of the building, but it faces away from the roadway and is somewhat buffered by a commercial building between this property and the Build Alternatives. There would be **No Adverse Effect** to this historic property.

EXHIBIT 6-24  
5PE4512 (524 N. Santa Fe Avenue)



- Legend**
- ▭ Proposed Impact Area
  - ▭ Toe of Slope
  - ▭ Proposed Noise Walls
  - ▭ Edge of Pavement
  - ▭ Sidewalk
  - ▭ Legal Property Boundary
  - ▭ Historic Districts

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

0 50 100 Feet

**25** the New Pueblo Freeway

CH2MHILL

5PE4512

5PE4513 (418 N. Santa Fe Avenue), 5PE4514 (416 N. Santa Fe Avenue), 5PE4515 (410 N. Santa Fe Avenue), 5PE4516 (412 N. Santa Fe Avenue), 5PE4518 (408 N. Santa Fe Avenue), and 5PE4520 (402 N. Santa Fe Avenue)

**Site Description**

This is a group of six commercial buildings in the 400 block of N. Santa Fe Avenue between E. 5th and E. 6th streets. Two are a single story, while the others are two stories. The flat-roofed, single-story structures were built in the mid-1950s. The four two-story buildings were all built from 1890 to 1925 and had commercial spaces on the ground floor and residential on the second floor. Two of them maintain some elements of late 19th century Commercial style. The buildings face a row of similar commercial buildings across N. Santa Fe Avenue to the west. The rest of the square, between N. Santa Fe and N. Albany avenues, is surface parking with two small properties (5PE4522 and 5PE4524) in the northeast corner. The current interstate is located 235 feet to 375 feet to the east of the rear elevations of these properties.

		
<p>5PE4513 (418 N. Santa Fe Avenue). (2005)</p>	<p>5PE4514 (416 N. Santa Fe Avenue). (2005)</p>	<p>5PE4515 (410 N. Santa Fe Avenue). (2005)</p>
		
<p>5PE4516 (412 N. Santa Fe Avenue). (2005)</p>	<p>5PE4518 (408 N. Santa Fe Avenue). (2005)</p>	<p>5PE4520 (402 N. Santa Fe Avenue). (2005)</p>

### Eligibility Determination

For the purposes of Section 106, these properties are being treated as eligible for the NRHP under Criterion A for its association with the theme of Urban Development, Architecture, and Neighborhood Evolution (1890 - 1940).

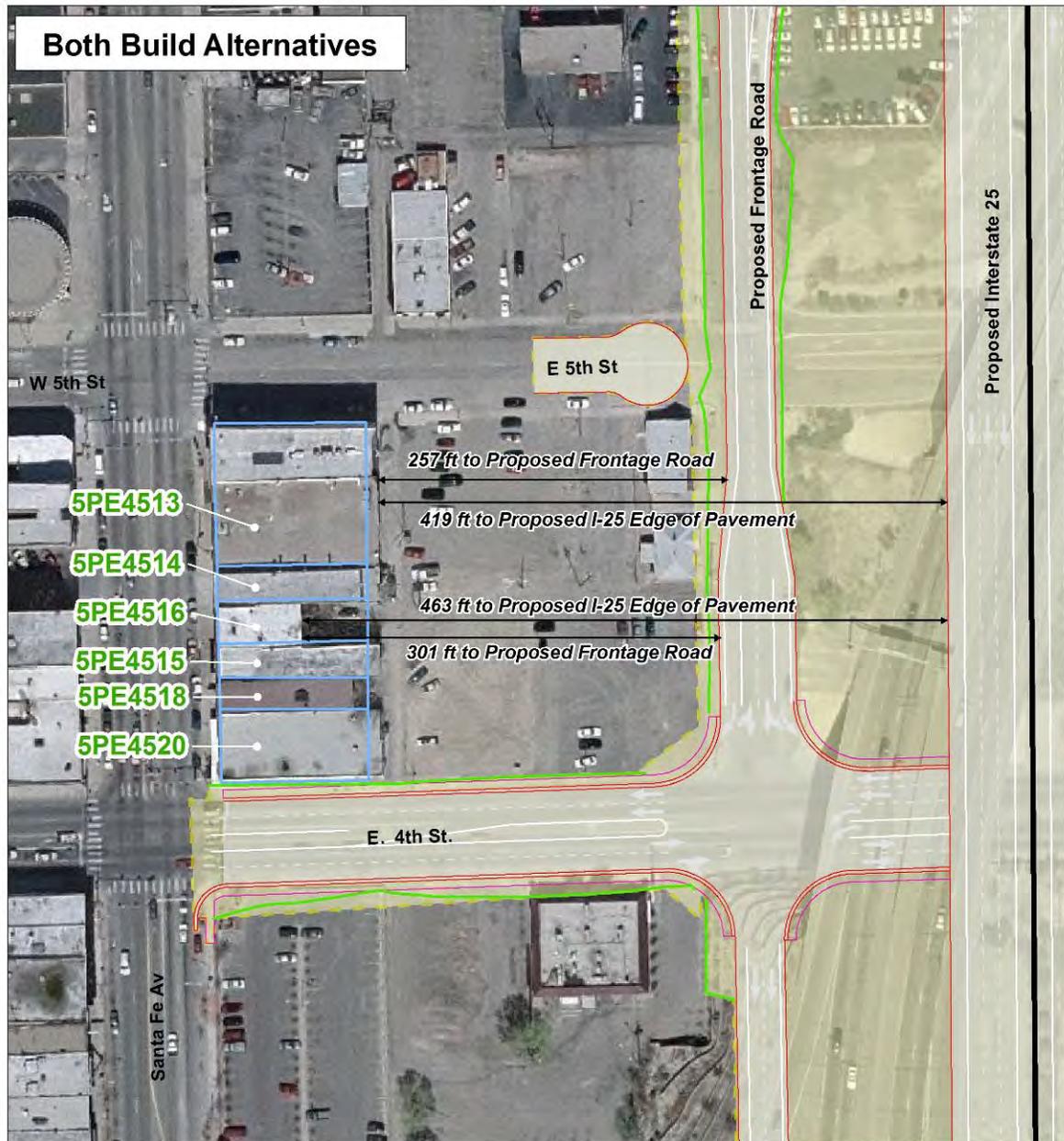
### Effect Determination

The buildings in the 400 block of N. Santa Fe Avenue would not be directly impacted by either Build Alternative. Albany Avenue to the rear of the property (parallel to N. Santa Fe Avenue) would be closed and a new southbound frontage road would run from E. 8th Street to E. 4th Street and would be located 257 feet to 301 feet from the rear elevation of the buildings (see Exhibit 6-25). East 5th Street would be closed to through traffic at the frontage road and would become a cul du sac just to the northeast of this row of buildings. The east-west traffic flow would decrease at E. 5th Street, but that would not impact the function of these buildings. The interstate would remain in roughly the same location, but would be straightened and would be 463 feet to 419 feet to the east of the rear elevations. The height of the interstate would rise 6 feet from its current height at this location. The shaded area on Exhibit 6-25 between the frontage road and the interstate would be an embankment and there would be a bridge over 4th Street, similar to existing conditions. The closest noise receptor in the noise analysis was at 12th Street and N. Santa Fe Avenue. According to that analysis, the existing level is 62 dBA, the No Action Alternative would be 64 dBA, and both Build Alternatives would be less than 66 dBA (Hankard 2004). This represents a less than 4 dBA increase, which is barely perceptible to the human ear.

The indirect impacts from the Build Alternatives would not diminish the integrity of materials, design, workmanship, location, or association of the 400 block of N. Santa Fe Avenue (5PE4513, 5PE4514, 5PE4515, 5PE4516, 5PE4518, and 5PE4520). The proposed interstate would not be visible from in front of these buildings on N. Santa Fe Avenue. The qualities that make these properties significant would not be altered by the relocation of the interstate slightly to the east, the minimal height increase, or the slight increase in noise. The minor impacts to the setting and feeling of the property would not diminish the characteristics that qualify the properties for NRHP eligibility. Therefore, both Build Alternatives would have **No Adverse Effect** to these historic properties.

EXHIBIT 6-25

5PE4513 (418 N. Santa Fe Avenue), 5PE4514 (416 N. Santa Fe Avenue), 5PE4515 (410 N. Santa Fe Avenue), 5PE4516 (412 N. Santa Fe Avenue), 5PE4518 (408 N. Santa Fe Avenue), and 5PE4520 (402 N. Santa Fe Avenue)

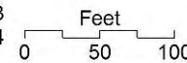


**Legend**

-  Proposed Impact Area
-  Toe of Slope
-  Proposed Noise Walls
-  Edge of Pavement
-  Sidewalk
-  Legal Property Boundary

5PE4513, 5PE4514, 5PE4515  
5PE4516, 5PE4518, 5PE4520

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



Notes:  
This is a draft document and  
subject to change.  
Atlas updated 06/15/2009



**5PE4521 (117 Hector Garcia Place)**

**Site Description**

This building is a one-story, masonry commercial building built in 1910 with Mission style elements. The building has a flat roof and stucco exterior walls. The primary façade faces Hector Garcia Place (also known as E. Ash Street), but there are entries on the east elevation as well. The façade is symmetrical with two curvilinear parapets in the Mission style. The property sits on an irregular lot between S. Santa Fe Avenue, E. 1st Street, I-25, and Hector Garcia Place, a single block-long road. South of Hector Garcia Place is a large, irregular, undeveloped area. The existing interstate is approximately 275 feet to the east of this structure. A southbound on-ramp passes to the east of this property, diagonally from E. 1st Street to the interstate.



5PE4521 (117 Hector Garcia Place). (2005)

**Eligibility Determination**

For the purposes of Section 106, this property is being treated as eligible for the NRHP under Criterion A for its association with the theme of Urban Development, Architecture, and Neighborhood Evolution (1890 - 1940).

**Effect Determination**

The Build Alternatives would straighten out a slight curve in the interstate, leaving it roughly in the same location relative to this

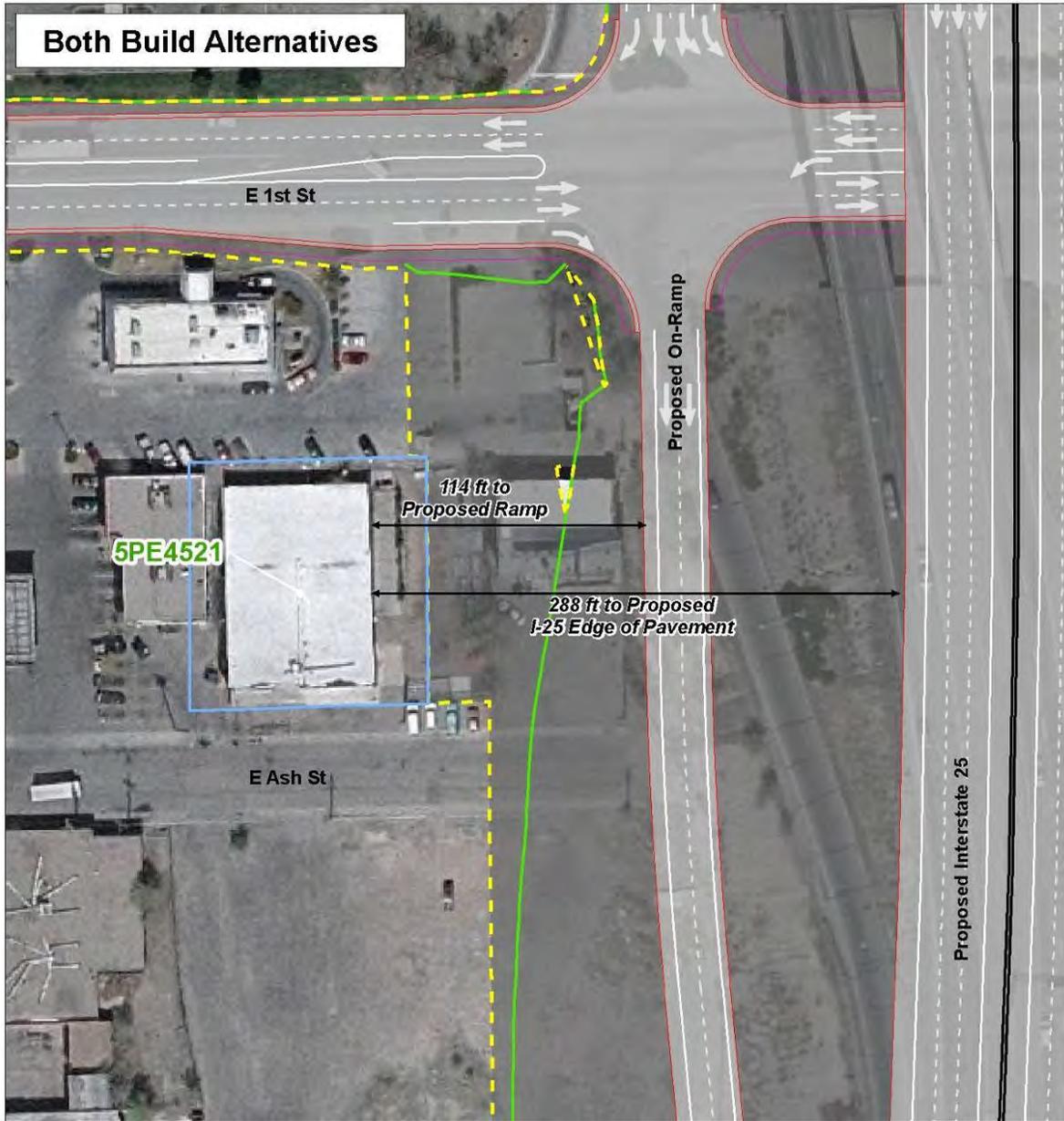
property. The edge of the proposed interstate would be 288 feet from the side elevation of the building (see Exhibit 6-26). A two-lane, southbound on-ramp would be added between this building and the proposed interstate and would be located 114 feet from the side elevation. There would also be surface improvements and widening of E. 1st Street near the existing on-ramp. The four lanes of E. 1st Street would pass under the interstate. The proposed interstate would be approximately 15 feet taller at this location, but would be more than 275 feet from the rear of the building.

There were no noise recorders south of 12th Street and N. Santa Fe Avenue, on the west side of I-25, and north of the rail lines. The closest noise receptor on the west side of the interstate is more than 3,000 feet away. The closest receptor is on the east side of the interstate just north of E. 2nd Street, which is located on a bluff where the readings were 61 dBA existing and 63 dBA under the No Action Alternative (Hankard, 2004). This property straddles the 66 dBA contour line of the projected noise levels, so the west side of the building would be less than 66 dBA and the eastern most wall would be at 66 dBA. The noise increase would be approximately 5 dBA, which is readily perceptible to the human ear, but is not severe.

The indirect impacts from the Build Alternatives would not diminish the integrity of materials, design, workmanship, or location of 117 Hector Garcia Place (5PE4521). The

qualities that make this property significant would not be altered by the addition of an on-ramp or the relocation and increased height of the interstate. The 5 dBA increase in noise levels would not impact this property. The above changes would cause minor impacts to the setting and feeling of the building, but it is currently exposed to noise and visual impacts from the intrusion of the existing interstate in the 1950s. The impacts to the integrity of the setting and feeling would not be so severe as to render the building no longer NRHP-eligible. Therefore, both Build Alternatives would have **No Adverse Effect** to this historic property.

EXHIBIT 6-26  
5PE4521 (117 Hector Garcia Place)



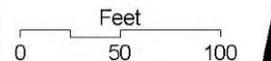
5PE4521



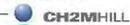
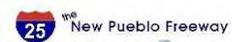
**Legend**

-  Proposed Impact Area
-  Toe of Slope
-  Proposed Noise Walls
-  Edge of Pavement
-  Sidewalk
-  Legal Property Boundary
-  Historic Districts

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



\\CDOR\GIS\PROJECTS\NEW PUEBLO FREEWAY\MASTER\_CO\NCL\LOCATION\WORK\WORKMAP\FILES\DR\PROJECTS\HISTORIC\FIGURE\NPF\_5PE4521\_ALT\FIG: 8\WARD\04\2009\05\06-09

## 5PE4522 (415 N. Albany Avenue)

### Site Description

Site 5PE4522 includes two structures on a single assessor parcel, a residence and a former commercial property that may still be in use a warehouse. The residence, in the southern part of the parcel, is a one-story bungalow with a hipped roof and brick exterior walls built in 1907. The main entry is offset and faces east to N. Albany Avenue. The small front porch is covered by a gable roof that is supported by two large concrete columns. The stone foundation on the east elevation is visible and extends about 1 foot above ground level where the wall material becomes brick veneer. The interstate is approximately 150 feet from the front elevation of the structures. The Stein Food Company building (formerly listed as 5PE4524) is a circa 1900, one-story commercial building with no identifiable style, a side gable roof, and concrete exterior walls. The main entry is located in the east elevation, facing N. Albany Avenue. There is a small rock lawn and brick walkway extending from the entrance to the sidewalk. This commercial structure faces N. Albany Avenue to the east between E. 4th and E. 5th streets. The property currently faces a vacant lot directly across Albany Avenue and the elevated I-25 to the east of the vacant lot. I-25 is approximately 150 feet from the front of the structure. These two buildings are surrounded on the west and south by paved lots, on the north by E. 5th Street, and to the east by N. Albany Avenue.



5PE4522 (415 N. Albany Avenue). (2005)



5PE4522 (formerly 4524) (421 N. Albany Avenue). (2005)

### Eligibility Determination

For the purposes of Section 106, this property is being treated as eligible for the NRHP under Criterion A for its association with the theme of Urban Development, Architecture, and Neighborhood Evolution (1890 - 1940), and under Criterion C as an example of the bungalow residential architectural form.

### Effect Determination

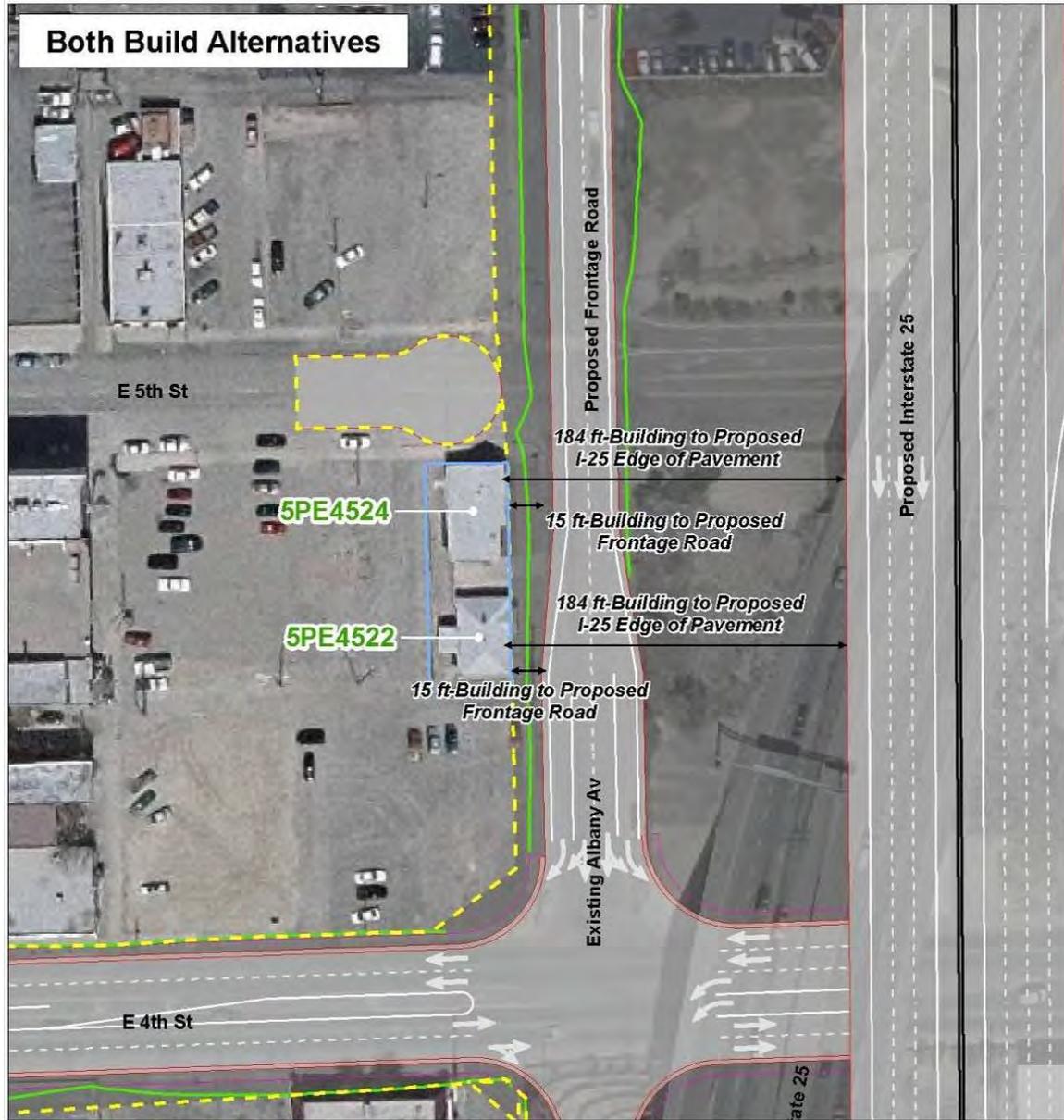
As part of both Build Alternatives, N. Albany Avenue would be closed from E. 9th to E. 4th streets (see Exhibit 6-27). East 5th Street would become a cul de sac at the western edge of the previous N. Albany Avenue, where it currently passes under I-25. Due to these changes, access to this property would be severely limited or entirely restricted. Directly in front of this property the two lanes of one-way traffic would become four lanes of one-way traffic with turn lanes onto 4th Street. As an interstate exit ramp, no parking would be permitted

on this roadway. While there is a paved vacant lot directly behind this property to the west, it is on a separate and distinct parcel and does not offer access to the residential building. There is currently a curb cut between 415 N. Albany Avenue and 421 N. Albany Avenue and another on the south side of 415 N. Albany Avenue. It appears access to the residential building is via one of those two curb cuts as there is no fence marking the parcel boundary to the south. There is currently no curb cut on E. 5th Street behind 421 N. Albany Avenue and the alley space behind the building to the west is not wide enough for a vehicle. The residential property would lose all access points to the building. The commercial building would still have access via the cul du sac on E. 5th Street.

The lanes of the interstate would move approximately 40 feet to the east, further away from this property and would be elevated approximately 15 feet higher than the existing interstate introducing a visual element to the property. Both Build Alternatives include a frontage road from E. 8th Street to E. 4th Street, combined with an exit ramp from I-25 at 6th Street. There is no information about the current noise levels at this property. The projected level would be 71 dBA, which is considered a noise impact by FHWA guidelines. For a historically and currently residential property, this is a major change to the setting of the property.

The indirect impacts from the interstate improvements and the 6th Street exit ramp would diminish the integrity of setting, feeling, and association of 5PE4522 (415 and 421 N. Albany Avenue). The closure of N. Albany Avenue would significantly restrict access to this property. It appears the exit ramp would entirely remove access to the residential building from N. Albany Avenue and would extremely limit access to the commercial property. The property would also be impacted by the increased noise levels and the visual intrusion of the 15-foot retaining wall across the street. Due to the loss of access, the increased noise and the visual changes, both Build Alternatives would have an **Adverse Effect** on this historic property.

EXHIBIT 6-27  
5PE4522 (415 N. Albany Avenue and 421 N. Albany Avenue)



5PE4522, 5PE4524

**Legend**

- - - Proposed Impact Area
- Toe of Slope
- Proposed Noise Walls
- Edge of Pavement
- Sidewalk
- Legal Property Boundary
- Historic Districts

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

0 50 100

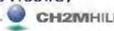
Feet

N





New Pueblo Freeway



### 5PE4526 (115 E. 5th Street)

#### Site Description

This property is a three-bay, split-level, commercial building with a flat roof and stucco exterior walls built in 1947. The main entrance is on the south elevation facing E. 5th Street between N. Santa Fe and N. Albany avenues. There are decorative borders around each of the two arched windows on the south elevation. The façade has a very simple paneled parapet. The property is located in the center of this block of E. 5th Street. It is the only structure on this block, and is surrounded by surface parking on three sides. The current interstate is located over 400 feet from the rear elevation this building.



5PE4526 (115 E. 5th Street). (2005)

#### Eligibility Determination

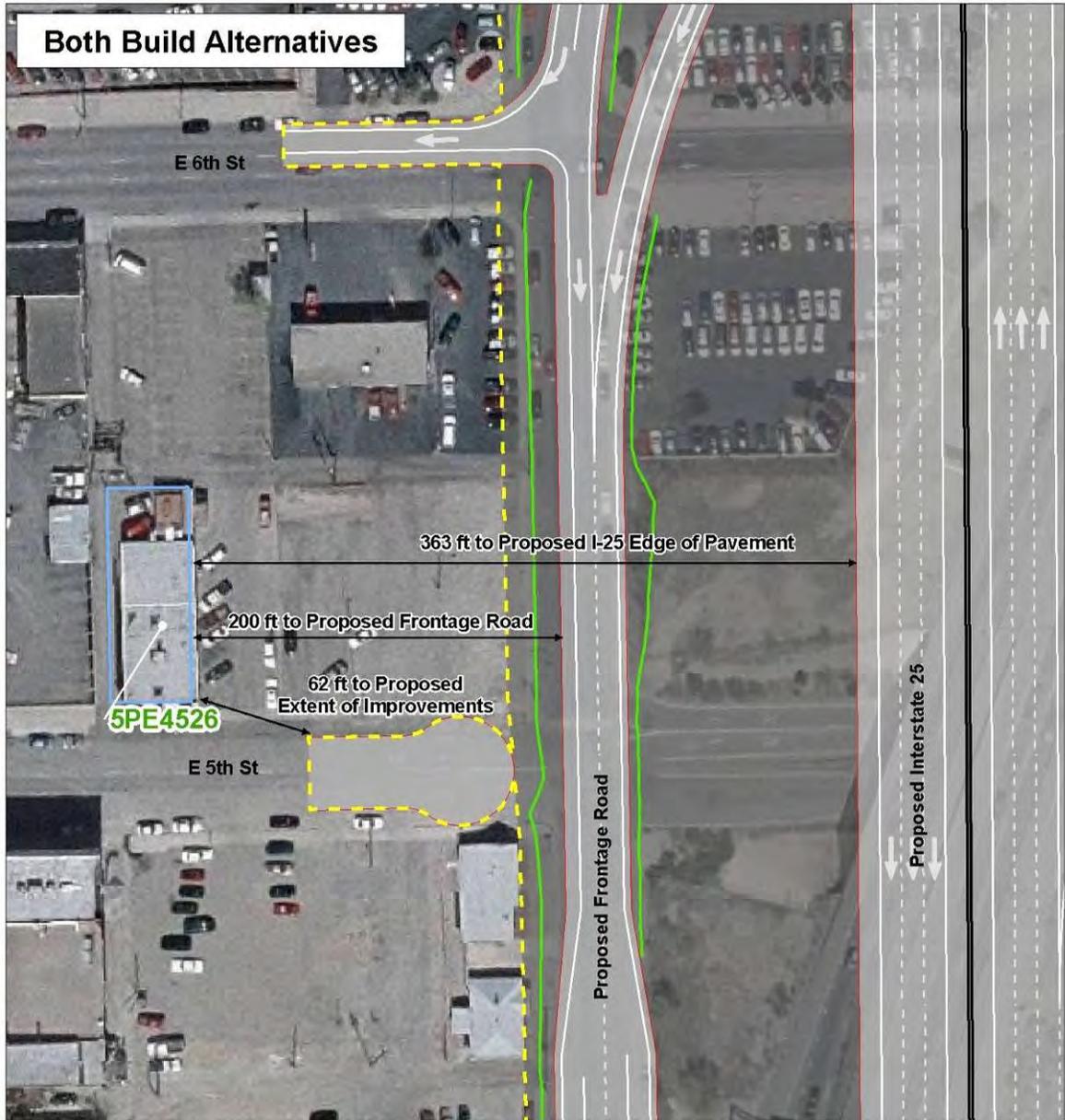
For the purposes of Section 106, this property is being treated as eligible for the NRHP under Criterion A for its association with the theme of Urban Development, Architecture, and Neighborhood Evolution (1890 - 1940).

#### Effect Determination

The Build Alternatives would shift the interstate to the west, closer to the side elevation of the building. The edge of the proposed interstate would be

363 feet from the east elevation of the property. A two-lane, southbound frontage road would run slightly east of the current N. Albany Avenue alignment between E. 4th and E. 8th streets (see Exhibit 6-28). At E. 6th Street, a southbound, one-lane off-ramp would merge with the frontage road to the northeast of the property. There would be no access to the frontage road from E. 6th Street, only an exit on to E. 6th Street from the frontage road. The frontage road would be 200 feet from the rear of the property. N. Albany Avenue would be closed between E. 4th and E. 8th streets, which would not impact this property. However, E. 5th Street would be closed and would become a cul de sac at the western edge of the previous N. Albany Avenue, where it currently passes under I-25. This closure would not impede access to this building. The proposed interstate would be approximately 15 feet taller at this location, but would be more than 350 feet from the rear of the building.

EXHIBIT 6-28  
5PE4526 (115 E. 5th Street)



- Legend**
- Proposed Impact Area
  - Toe of Slope
  - Proposed Noise Walls
  - Edge of Pavement
  - Sidewalk
  - Legal Property Boundary
  - Historic Districts

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

0 50 100 Feet

**25** the New Pueblo Freeway

CH2MHILL

5PE4526

SC08P04011P\PROJECT\NEW PUEBLO\FREWAY\MASTER\_CO\GIS\LOCATION\WORK\FROM\FILES\IMPACTS\HISTORIC\11\_710\UPES\IMP\_5PE4526\_ALT\A.D. 06\ARD.01\0209 1452.21

The closest noise receptor in the noise analysis was at 12th Street and N. Santa Fe Avenue, 6 blocks north of this property. According to that analysis, the existing level is 62 dBA and the No Action Alternative would be 64 dBA, and both Build Alternatives would be 67 dBA (Hankard, 2004). This property is entirely outside the 66 dBA contour line of the projected noise levels, meaning it would be less than 66 dBA under both Build Alternatives. The noise increase would be approximately 3 dBA, which is barely perceptible to the human ear and would not be an impact to this property

The indirect impacts from the Build Alternatives would not diminish the integrity of materials, design, workmanship, location, or association of 115 E. 5th Street (5PE4526). The qualities that make this property significant would not be altered by the addition of a frontage road or the relocation and increased height of the interstate or the closure of E. 5th Street. These changes would create impacts to the setting and feeling of the building, but it does not face the proposed roadway so visual intrusions would be limited. There would be **No Adverse Effect** to this historic property.

**5PE4531 (315-17 E. 4th Street), 5PE4533 (319-21 E. 4th Street), and 5PE4535 (331 E. 4th Street)**

**Site Description**

Built in 1929, 5PE4531 is a one and a half story, multi-family residential, side gable bungalow. The south elevation is where the two main entries are located beneath separate front gable porticos. Immediately to the north is 5PE4533, which is a 1929 bungalow with a cross gable roof and Craftsman stylistic elements. It is a one and a half story, residential building with brick and stucco exterior walls. The 5PE4531 and 5PE4533 properties share a parcel boundary, but are not known to be historically associated with one another. Separated by over 50 feet to the north is 5PE4535, a circa 1925 masonry commercial structure. Originally the H. T. Ashley Lumber Company, it now serves as the Assistance League of Pueblo Bargain Box Thrift Store. It is an L-shaped building with the entrance on E. 4th Street and angled parking along N. Chester Avenue. These three buildings constitute all but one of the structures on the north side of this block of E. 4th Street. To the north is a small undeveloped bluff and a large surface parking area. Across E. 4th Street is a block-long masonry structure, currently vacant. Across N. Chester Avenue to the east is the Sweeny Feed Mill.

		
<p>5PE4531 (315-17 E. 4th Street). (2005)</p>	<p>5PE4533 (319-21 E. 4th Street). (2005)</p>	<p>5PE4535 (331 E. 4th Street). (2005)</p>

### Eligibility Determination

For the purposes of Section 106, these properties are being treated as eligible for the NRHP under Criterion A for their association with urban and neighborhood development in Pueblo and under Criterion C as examples of early 20th century residential and commercial buildings.

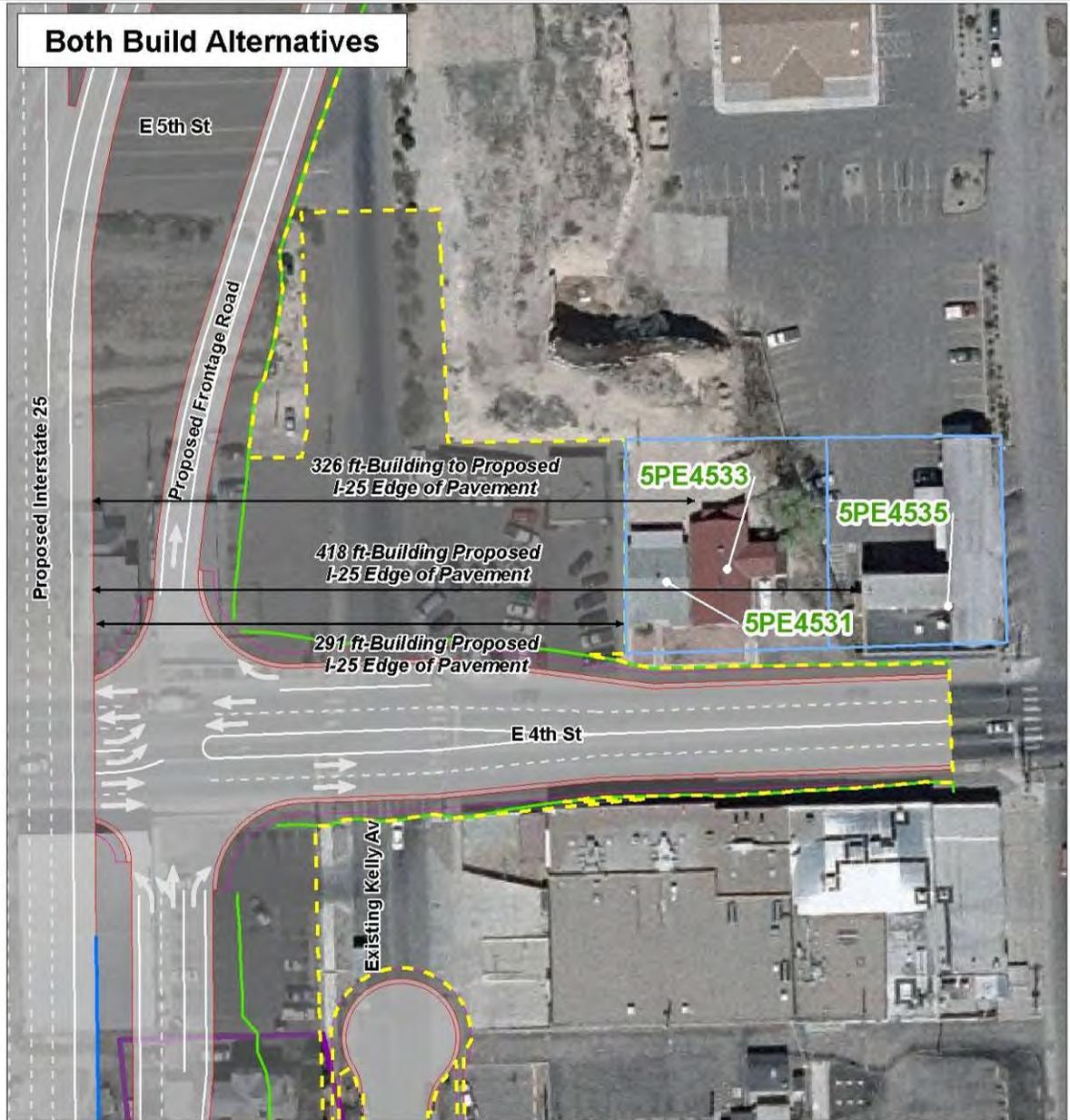
### Effect Determination

The interstate would move to the east at this location, bringing it approximately 125 feet closer to the west elevation of 5PE4531, the closest of the three buildings. The proposed interstate would be 291 feet west of this building and 418 feet west of 5PE4535 at the corner of N. Chester Avenue (see Exhibit 6-29). An interstate bridge over 4th Street would remain, but would be elevated approximately 6 feet higher than currently. A proposed northbound frontage road with access from E. 4th Street would be located 234 feet from the west elevation of 5PE4531. The structure immediately north of this building would be removed as a part of both Build Alternatives. East 4th Street is currently four lanes and would remain four lanes under both Build Alternatives. It would be widened slightly due south of these properties and a turn lane would be added to E. 4th Street just west of these properties. These buildings would not be impacted by the addition of a small median and a turn lane onto the frontage road. Noise levels from E. 4th Street traffic would be similar to existing conditions and the noise from the interstate would be 66 dBA or less.

The indirect impacts from the Build Alternatives would not diminish the integrity of materials, design, workmanship, and location of 315-17 E. 4th Street (5PE4531), 319-21 E. 4th Street (5PE4533), and 331 E. 4th Street (5PE4535). Although the proposed frontage road and interstate updates would affect the historic integrity of the setting and feeling of the buildings, these effects would be minor and would not degrade the qualities that make these properties significant. The architectural significance of the structures would not be altered by the street closure or the loss of structures across the street, the noise levels, or by the other proposed changes in the immediate vicinity. Therefore, both Build Alternatives would have **No Adverse Effect** to these historic properties.

EXHIBIT 6-29

5PE4531 (315-17 E. 4th Street), 5PE4533 (319-21 E. 4th Street), and 5PE4535 (331 E. 4th Street)



- Legend**
- ▭ Proposed Impact Area
  - Toe of Slope
  - Proposed Noise Walls
  - Edge of Pavement
  - Sidewalk
  - ▭ Legal Property Boundary
  - ▭ Historic Districts

5PE4531, 5PE4533, 5PE4535

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

0 100 Feet

**25** the New Pueblo Freeway

CH2MHILL

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## 5PE4532 (125 E. 7th Street)

### Site Description

Originally built in 1887 as the Central Christian Church in the Tudor Revival style, this building is now known as the Albany Building and houses professional offices. This is a large, two-story structure with brick exterior walls. Stylistic elements typical of the Tudor Revival style include: tracery and lancet windows; half-timbering; a complex roof system; overlapping gables; casement windows; and multiple exterior materials. The property is currently more than 450 feet west of the existing interstate. It faces E. 7th Street at the corner of N. Albany Avenue with a parking lot and commercial structure to the south. To the west is a large, U-shaped hotel, and immediately to the north is 5PE564 (711 N. Albany Avenue), discussed earlier. To the east is a large parking lot and institutional facility that occupies a substantial lot between E. 6th and E. 8th Streets. East 7th Street is a dead end and turns into this facility.



### Eligibility Determination

For the purposes of Section 106, this property is being treated as eligible for the NRHP under Criteria A and C for its association with the theme of Urban Development, Architecture, and Neighborhood Evolution (1890 - 1940) and as a good example of the Tudor Revival Style.

### Effect Determination

The Build Alternatives would move the interstate to the west at this location, approximately 260 feet closer to the

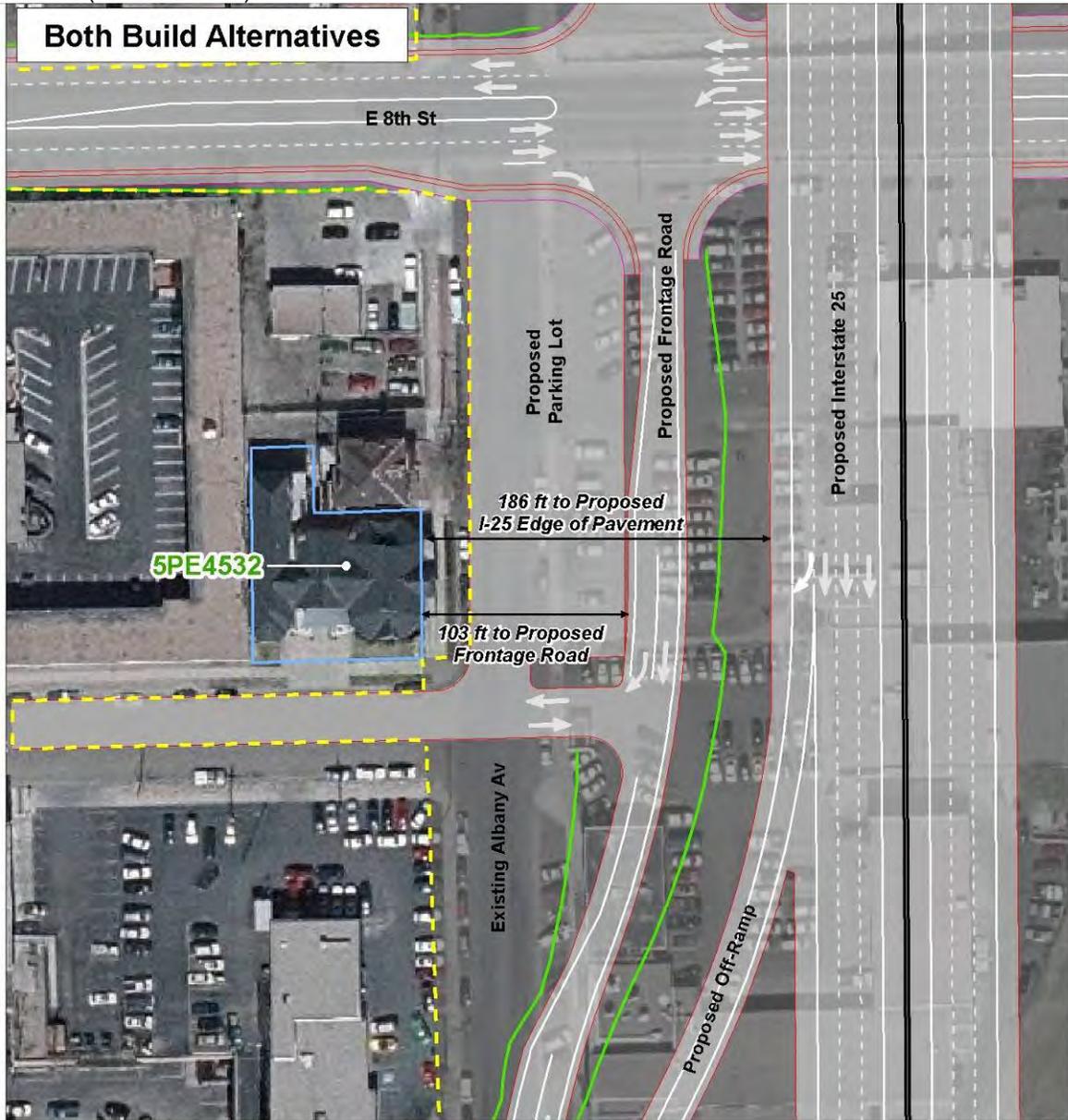
building. The edge of the proposed interstate would be 186 feet from the east (side) elevation of the property. A one-lane, southbound surface frontage road with an exit onto E. 7th Street would run slightly east of the current N. Albany Avenue between E. 4th and E. 8th streets. N. Albany Avenue would be closed at this location (see Exhibit 6-30). The existing N. Albany Avenue and a portion of the lot across the street would become a surface parking lot stretching from E. 8th to E. 7th streets, between this property and the proposed frontage road. Access to the frontage road would be via E. 7th and E. 8th streets and the road would be 103 feet from the east elevation of the property. Traffic would increase on E. 7th Street due to the entrance and exit to the frontage road where the street previously ended east of N. Albany Avenue.

Both Build Alternatives would remove all of the structures to the east of this parcel and they would be replaced with interstate roadway and the auxiliary road system. The proposed interstate would be approximately 24 feet taller at this location as the interstate elevates to pass over 8th Street to the north. According to the noise analysis, the existing noise level is approximately 62 dBA and the No Action Alternative would be 64 dBA. Under both Build Alternatives, the noise level at this building would be between 67 and 70 dBA (Hankard, 2004). This constitutes a 5 to 7 dBA increase, which would be readily perceptible to the human ear. A noise wall is not proposed for this area. While not the only

consideration, according to the FHWA guidance on noise abatement, a Category C building would not require abatement for noise levels below 72 dBA (USDOT, 1995). This property currently functions as a law office. It is eligible under Criterion C, so this noise increase should not reduce its significance as an example of Tudor Revival architecture. It would also be able to continue its use as a commercial property.

The indirect impacts from the Build Alternatives would not diminish the integrity of materials, design, workmanship, location, or current association of 125 E. 7th Street (5PE4532). Since this property was formerly a church, some association has already been lost by the conversion to office space. There are few buildings from prior to 1940 in close proximity, so the building has already lost other elements of setting, association and feeling. The qualities that make this property significant would not be altered by the addition of a frontage road, the relocation and increased height of the interstate, or the noise increase. These changes would cause impacts to the setting and feeling of the building, but it faces away from the roadway and the structures in the immediate vicinity would remain. This structure is not used for residential purposes and would be able to continue as viable office space under the proposed conditions. The impacts to the integrity of the setting and feeling from the increased visual and noise intrusions would not be so severe as to render the building no longer NRHP-eligible. Therefore, both Build Alternatives would have **No Adverse Effect** to this historic property.

EXHIBIT 6-30  
5PE4532 (125 E. 7th Street)



- Legend**
- Proposed Impact Area
  - Toe of Slope
  - Proposed Noise Walls
  - Edge of Pavement
  - Sidewalk
  - Legal Property Boundary
  - Historic Districts

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

0 50 100 Feet



 the New Pueblo Freeway



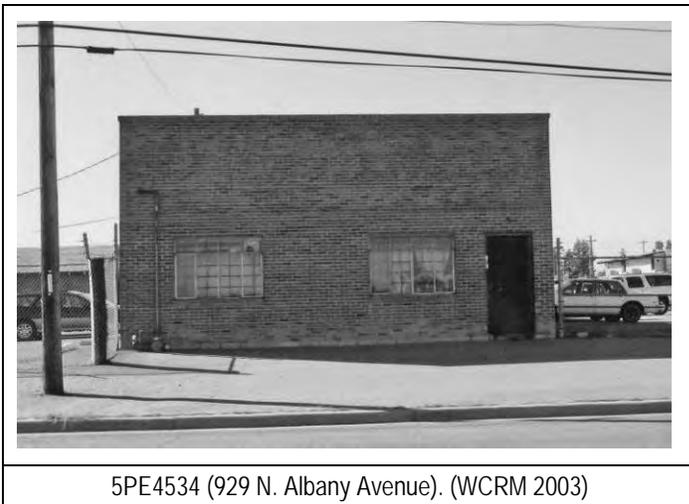
5PE4532

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## 5PE4534 (929 N. Albany Avenue)

### Site Description

The Wilcoxson Family Warehouse was built in 1945 and is a one-story commercial building with no identifiable style that is currently being used as a warehouse for storage. The exterior walls are constructed of brick, and the structure has a flat roof. It is surrounded on all sides by asphalt surface parking and commercial structures. This building sits at the center of the block along N. Albany Avenue. Across the street is a large vacant, unimproved area that runs north and south for several blocks on the east side of N. Albany Avenue. The current interstate is approximately 460 feet to the east of the west (front) elevation of the building. This parcel also includes 5PE4510, the former Colorado Motor Car Company, which faces N. Santa Fe Avenue and is discussed earlier in this section on page 6-63. There does not appear to be any historic association between these two buildings.



5PE4534 (929 N. Albany Avenue). (WCRM 2003)

### Eligibility Determination

For the purposes of Section 106, this property is being treated as eligible for the NRHP under Criterion A for its association with the theme of Urban Development, Architecture, and Neighborhood Evolution (1890 - 1940).

### Effect Determination

The Build Alternatives would move the interstate to the west and elevate it over E. 8th Street. The edge of the proposed interstate would be 215 feet from the east (front) elevation of the

property. A two-lane, southbound frontage road would run slightly east of the current N. Albany Avenue alignment and N. Albany Avenue would be closed between E. 8th and E. 13th streets (see Exhibit 6-31). Access to the frontage road would be via E. 9th Street and this surface roadway would be 37 feet from the façade of the property. There are currently curb cuts on N. Albany Avenue to the north and south of this property giving access to the parking lots in the eastern portion of the parcel. These access points would be removed and there would be no access from the east. There would be access to this building and to the parcel only from N. Santa Fe Avenue. The proposed interstate would be approximately 35 feet higher at this location as it elevates to go over 8th Street to the north. The embankment supporting the interstate is represented on the exhibit as the grey shaded area between the interstate and the frontage road. According to the noise analysis, the existing noise level is 62 dBA and the No Action Alternative would be 64 dBA. Under both Build Alternatives, the noise level at this building would be less than 71 dBA, but greater than 66 dBA, a 4 to 8 dBA increase, which is readily perceptible to the human ear (Hankard, 2004). A noise wall is not proposed for this area. As this is a storage facility and is not used on a daily basis, the noise increase would not be considered a major impact. It would impact the setting of the building, but it would be minor.

The indirect impacts from the Build Alternatives would not diminish the integrity of materials, design, workmanship, or location of 929 N. Albany Avenue (5PE4534). The qualities that make this property significant under Criterion A would not be altered by the addition of a frontage road, the closure of N. Albany Avenue, the increased noise, or the relocation and increased height of the interstate. These changes would impact the setting and feeling of the building, but it would continue to function as a warehouse in a complex of buildings with various purposes. The impacts to the building would not be so severe as to render the building no longer NRHP-eligible. Therefore, both Build Alternatives would have **No Adverse Effect** to this historic property.

EXHIBIT 6-31  
5PE4534 (929 N. Albany Avenue)



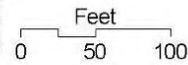
5PE4534



**Legend**

-  Proposed Impact Area
-  Toe of Slope
-  Proposed Noise Walls
-  Edge of Pavement
-  Sidewalk
-  Legal Property Boundary
-  Historic Districts

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

**5PE4544 (320 E. 4th Street)**

**Site Description**

This is a large, mainly two-story commercial building that sits at the corner of E. 4th Street and Bradford Avenue (also shown as Kelly Avenue). The building has a flat roof and brick exterior walls. It was vacant at the time of the survey, but was formerly the Rainbow Bread bakery. The overall building appears to consist of several distinct construction episodes starting in 1924 with additions in 1950 and 1968. The original building from 1924 has some decorative brick inlays over the windows, and alternating brick quoins on the corners. The building stretches the entire block from N. Bradford Avenue on the west to N. Chester Avenue on the east. Access to the rear of the building and the central parking area is via N. Chester and Bradford avenues. The interstate is currently approximately 375 feet to the west of the west elevation of the building. Across Bradford Avenue is a paved surface parking lot and a large commercial structure. To the south are buildings originally associated with the Rainbow Bakery (5PE4546 and 5PE4566) which are surrounded by surface parking. Across E. 4th Street to the north is a used car lot, two small residential structures, and another commercial building.



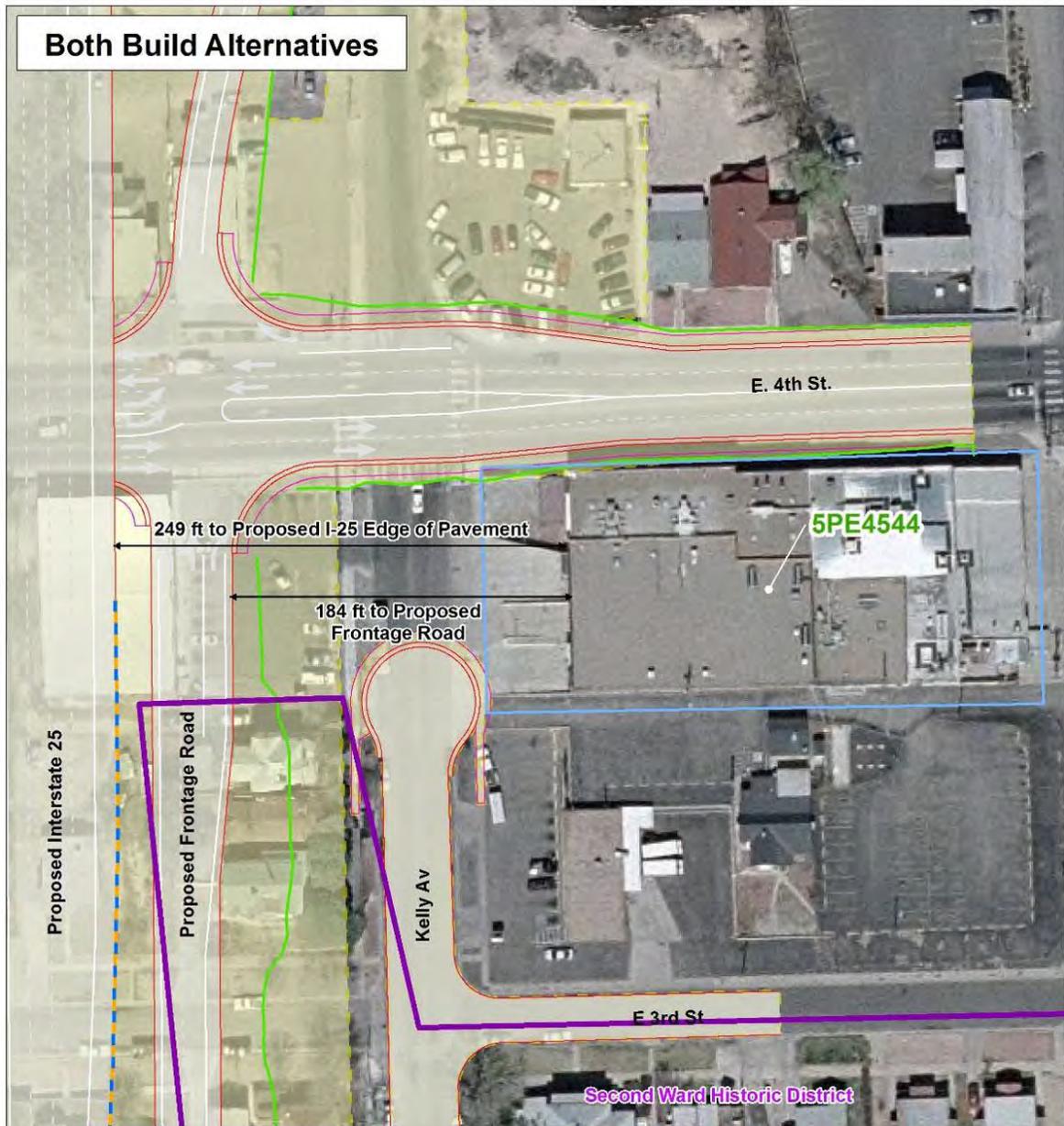
**Eligibility Determination**

For the purposes of Section 106, this property is being treated as eligible for the NRHP under Criterion A for its association with the theme of Urban Development, Architecture, and Neighborhood Evolution (1890 - 1940).

**Effect Determination**

The interstate would move to the east at this location, bringing it approximately 125 feet closer to the west elevation of the building. The proposed interstate would be 249 feet west of the building, but would be at a slightly lower elevation than Bradford Avenue, so would not be visible. As a result of both Build Alternatives, N. Bradford Avenue would be closed to through traffic and would end in a cul de sac just to the southwest of this location (see Exhibit 6-32).

EXHIBIT 6-32  
5PE4544 (320 E. 4th Street)



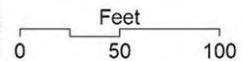
5PE4544



**Legend**

- Proposed Impact Area
- Toe of Slope
- Edge of Pavement
- - - Proposed Noise Walls
- Proposed Retaining Walls
- Sidewalk
- Legal Property Boundary
- Historic District

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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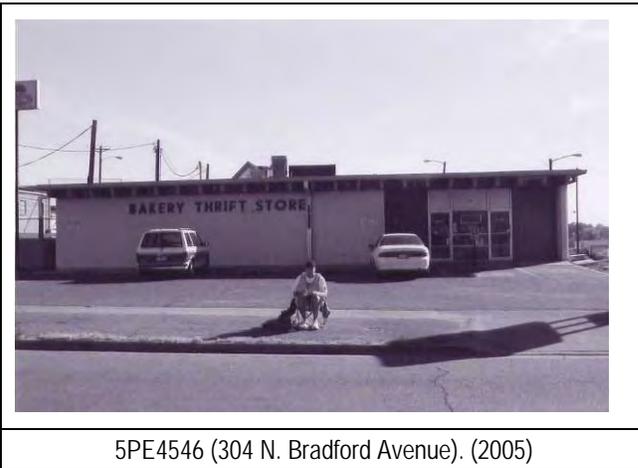
A proposed frontage road with access from E. 4th Street would be located 184 feet from the west elevation of the building. The structure across N. Bradford Avenue from this building would be removed as a part of both Build Alternatives. East 4th Street would be widened slightly from the current configuration, but this parcel and this building would not be impacted by the addition of a small median and a turn lane onto the frontage road

The indirect impacts from the Build Alternatives would not diminish the integrity of materials, design, workmanship, and location of 320 E. 4th Street (5PE4544). Although the proposed frontage road and interstate updates would affect the historic integrity of the setting and feeling of the building, that effect would not diminish the qualities that make this property significant. The property would maintain access via N. Chester Avenue to the south and all but one property to the north would remain. The architectural significance of the structure would not be altered by the street closure or the loss of a structure across the street or the other proposed changes in the immediate vicinity. Therefore, both Build Alternatives would have **No Adverse Effect** to this historic property.

### 5PE4546 (304 N. Bradford Avenue)

#### Site Description

This 1950 commercial property was originally Rainbow Bakers and now functions as the Bakery Thrift Store. The building has a flat roof and a combination of brick and concrete block exterior walls. Across N. Bradford Avenue to the west and E. 3rd Street to the south are residential buildings, while to the north and east are commercial structures. Between the sidewalk and N. Bradford Avenue is a large paved parking area. To the rear of the building is additional surface parking and a loading dock. This property sits on the same assessor parcel as 5PE4566, but is not known to be historically associated with this property.



5PE4546 (304 N. Bradford Avenue). (2005)

#### Eligibility Determination

For the purposes of Section 106, this property is being treated as eligible for the NRHP under Criterion A for its association with the theme of Urban Development, Architecture, and Neighborhood Evolution (1890 - 1940).

#### Effect Determination

As a result of both Build Alternatives, N. Bradford Avenue would be closed to through traffic and would end in a cul de sac just to the north of this location (see Exhibit 6-33). Access along E. 3rd Street

would not be altered. N. Bradford Avenue and a portion of E. 3rd Street would be resurfaced, but would have no direct impact to this property. A proposed frontage road would be located 184 feet from the west elevation of the building. The proposed interstate would be 238 feet west of the building, but would be at a slightly lower elevation, so would not be visible. All of the structures across N. Bradford Avenue from this building would be removed as a part of both Build Alternatives, which would cause a loss of integrity to the setting and feeling of the property. The existing noise level at this property is 61 dBA and



would be 63 dBA under the No Action Alternative and 64 dBA under both Build Alternatives. This represents a 3 dBA increase, which is barely perceptible to the human ear and would not be considered an impact.

The indirect impacts from the Build Alternatives would not diminish the integrity of location, materials, design, and association of 304 N. Bradford Avenue (5PE4546). Although the proposed frontage road and interstate updates would affect the historic integrity of the property to some degree, that effect would not diminish the qualities that make this property significant. The historic significance of the structure would not be altered by the street closure or by the loss of structures across the street or the other proposed changes in the immediate vicinity. Therefore, both Build Alternatives would have **No Adverse Effect** to this historic property.

**5PE4566 (311 E. 3rd Street)**

**Site Description**

This single-story, circa 1910 building was initially residential, but it later served as the Rainbow Bread main offices and was vacant at the time of the survey. The building has a gabled roof and stucco exterior walls. The main entry is located in the south elevation. The building sits up on a berm elevated from the street level. It is surrounded on all sides by asphalt surfacing. Across N. Bradford Avenue to the south are residential buildings, while to the north are commercial structures. This property sits on the same assessor parcel as 5PE4546, but is not known to be historically associated with this property.



5PE4566 (311 E. 3rd Street). (2005)

**Eligibility Determination**

For the purposes of Section 106, this property is being treated as eligible for the NRHP under Criterion A for its association with the theme of Urban Development, Architecture, and Neighborhood Evolution (1890 - 1940).

**Effect Determination**

While N. Bradford Avenue would be closed to through traffic and would end in a cul de sac, access along E. 3rd Street would not be altered. North Bradford Avenue and a portion of E. 3rd Street would be

resurfaced, but would have no impact to this property. A proposed frontage road would be located 281 feet from the west elevation of the building. The proposed interstate would be 336 feet west of the building, but would be at a lower elevation, so would not be visible from this property (see Exhibit 6-33). The existing noise level at this property is 61 dBA and would be 63 dBA under the No Action Alternative and 64 dBA under both Build Alternatives. This represents a 3 dBA increase, which is barely perceptible to the human ear, so would not be considered an impact.

The indirect impacts from the Build Alternatives would not diminish the integrity of the location, materials, design, setting, or association of 311 E. 3rd Street (5PE4566). The proposed frontage road and interstate are far enough removed from the property that they would not impact the qualities that make this property significant. Therefore, both Build Alternatives would have **No Adverse Effect** to this historic property.

**5PE4586 (314 E. River Street) and 5PE4588 (312 E. River Street)**

**Site Description**

The structure at 314 E. River Street (5PE4586) is a circa 1900, one-story residential building with a front gable roof and stucco exterior walls. The main entry is located in the north elevation facing E. River Street. Included on the parcel is a detached single-vehicle garage to the south of the property. The structure at 312 E. River Street (5PE4588) is a 1918 Classic Cottage with a combination of brick and stucco exterior walls. It is a front gable residential building typical of the early 20th century. The south side of E. River Street is made up of four residential properties with a small alley running south down the center of the block. Across the street from 5PE4586 and 5PE4588 is a vacant lot with residential structures flanking it on either side. To the south is a residential structure that faces N. Bradford Avenue and to the east is an alley and two other residential structures. Across N. Bradford Avenue to the west the bluff drops off so all that is visible is mature trees. Below the trees is a large, one-story residential structure.



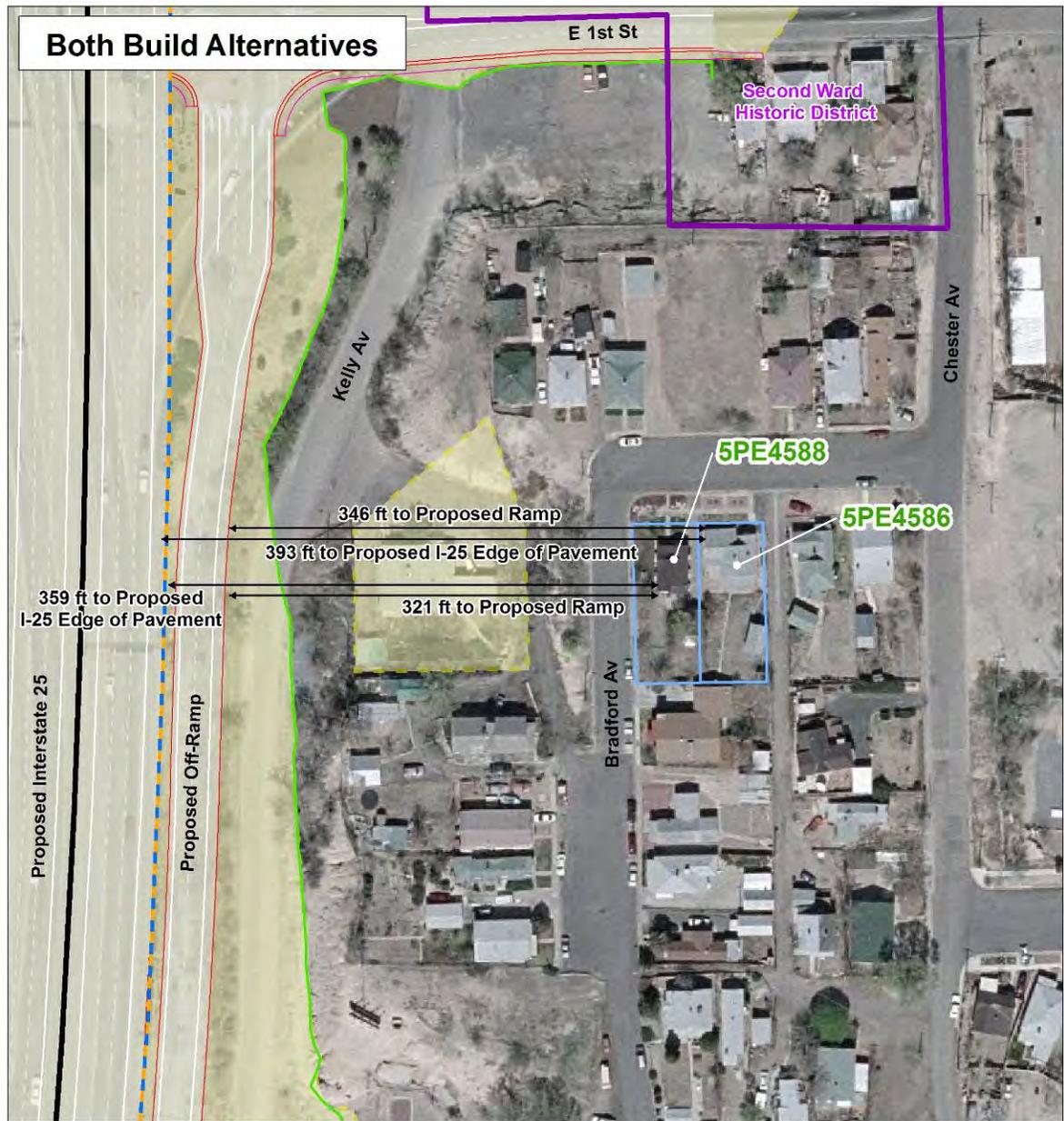
**Eligibility Determination**

For the purposes of Section 106, these two residential properties are being treated as eligible for the NRHP under Criterion A for its association with the theme of Urban Development, Architecture, and Neighborhood Evolution (1890 - 1940).

**Effect Determination**

The Build Alternatives would straighten out a slight curve in the interstate, leaving it roughly in the same location relative to these properties. The edge of the proposed interstate would be 393 feet from 5PE4586 and 359 feet from 5PE4588 (see Exhibit 6-34). A northbound off-ramp would be added south of Clarence Road to E. 1st Street, situated on the east side of the interstate and the retaining wall. The off-ramp would not be visible from these properties due to the topography. The proposed interstate would be approximately 15 feet higher at this location, but these properties sit on a bluff and the current interstate sits well

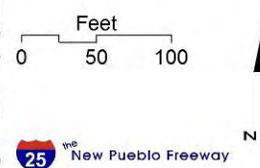
EXHIBIT 6-34  
5PE4586 (314 E. River Street) and 5PE4588 (312 E. River Street)



- Legend**
- Proposed Impact Area
  - Toe of Slope
  - Edge of Pavement
  - · - Proposed Noise Walls
  - Proposed Retaining Walls
  - Sidewalk
  - Legal Property Boundary
  - Historic District

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



5PE4586, 5PE4588

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below the bluff, so the improvements would still be below the level of E. River Street. The noise analysis receptor at N. Bradford Avenue between Beech and River streets indicated the noise level currently is 66 dBA and would remain at 66 dBA under the No Action Alternative. Under both Build Alternatives, the noise levels would increase to 70 dBA. A proposed noise wall at this location would lower the levels to below 66 dBA, which is the equivalent of existing noise levels in this location. The noise wall would be 15 feet tall and would sit on top of the retaining wall between the interstate and the off-ramp. The noise wall would be 1 to 5 feet above the existing ground level of the bluff.

The indirect impacts from both Build Alternatives would not diminish the integrity of materials, design, workmanship, or location of 314 E. River Street (5PE4586) and 312 E. River Street (5PE4588). The qualities that make these properties significant would not be altered by the addition of an off-ramp that would not be visible or the relocation and increased height of the interstate. The proposed noise wall would cause some minor visual impacts to the setting and feeling of the buildings, but they do not face the interstate and are currently exposed to noise and visual impacts from the existing interstate. None of the properties in their immediate vicinity would be removed. The impacts to the setting and feeling would be minor and would not render the buildings incapable of maintaining their NRHP-eligible status. Therefore, both Build Alternatives would have **No Adverse Effect** to these historic properties.

#### 5PE4587 (305 E. River Street), 5PE4589 (303 E. River Street), and 5PE4590 (301 E. River Street)

##### Site Description

This is a row of three typical Classic Cottages with elements of the Craftsman style. Built circa 1920, these residential buildings all sit on the north side of E. River Street and have one and a half stories, hipped roofs, and central chimneys. One is sheathed in wood siding and others with stucco. The entrances are on the south elevations and all have at least one outbuilding to the north. The buildings sit on a bluff with Kelly Avenue below to the west. The bluff also drops down to the level of 1st Street to the north. A large vacant lot sits to the east between these houses and another cluster of three residential buildings. The existing interstate is approximately 250 feet from the east elevation of 5PE4590 and at a lower elevation (see Exhibit 6-35). The hexagonal shaded area north of these properties on Exhibit 6-37 indicates that the residential building at this location would be acquired by CDOT and demolished due to lack of access, since Kelly Avenue would be closed. This is not a historic building and sits on a lower bluff, making it barely visible from the higher bluff and through the vegetation. The proposed demolition would not impact these properties.

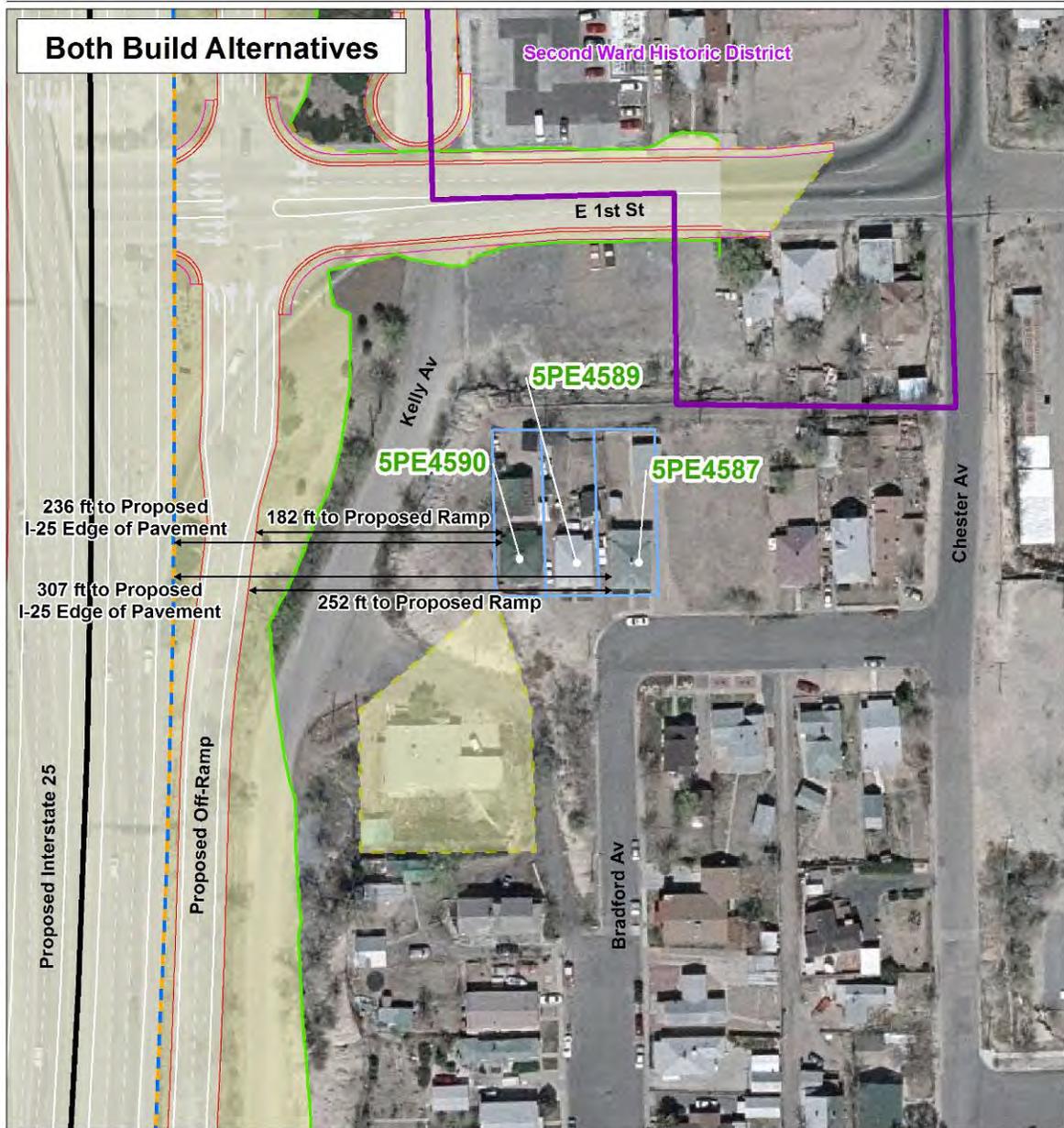
		
<p>5PE4587 (305 E. River Street). (2005)</p>	<p>5PE4589 (303 E. River Street). (2005)</p>	<p>5PE4590 (301 E. River Street). (2005)</p>

**Eligibility Determination**

For the purposes of Section 106, these properties are being treated as eligible for the NRHP under Criteria A and C. They are associated with the theme of Urban Development, Architecture, and Neighborhood Evolution (1890 - 1940) and are good examples of the Classic Cottage.

EXHIBIT 6-35

5PE4587 (305 E. River Street), 5PE4589 (303 E. River Street), and 5PE4590 (301 E. River Street)



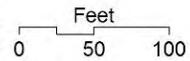
5PE4587, 5PE4589, 5PE4590



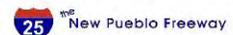
**Legend**

- Proposed Impact Area
- Toe of Slope
- - - Proposed Noise Walls
- Proposed Retaining Walls
- Edge of Pavement
- Sidewalk
- Legal Property Boundary
- Historic District

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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## Effect Determination

The Build Alternatives would straighten out a slight curve in the interstate, leaving it roughly in the same location relative to these properties. The edge of the proposed interstate would be 236 feet from 5PE4590 and 307 feet from 5PE4587 (see Exhibit 6-35). A northbound off-ramp would be added south of Clarence Road with access to E. 1st Street, situated on the east side of the interstate and the retaining wall. The off-ramp would not be visible from these properties due to the topography. The proposed interstate would be approximately 15 feet higher, but these properties sit on a bluff and the current interstate sits well below the bluff, so the improvements would still be below the level of E. River Street. The noise analysis receptor at N. Bradford Avenue between Beech and River streets indicated the existing noise level is 66 dBA and would remain at 66 dBA under the No Action Alternative. Under both Build Alternatives, the noise levels would increase to 70 dBA. A proposed noise wall would lower the levels to below 66 dBA, which is at or below the existing noise level in this area creating a beneficial effect for these residences (Hankard, 2004). The noise wall would be 15 feet tall and would sit on top of the retaining wall between the interstate and the off-ramp (represented by the orange line on Exhibit 6-35). The noise wall would be approximately 1 to 5 feet above the existing ground level of the bluff. The hexagonal shaded area north of these properties on Exhibit 6-37 indicates that the residential building at this location would be acquired by CDOT and demolished due to lack of access, since Kelly Avenue would be closed. This is not a historic building and sits on a lower bluff, making it barely visible from the higher bluff and through the vegetation. The proposed demolition would not impact these properties.

The indirect impacts from the Build Alternatives would not diminish the integrity of materials, design, workmanship, or location of 305, 303, and 301 E. River Street (5PE4587, 5PE4589, and 5PE4590). The qualities that make these properties architecturally and historically significant would not be altered by the addition of the off-ramp to the west, which would not be visible or by the relocation and increased height of the interstate. The proposed noise wall would cause some visual impacts to the setting and feeling of the buildings, but the viewshed of these properties is not part of what makes them significant, so the minimal impact of the noise wall would be marginal to the setting and feeling. The impacts to the integrity of the setting and feeling would be minor and would not render the buildings incapable of maintaining their NRHP-eligible status. Therefore, both Build Alternatives would have **No Adverse Effect** to these historic properties.

**5PE4591 (217 S. Bradford Avenue), 5PE4593 (219 S. Bradford Avenue), and 5PE4595 (221 S. Bradford Avenue)**

**Site Description**

This is a group of three residential structures in the 200 block of S. Bradford Avenue (5PE4591, 5PE4593, and 5PE4595). All are single-family residences with front gables constructed between 1910 and 1923 with stucco sheathing on the exterior. Most of these buildings have outbuildings and vegetation on the western portion of the parcels. They face S. Bradford Avenue to the east with similar residential buildings across the street. The buildings sit on a bluff with Kelly Avenue below to the west. The bluff also drops down to the south of these buildings. To the north is a more recent residential structure set at a lower elevation and not visible from S. Bradford Avenue. The existing interstate is approximately 215 feet from the east (rear) elevation of the main building of 5PE4591 and is at a lower elevation. The hexagonal shaded area north of these properties on Exhibit 6-37 indicates that the residential building at this location would be acquired by CDOT and demolished due to lack of access, since Kelly Avenue would be closed. This is not a historic building and sits on a lower bluff, making it barely visible from the higher bluff and through the vegetation. The proposed demolition would not impact these properties.

		
<p>5PE4591 217 S. Bradford Avenue. (2005)</p>	<p>5PE4593 219 S. Bradford Avenue. (2005)</p>	<p>5PE4595 221 S. Bradford Avenue. (2005)</p>

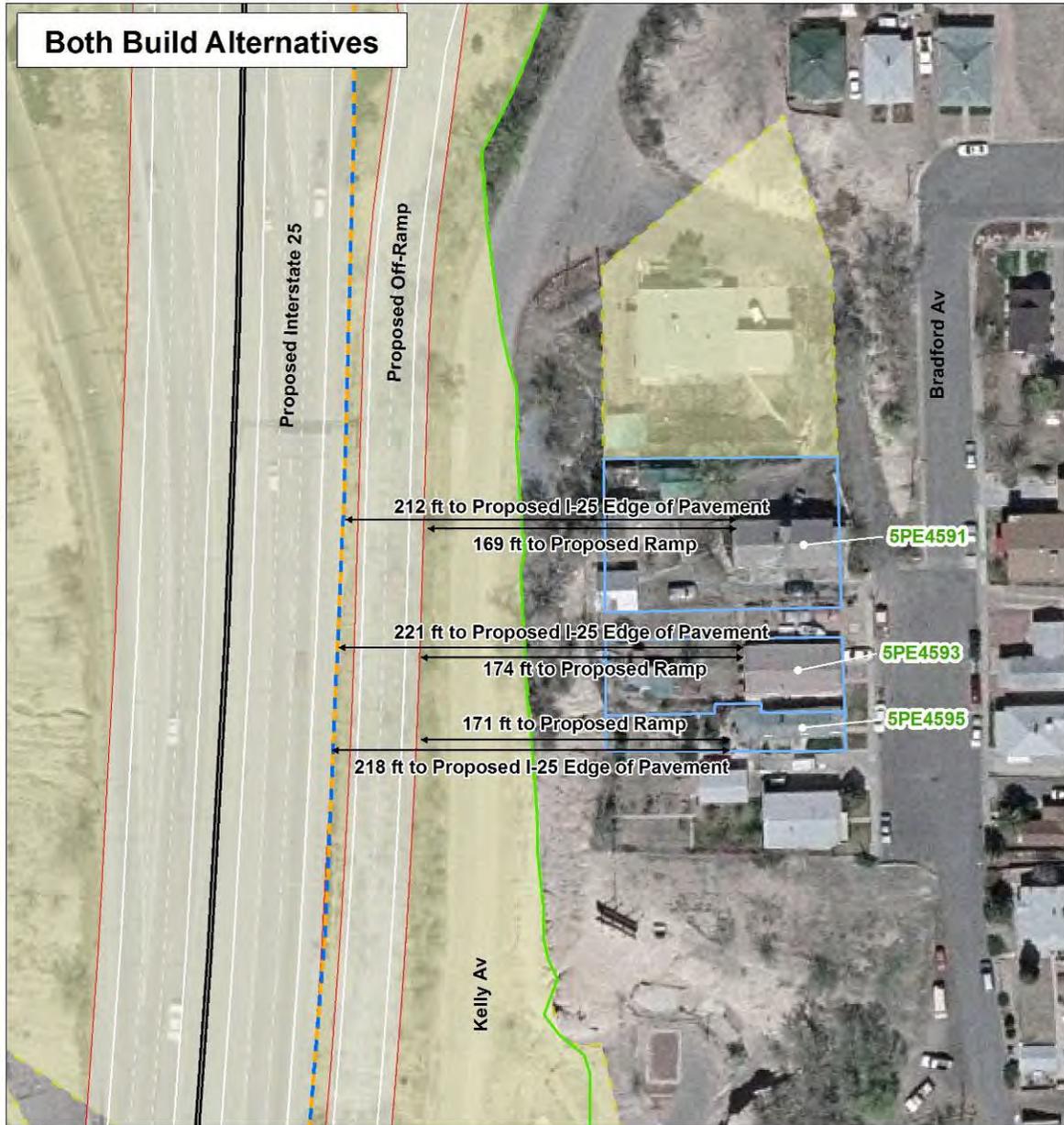
**Eligibility Determination**

For the purposes of Section 106, these properties are being treated as eligible for the NRHP under Criteria A and C. They are associated with the theme of Urban Development, Architecture, and Neighborhood Evolution (1890 - 1940) and are good examples of the shotgun type.

**Effect Determination**

The proposed interstate would remain roughly in the same location relative to these properties. The edge of the proposed interstate would be 212 feet from the rear elevation of 5PE4591 and 221 feet from 5PE4593 (see Exhibit 6-36). A northbound off-ramp would begin south of Clarence Road to E. 1st Street and would be situated on the east side of the interstate and the retaining wall. The off-ramp would not be visible from these properties due to the topography and the elevation of the bluff. The proposed interstate would be approximately 15 feet higher at this location, but these properties sit on a bluff, so the improvements would still be just below the level of S. Bradford Avenue. The noise analysis receptor at S. Bradford Avenue between Beech and River streets indicated the existing noise level is 66 dBA and would remain at 66 dBA under the No Action Alternative. Under both Build Alternatives the noise levels would increase to 70 dBA. A proposed noise wall would

EXHIBIT 6-36  
5PE4591 (217 S. Bradford Avenue), 5PE4593 (219 S. Bradford Avenue), and 5PE4595 (221 S. Bradford Avenue)



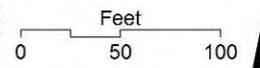
5PE4591, 5PE4593, 5PE4595



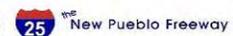
**Legend**

- Proposed Impact Area
- Toe of Slope
- - Proposed Noise Walls
- Proposed Retaining Walls
- Edge of Pavement
- Legal Property Boundary

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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lower the levels to below 66 dBA, which is at or below the existing noise level in this area creating a beneficial effect for these residences (Hankard, 2004). The noise wall would be 15 feet tall and would be built on top of the retaining wall between the interstate and the off-ramp (Exhibit 6-36). The noise wall would be 1 to 5 feet above the existing ground level of the bluff and would sit behind these properties. The hexagonal shaded area north of these properties on Exhibit 6-37 indicates that the residential building at this location would be acquired by CDOT and demolished due to lack of access, since Kelly Avenue would be closed. This is not a historic building and sits on a lower bluff, making it barely visible from the higher bluff and through the vegetation. The proposed demolition would not impact these properties.

The indirect impacts from the Build Alternatives would not diminish the integrity of materials, design, workmanship, or location of 217, 219, and 221 S. Bradford Avenue (5PE4591, 5PE4593, and 5PE4595). The qualities that make these properties architecturally and historically significant would not be diminished by the addition of the off-ramp to the west, which would not be visible or by the increased height of the interstate. The proposed noise wall would cause some visual impacts to the setting and feeling of the buildings, but the viewshed of these properties is not part of what makes them significant, so the minimal impact of the noise wall would be marginal to the setting and feeling. The impacts to the integrity of the setting and feeling would be minor and would not render the buildings incapable of conveying their NRHP-eligible status. Therefore, both Build Alternatives would have **No Adverse Effect** to these historic properties.

5PE4592 (218 S. Bradford Avenue), 5PE4594 (220 S. Bradford Avenue), 5PE4596 (222 S. Bradford Avenue), and 5PE4598 (224 S. Bradford Avenue)

**Site Description**

This is a group of four residential buildings, all built in 1922. They are one story and sheathed in stucco or brick. They face S. Bradford Avenue to the west with similar residential buildings across the street. The buildings across the street sit on a bluff with Kelly Avenue below to the west. These buildings are surrounded on all sides by residences. The existing interstate is approximately 370 feet from the east (front) elevations of the buildings and is at a lower elevation, so it is not visible.

	
<p>5PE4592 218 S. Bradford Avenue. (2005)</p>	<p>5PE4594 220 S. Bradford Avenue. (2005)</p>

	
<p>5PE4596 222 S. Bradford Avenue. (2005)</p>	<p>5PE4598 224 S. Bradford Avenue. (2005)</p>

### Eligibility Determination

For the purposes of Section 106, these properties are being treated as eligible for the NRHP under Criterion A for their association with the theme of Urban Development, Architecture, and Neighborhood Evolution (1890 - 1940).

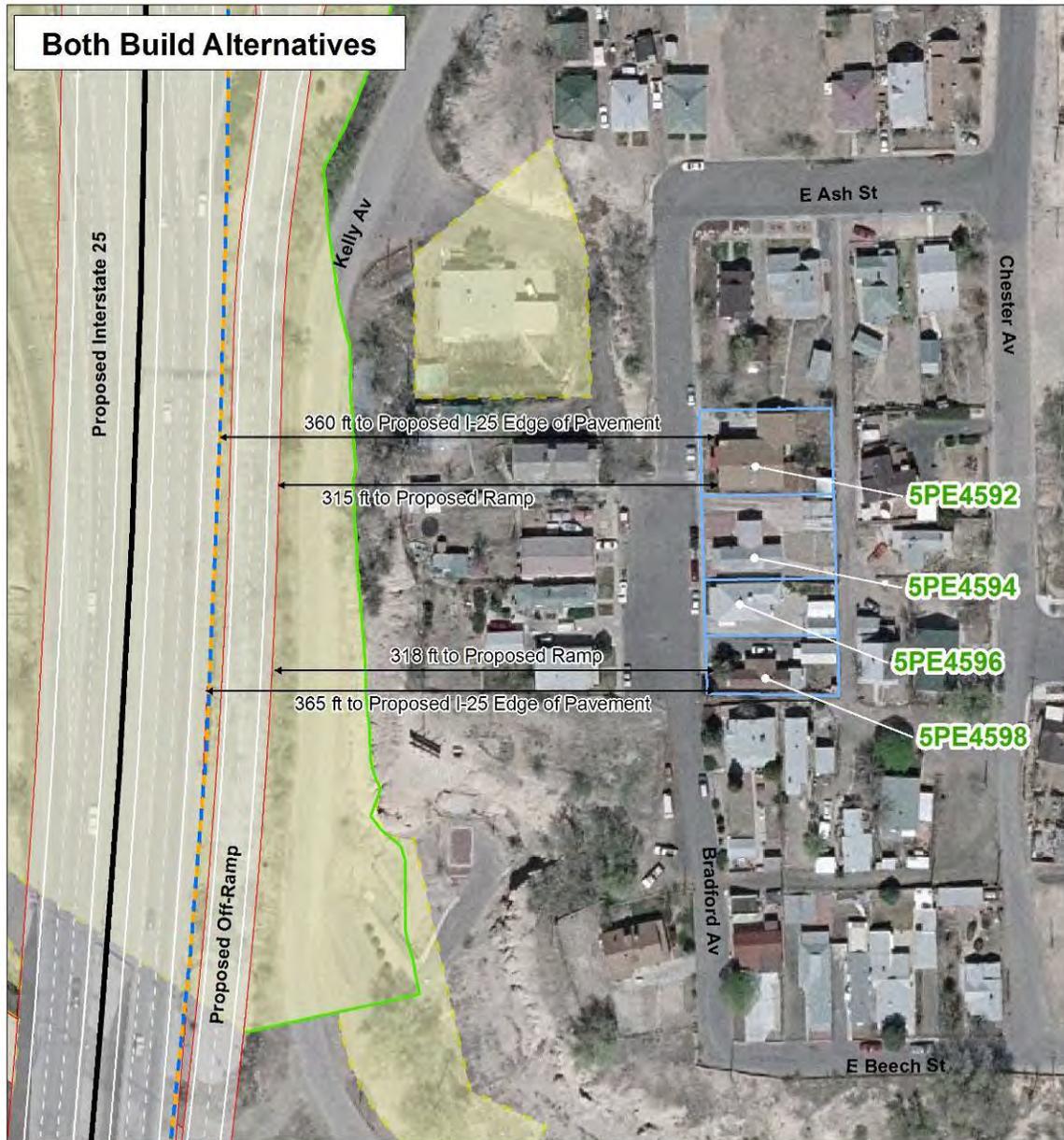
### Effect Determination

The proposed interstate would remain in roughly the same location relative to these properties. The edge of the proposed interstate would be 360 feet to 365 feet from the west (front) elevations of these properties (see Exhibit 6-37). A northbound off-ramp would begin south of Clarence Road to E. 1st Street and would be situated on the east side of the interstate and the retaining wall. The off-ramp would not be visible from these properties due to the topography and the elevation of the bluff. The proposed interstate would be approximately 15 feet higher at this location, but these properties sit on a bluff, so the improvements would still be just below the level of S. Bradford Avenue and would not be visible. The noise analysis receptor at S. Bradford Avenue between Beech and River streets indicated the existing noise level is 66 dBA and would remain at 66 dBA under the No Action Alternative. Under both Build Alternatives, the noise levels would increase to 70 dBA. A proposed noise wall would lower the levels to below 66 dBA, at or below existing noise levels in this area creating a beneficial effect for these residences (Hankard, 2004). The noise wall would be 15 feet tall and would be built on top of the retaining wall between the interstate and the off-ramp. The noise wall would be 1 to 5 feet above the existing ground level of the bluff and would not be visible from these properties. The hexagonal shaded area north of these properties on Exhibit 6-37 indicates that the residential building at this location would be acquired by CDOT and demolished due to lack of access, since Kelly Avenue would be closed. This is not a historic building and sits on a lower bluff, making it barely visible from the higher bluff and through the vegetation. The proposed demolition would not impact these properties.

The indirect impacts from the Build Alternatives would not diminish the integrity of materials, design, workmanship, or location of the properties in the 200 block of S. Bradford Avenue (5PE4592, 5PE4594, 5PE4596, and 5PE4598). The qualities that make these properties significant would not be diminished by the addition of the off-ramp or by the increased height of the interstate. The impacts to the integrity of the setting and feeling would be minor and would not render the buildings incapable of conveying their NRHP-eligible status. Therefore, both Build Alternatives would have **No Adverse Effect** to these historic properties.

EXHIBIT 6-37

5PE4592 (218 S. Bradford Avenue), 5PE4594 (220 S. Bradford Avenue), 5PE4596 (222 S. Bradford Avenue), and 5PE4598 (224 S. Bradford Avenue)

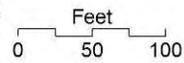


**Legend**

- Proposed Impact Area
- Toe of Slope
- Proposed Noise Walls
- Proposed Retaining Walls
- Edge of Pavement
- Sidewalk
- Legal Property Boundary

5PE4592, 5PE4594, 5PE4596  
5PE4598

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



Notes:  
This is a draft document and  
subject to change.  
Atlas updated 06/15/2009



**5PE4597 (302 S. Bradford Avenue) and 5PE4602 (216 E. Ash Street)**

**Site Description**

These two buildings are situated in a dense cluster of residential buildings between S. Bradford and Chester avenues. One faces S. Bradford Avenue (built in 1904) and the other faces a perpendicular alley that is considered an extension of E. Ash Street (built in 1917). Both are single-family residences and have out buildings on their parcels. These buildings are surrounded on all sides by similar residential structures. Across S. Bradford Avenue to the west is a vacant lot and a bluff that drops down to Kelly Avenue. These buildings are approximately 400 feet to 475 feet from the existing interstate and at a higher elevation.



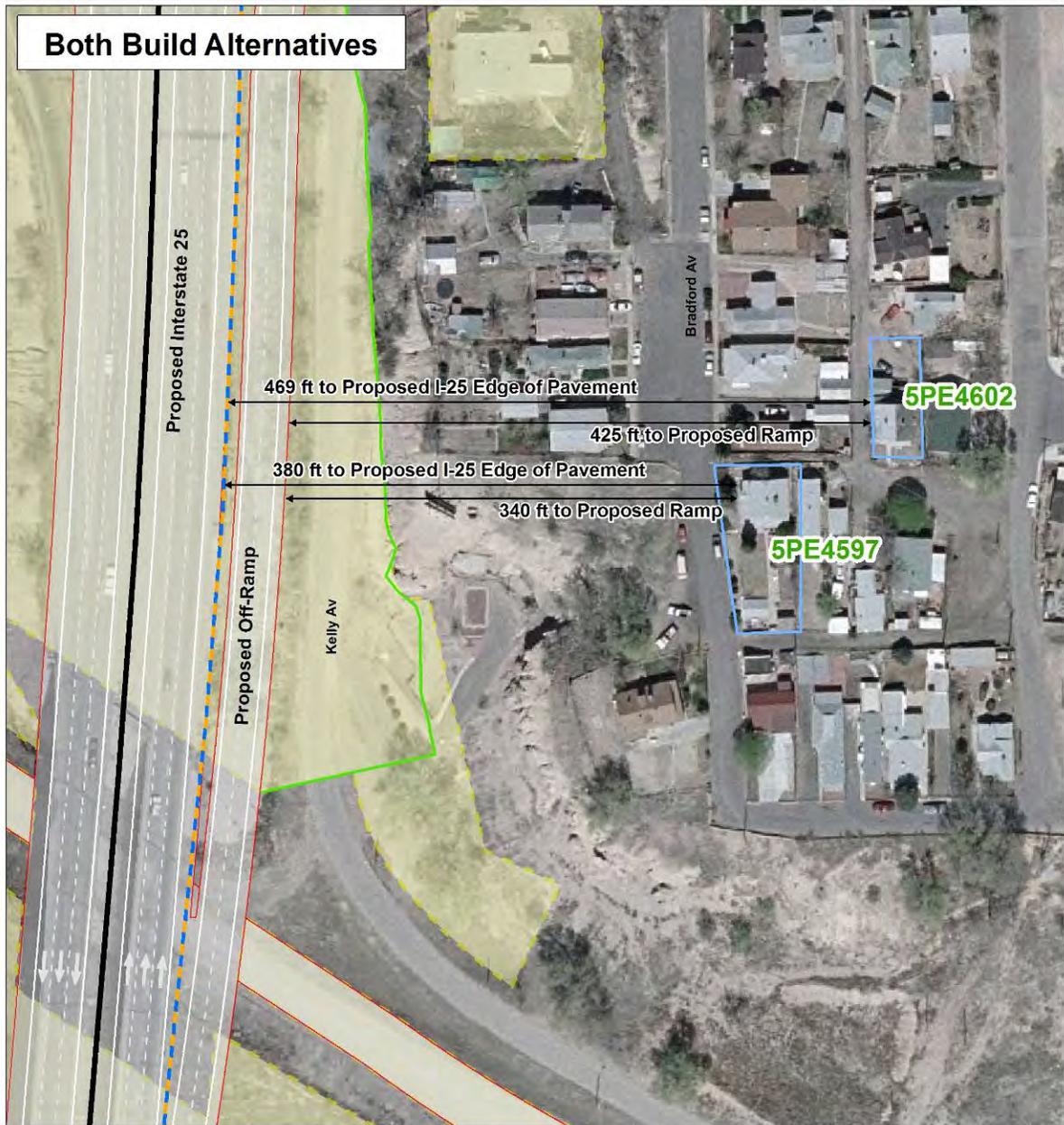
**Eligibility Determination**

For the purposes of Section 106, these properties are being treated as eligible for the NRHP under Criterion A for their association with the theme of Urban Development, Architecture, and Neighborhood Evolution (1890 - 1940).

**Effect Determination**

The proposed interstate would remain in roughly the same location and the edge of the proposed interstate would be 380 feet from the west (front) elevation of 5PE4597 (see Exhibit 6-38). A northbound off-ramp would begin south of Clarence Road to E. 1st Street and would be on the east side of the interstate and the retaining wall, 340 feet from the west elevation of 5PE4597. The off-ramp would not be visible from these properties due to the topography and the elevation of the bluff. The proposed interstate would be approximately 15 feet higher, but these properties sit on a bluff, so the improvements would be just below the level of S. Bradford Avenue. The interstate may be visible from 5PE4597 since there are no properties on the west side of S. Bradford Avenue to block the view, but there is some mature vegetation, which may buffer the view. The noise analysis indicated the existing noise level is 66 dBA and would remain at 66 dBA under the No Action Alternative. Under both Build Alternatives, the noise levels would increase to 70 dBA. A proposed noise wall would lower the levels to below 66 dBA, at or below the existing noise level for this area. The noise wall would be 15 feet tall and would be built on top of the retaining wall between the interstate and the off-ramp. The noise wall would be approximately 1 to 5 feet above the existing ground level of the bluff and would be visible from 5PE4597 on the other side of the bluff.

EXHIBIT 6-38  
5PE4597 (302 S. Bradford Avenue) and 5PE4602 (216 E. Ash Street)



- Legend**
-  Proposed Impact Area
  -  Toe of Slope
  -  Proposed Noise Walls
  -  Proposed Retaining Walls
  -  Edge of Pavement
  -  Sidewalk
  -  Legal Property Boundary
  -  Historic Districts

5PE4597, 5PE4602

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

0 50 100 Feet

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

 **the New Pueblo Freeway**

The indirect impacts from the Build Alternatives would not diminish the integrity of materials, design, workmanship, or location of these properties (5PE4597 and 5PE4602). The qualities that make these properties significant would not be diminished by the addition of the off-ramp or by the increased height of the interstate. The proposed noise wall would cause some visual impacts to the setting and feeling of 5PE4597, but it is currently exposed to noise and visual impacts from the existing interstate, so the addition of the noise wall would not be a substantial change in the visual setting. The viewshed from these properties is not an element of what makes them significant, so the minimal impact of the noise wall would be marginal to the setting and feeling. The impacts to the integrity of the setting and feeling would be minor and would not render the buildings incapable of conveying their NRHP-eligible status. Therefore, both Build Alternatives would have **No Adverse Effect** to these historic properties.

### 5PE4599 (315 S. Bradford Avenue)

#### Site Description

This is a one and a half story residential building from 1922. The main entry is located in the east elevation, facing S. Bradford Avenue with similar residential buildings across the street (see Exhibit 6-39). The building sits on a bluff with Kelly Avenue below to the west and south. To the north is a vacant lot with more residences on the north side of the lot. The existing interstate is approximately 315 feet from the east (rear) elevation of the main building and is at a lower elevation.



5PE4599 (315 S. Bradford Avenue). (2005)

#### Eligibility Determination

For the purposes of Section 106, this property is being treated as eligible for the NRHP under Criterion A for its association with the theme of Urban Development, Architecture, and Neighborhood Evolution (1890 - 1940).

#### Effect Determination

The proposed interstate would remain roughly in the same location relative to this property. The edge of the proposed interstate would be 298 feet from the rear elevation of

this building (see Exhibit 6-39). A northbound off-ramp would begin south of Clarence Road to E. 1st Street and would be situated on the east side of the interstate and the retaining wall. The off-ramp would not be visible from S. Bradford Avenue due to the topography and the elevation of the bluff, but would be visible from the back yard, at the edge of the elevated bluff. The proposed interstate would be approximately 15 feet higher at this location, but the improvements would still be just below the level of S. Bradford Avenue, so it would not be visible from the front elevation, but would be visible from the back yard. The noise analysis receptor at S. Bradford Avenue between Beech and River streets indicated the existing noise level is 66 dBA and would remain at 66 dBA under the No Action Alternative. Under both



Build Alternatives, the noise levels would increase to 70 dBA. A proposed noise wall would lower the levels to below 66 dBA, at or below the existing noise level in this area. The noise wall would be 15 feet tall and would be built on top of the retaining wall between the interstate and the off-ramp. The noise wall would be approximately 1 to 5 feet above the existing ground level of the bluff and would sit almost 300 feet behind this property.

The indirect impacts from the Build Alternatives would not diminish the integrity of materials, design, workmanship, or location of 315 S. Bradford Avenue (5PE4599). The qualities that make this property significant would not be diminished by the addition of the off-ramp to the west or by the increased height of the interstate. The proposed noise wall would cause some visual impacts to the setting and feeling of the building, but the building faces away from the interstate and the noise walls and it is currently exposed to noise and visual impacts from the existing interstate. The impacts to the integrity of the setting and feeling would be minor and would not alter the NRHP-eligibility of the building. Therefore, both Build Alternatives would have **No Adverse Effect** to this historic property.

**5PE4608 (118 Spring Street) and 5PE4610 (701 E. D Street)**

**Site Description**

The property on Spring Street (5PE4608) is a circa 1900, residential, one-story bungalow with a front gable roof. The residence has stucco-covered exterior walls with the main entry on the northwest elevation, facing Spring Street. The 1952 multiple-dwelling on E. D Street (5PE4610) has a flat roof and stucco exterior walls. The multiple entrances to the building are located on the southwest elevation, facing E. D Street. The buildings are in a triangular block between S. Santa Fe Avenue, Spring Street, and E. D Street. Across Spring Street, to the northwest, are several residential structures, surface parking, and a commercial building. To the northeast are commercial buildings that front on S. Santa Fe Avenue and to the southwest are residences across E. D Street. The current interstate is approximately 500 feet from the southeast corner of the parcels.



**Eligibility Determination**

For the purposes of Section 106, these two buildings are being treated as eligible for the NRHP under Criterion A for its association with the theme of Urban Development, Architecture, and Neighborhood Evolution (1890 - 1940).

## Effect Determination

**Existing I-25 Alternative.** These buildings are not impacted by the Existing I-25 Alternative as the improvements would be over 500 feet to the east a distance from which the improvement would likely not be visible. The building faces away from the improvements and is buffered from noise and visual impacts by the built environment and vegetation. Due to the distance from the improvements, there would be **No Historic Properties Affected** by the Existing I-25 Alternative.

**Modified I-25 Alternative.** Under the Modified I-25 Alternative, the interstate would remain in roughly the same location 510 feet to 515 feet from the properties and would be approximately 20 feet higher than the existing interstate (see Exhibit 6-40). The noise level would remain below 66 dBA, no change from existing conditions. There would be surface improvements to S. Santa Fe Avenue and E. D Street that would not impact these properties. None of these streets would be widened or elevated; they would remain in the same alignment with improvements only to the existing roadway. On the east side of S. Santa Fe Avenue, north of Ilex Street, would be an extension of Stanton Avenue that would be a surface roadway and pass under the interstate. It is not anticipated that this Stanton Avenue extension would increase traffic around these properties.

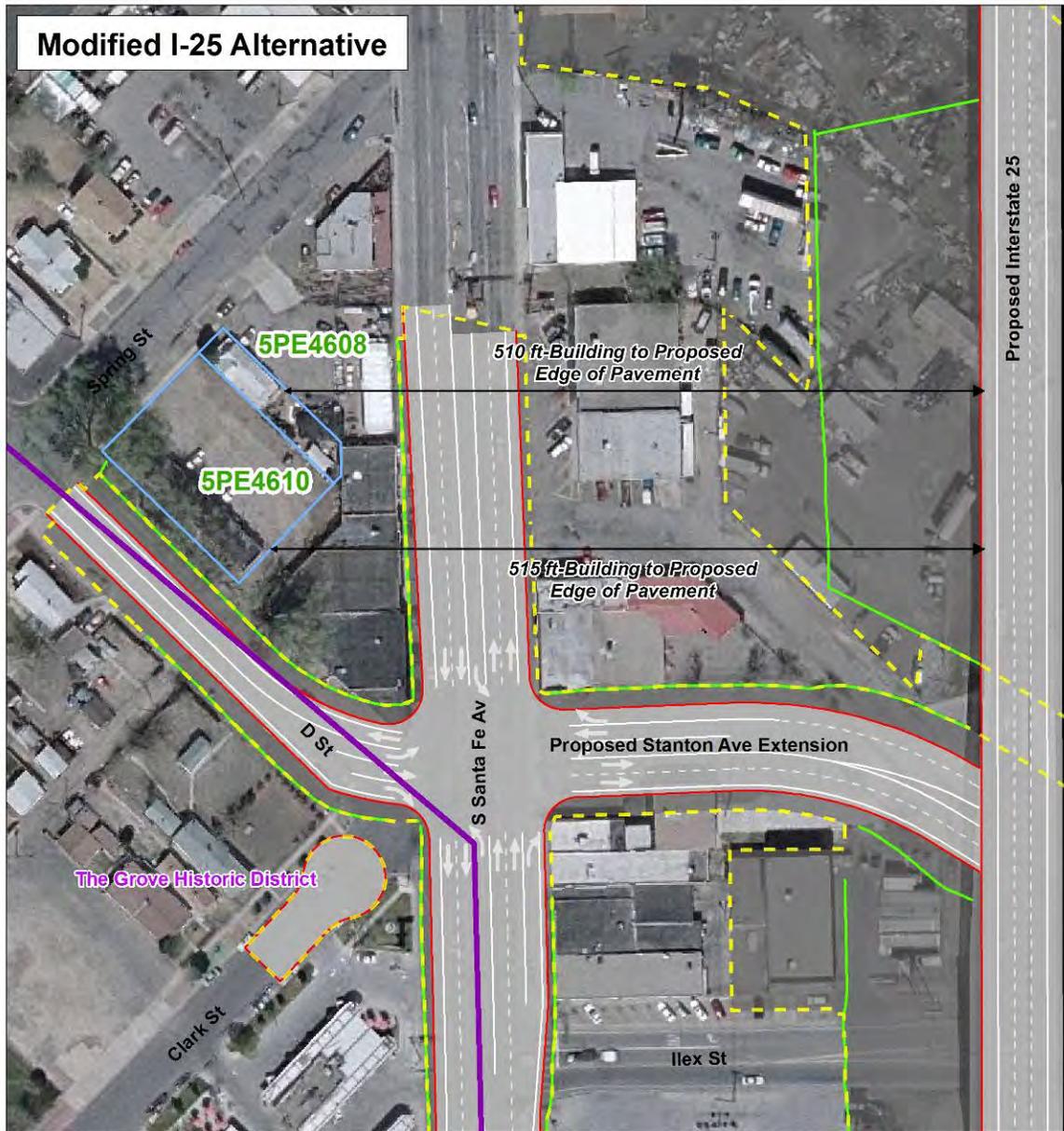
The indirect impacts from the Build Alternatives and auxiliary roadway improvements under the Modified I-25 Alternative would not diminish the integrity of workmanship, location, materials, design, or association of these properties (5PE4608 and 5PE4610). The proposed interstate is far enough removed (at over 500 feet) that it would not impact the qualities that make the properties significant. Therefore, the Modified I-25 Alternative would have **No Adverse Effect** to these historic properties.

### 5PE4695 (329 S. Santa Fe Avenue)

#### Site Description

This is a one-story, vernacular commercial building with a flat roof and brick exterior walls. It was built in 1953 on S. Santa Fe Avenue, which has historically been a commercial corridor throughout Pueblo. The building is in a triangular block between S. Santa Fe Avenue, Spring Street, and E. D Street. Across S. Santa Fe Avenue to the east, are several large commercial structures and surface parking. To the north and south are commercial buildings that also front on S. Santa Fe Avenue and to the west are residences facing Spring Street and E. D Street (5PE4608 and 5PE4610). The current interstate is approximately 425 feet from the east (front) elevation of the property.

EXHIBIT 6-40  
5PE4608 (118 Spring Street) and 5PE4610 (701 E. D Street)



5PE4608, 5PE4610

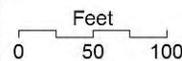


**Legend**

- - - Proposed Impact Area
- Toe of Slope
- - - Proposed Noise Walls
- Edge of Pavement
- Sidewalk
- Legal Property Boundary
- Historic District

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

Notes:  
This is a draft document and  
subject to change.  
Atlas updated 06/15/2009



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5PE4695 (329 S. Santa Fe Avenue). (2005)

### Eligibility Determination

For the purposes of Section 106, this property is being treated as eligible for the NRHP under Criterion A for its association with the theme of Urban Development, Architecture, and Neighborhood Evolution (1890 - 1940).

### Effect Determination

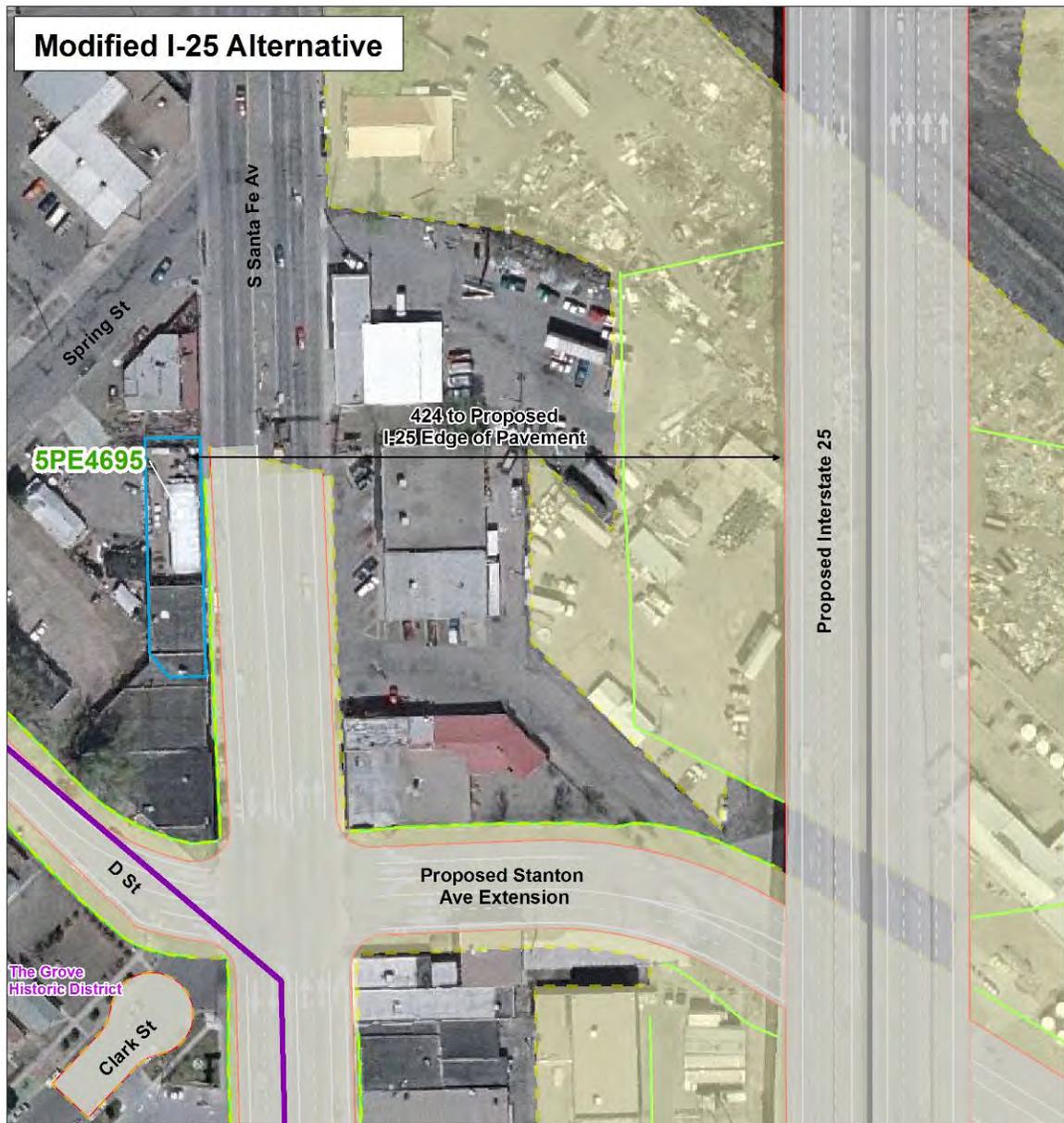
**Existing I-25 Alternative.** This building is not impacted by the Existing I-25 Alternative as the improvements would be 425 feet to the east of the front elevation. The property is also buffered

from the proposed improvements by the built environment across Santa Fe Avenue to the east. Due to the distance from the improvements and the existing buffers, there would be **No Historic Properties Affected** by the Existing I-25 Alternative.

**Modified I-25 Alternative.** Under the Modified I-25 Alternative the interstate would remain in roughly the same location (424 feet from the property) and would be approximately 20 feet higher than the existing interstate (see Exhibit 6-41). The noise level would be less than 71 dBA, but would be approximately the same as currently. The noise level at this location is due to Santa Fe Avenue traffic and not interstate traffic. There would be surface improvements to S. Santa Fe Avenue and E. D Street that would not impact the property. None of these streets would be widened or elevated; they would remain in the same alignment with improvements only to the existing roadway. On the east side of S. Santa Fe Avenue, north of Ilex Street, would be an extension of Stanton Avenue that would be a surface roadway and pass under the interstate. It is not anticipated that this Stanton Avenue extension would increase traffic around this building.

The indirect impacts from the Modified I-25 Alternative and auxiliary roadways would not diminish the integrity of workmanship, location, materials, design, or association of this building (5PE4695). The interstate would be 20 feet higher, but the commercial buildings across S. Santa Fe Avenue would remain, so the setting, association, and feeling would not be altered. The proposed interstate is far enough removed at 425 feet that it would not impact the qualities that make this property significant. Therefore, the Modified I-25 Alternative would have **No Adverse Effect** to this historic property.

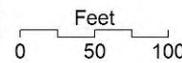
EXHIBIT 6-41  
5PE4695 (329 S. Santa Fe Avenue)



**Legend**

- Proposed Impact Area
- Toe of Slope
- - - Proposed Noise Walls
- Edge of Pavement
- Sidewalk
- Legal Property Boundary
- Historic District

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



Notes:  
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subject to change.  
Atlas updated 06/15/2009



5PE4695

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**5PE5054 (2701 N. Grand Avenue) and 5PE5057 (403 W. 27th Street)**

**Site Description**

The building at the corner of N. Grand Avenue and W. 27th Street (5PE5054) is a two-story, masonry, residential building, circa 1900, with Queen Anne style elements. The main entry is on the east elevation, facing Grand Avenue. Its neighbor to the west (5PE5057) is a circa 1930 shotgun with elements of the Craftsman style. The buildings are surrounded on the north, south, and west with residential structures with similar set backs and of similar size. The current interstate is over 500 feet to the east of these properties.

	
<p>5PE5054 (2701 N. Grand Avenue). (2005)</p>	<p>5PE5057 (403 W. 27th Street). (2005)</p>

**Eligibility Determination**

For the purposes of Section 106, these properties are being treated as eligible for the NRHP under Criterion A for its association with the theme of Urban Development, Architecture, and Neighborhood Evolution (1890 - 1940). Effect Determination These buildings at the corner of Grand Avenue and W. 27th Street would not be directly impacted by the project. The interstate improvements and the southbound on-ramp would be located in approximately the same location as currently and would not be elevated more than a couple of feet from existing.

The closest noise receptor is a block north of this location and recorded an existing noise level of 64 dBA. Under the No Action Alternative, the level would be 66 dBA and 65 dBA under both Build Alternatives. This increase of 1 dBA would not be perceptible to the human ear. A 15- to 20-foot-tall noise wall would be on the west side of the on-ramp on the other side of the large vacant lot to the east of Grand Avenue (see Exhibit 6-42). At its closest point, the noise wall would be 467 to 526 feet from these buildings. There are a few mature trees between the buildings and the proposed noise wall and the embankment (the grey shaded area southeast of the frontage road), but the noise wall would still be visible from the properties.

The indirect impacts would not diminish the integrity of materials, design, workmanship, location, or association of 5PE5054 and 5PE5057. The qualities that make them significant would not be altered by the addition of the proposed noise wall and other improvements. The minor visual impacts from the noise wall to the setting and feeling of the properties would not be so severe as to alter the characteristics that qualify them for listing in the NRHP. Therefore, both Build Alternatives would have **No Adverse Effect** to these historic properties.

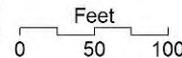
EXHIBIT 6-42  
5PE5054 (2701 N. Grand Avenue) and 5PE5057 (403 W. 27th Street)



**Legend**

-  Proposed Impact Area
-  Toe of Slope
-  Proposed Noise Walls
-  Proposed Retaining Walls
-  Edge of Pavement
-  Legal Property Boundary

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



Notes:  
This is a draft document and  
subject to change.  
Atlas updated 06/15/2009



5PE5054, 5PE5057

\\CD06RA0\PROJECTS\NEW PUEBLO FREEWAY\MASTER\_CONSOLIDATION\_WORKING\RAFILES\IMPACTS\HISTORIC\01\_FIGURE\94-PF\_5PE5054\_ALTMXD\_05WAPD\_0202009\_10-41-02

## 5PE5059 (2224 N. Main Street)

### Site Description

This is a circa 1915, one-story, residential building with a front gable and some elements of the Queen Anne style. The exterior walls of the residence are stucco with wood shingles in the front gable end. The property is located between N. Main Street on the west and an alley to the east. The property faces similar residential properties across N. Main Street and is also surrounded on the north and south by similar properties. To the east is 5PE4484, a mid-century, one-story, commercial building with surface parking on two sides. The existing interstate is approximately 400 feet from the east (rear) elevation of 5PE5059.



5PE5059 (2224 N. Main Street). (2005)

### Eligibility Determination

For the purposes of Section 106, this property is being treated as eligible for the NRHP under Criterion A for its association with the theme of Urban Development, Architecture, and Neighborhood Evolution (1890 - 1940).

### Effect Determination

The proposed interstate alignment would not move any closer to this building. The main traffic lanes would move slightly to the northeast and a new frontage road and on-ramp would

be added between the interstate and N. Main Street. The interstate lanes would be at roughly the same current elevation, but the on-ramp would be elevated to 26 feet in order to cross over the interstate just south of W. 23rd Street. The frontage road would be farther to the east and would be 33 feet in height. In Exhibit 6-43, the grey shaded area between the roadway and the existing alley represents the embankment for the ramp and frontage road. A 15-foot-tall noise wall would be installed on top of the embankment of the proposed on-ramp, but it would only go as far south as W. 23rd Street. The visual change would be 26 feet of embankment, plus 15 feet of noise wall, for a total of 41 feet from ground level, but only if looking north from the back yard. The current noise level on this block is 65dBA, and would be 69 dBA under the No Action Alternative. The property sits well outside the 66 dBA contour, so would be well below that level (Hankard, 2004). The noise level would be essentially the same as currently so would not be an impact.

The indirect impacts from the Build Alternatives would not diminish the integrity of materials, design, workmanship, or location of 2224 N. Main Street (5PE5059). The qualities that make this property significant under Criteria A and C would not be altered by the addition of an embankment and a noise wall at the rear elevation. Although the interstate would be elevated and would introduce a new visual element to the back side of the block, there is vegetation between this structure and the interstate. The visual impacts from the noise wall to the setting and feeling would be minor and would not alter the characteristics that qualify this building for NRHP eligibility. Therefore, both Build Alternatives would have **No Adverse Effect** to this historic property.

EXHIBIT 6-43  
5PE5059 (2224 N. Main Street)



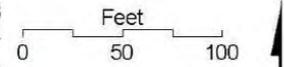
5PE5059



**Legend**

-  Proposed Impact Area
-  Toe of Slope
-  Proposed Noise Walls
-  Edge of Pavement
-  Sidewalk
-  Legal Property Boundary
-  Historic Districts

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



Notes:  
This is a draft document and  
subject to change.  
Atlas updated 06/15/2009



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## 5PE5098 (400 Santa Fe Drive) and 5PE5099 (412 Santa Fe Drive)

### Site Description

This parcel includes three buildings, all built in 1910 that serve as a motel. According to the assessor's office, there are 6 to 12 rooms (5PE5098), as well as a one-story duplex (5PE5099) on this legal parcel. All of the buildings are one story with asphalt shingle roofs mimicking a mansard roof, but actually side gable. The exterior walls are concrete and covered with vertically-overlapping wood siding on some buildings and coarse rubble stone masonry on the others. Between Santa Fe Drive (shown as State Highway 50A on Exhibit 6-44 and 6-45) and the structures is a large surface parking area. To the west are commercial buildings and to the east are single-family residential buildings. Across the 5-lane state highway are industrial and commercial properties and ample surface parking. The existing interstate is more than 1,600 feet to the northwest.



### Eligibility Determination

For the purposes of Section 106, these properties are being treated as eligible for the NRHP under Criterion A for their association with the theme of Urban Development, Architecture, and Neighborhood Evolution (1890 - 1940).

### Effect Determination

**Existing I-25 Alternative.** These properties are not impacted by the Existing I-25 Alternative as the properties would be 475 feet to the surface Abriendo Avenue extension and 1,600 feet to I-25 (Exhibit 6-44). Due to the distance from the improvements, the built environment and the vegetation buffering the property, there would be **No Historic Properties Affected** by the Existing I-25 Alternative.

**Modified I-25 Alternative.** Under the Modified I-25 Alternative, the interstate would be 790 feet from the closest building on this parcel and would be elevated over Santa Fe Drive (SH 50A) (see Exhibit 6-45). There would be surface improvements to Santa Fe Drive (SH 50A) that would not impact this property. The proposed Abriendo Avenue Extension would be 181 feet to the west of the western edge of this parcel. The extension would be a 4 to 6 lane surface roadway with access to and from Santa Fe Drive. Several commercial buildings would remain between this structure and the improvements, so this new roadway would not be visible from this property. This property is beyond the extent of the roadway improvements so no noise readings were taken at this location. Under the Modified Alternative, the noise level is proposed to be less than 66 dBA.

EXHIBIT 6-44  
5PE5098 (400 Santa Fe Drive) and 5PE5099 (412 Santa Fe Drive) under the Existing I-25 Alternative



- Legend**
- Proposed Impact Area
  - Toe of Slope
  - - - Proposed Noise Walls
  - Edge of Pavement
  - Sidewalk
  - Legal Property Boundary
  - Historic District

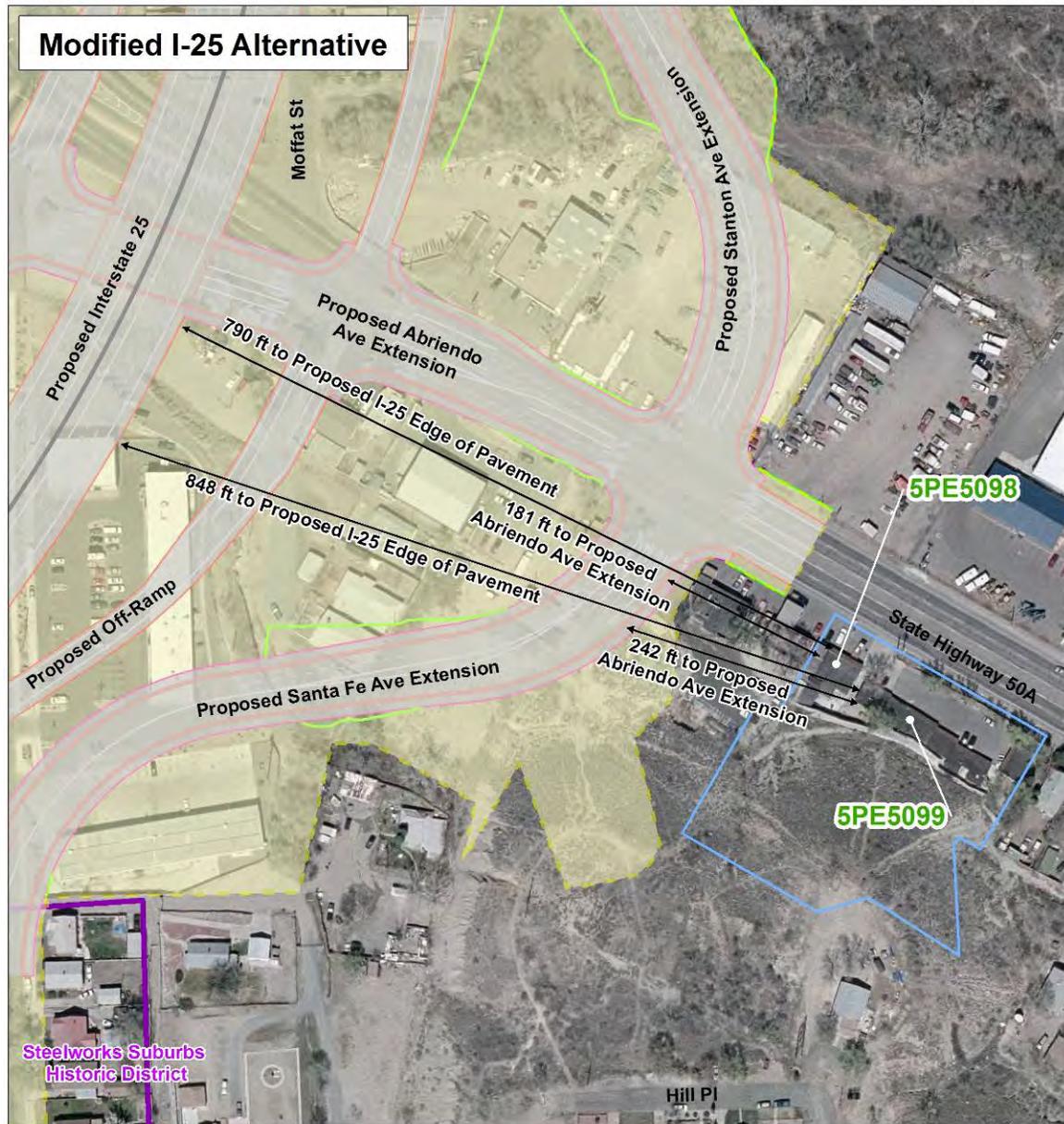
5PE5098, 5PE5099

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

0 125 250 Feet

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

EXHIBIT 6-45  
5PE5098 (400 Santa Fe Drive) and 5PE5099 (412 Santa Fe Drive) under the Modified I-25 Alternative



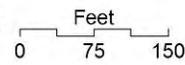
5PE5098, 5PE5099



**Legend**

- Proposed Impact Area
- Toe of Slope
- - - Proposed Noise Walls
- Edge of Pavement
- Sidewalk
- Legal Property Boundary
- Historic District

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



I:\CORP\GIS\PROJECTS\THE NEW PUEBLO FREEWAY\IMASTER\_CO\BOLD\DATA\WORKING\APPLIED\2014\NOTES\STORC\161\_FIGURES\FP\_5PE5098M\_ALTM1.D BWARD 3/22/09 10:46:10

The indirect impacts from the proposed improvements to I-25 and auxiliary roadways would not diminish the integrity of workmanship, location, materials, design, or association of these buildings (5PE5098 and 5PE5099). The interstate would be elevated, but the commercial buildings to the west and north would remain, so the setting, association and feeling should not be altered. The proposed interstate would be far enough removed at 790 feet that it would not impact the qualities that make this property significant. Therefore, Modified I-25 Alternative would have **No Adverse Effect** to these historic properties.

### 5PE5104 (956 Haven Place)

#### Site Description

This is a one and a half story, residential building with a gabled roof and aluminum siding, built in 1924. The main entry is located in the east elevation. The east elevation contains two double-hung windows separated by a door, a slightly-raised, concrete porch slab, and a gabled porch canopy supported by three decorative iron railings. The parcel includes a small, grass lawn on the east side of the house and a large concrete slab parking area. A two-vehicle, concrete block garage faces north, immediately east of the main building. There is a small wood storage structure on the east end of the parcel. This property sits on a slight bluff, which is elevated from S. Santa Fe Avenue. The property also sits below a larger bluff to the southeast. To the north are commercial properties and to the east is a row of residential properties. The existing interstate is more than 1,000 feet to the northwest.



5PE5104 (956 Haven Place). (2005)

#### Eligibility Determination

For the purposes of Section 106, this property is being treated as eligible for the NRHP under Criterion A for its association with the theme of Urban Development, Architecture, and Neighborhood Evolution (1890 - 1940).

#### Effect Determination

**Existing I-25 Alternative.** The improvements for the Existing I-25 Alternative would be 292 feet to the surface Santa Fe Avenue Extension

and 1,211 feet to I-25 (see Exhibit 6-46). This property sits up on a bluff and the Abriendo Avenue Extension would be at a much lower elevation to the north. The noise from this roadway would be less than 66 dBA, so would not be a significant level of noise. There were no noise receptors up on this ridge, so existing noise levels are unknown. There would be no noise impact to this property from the interstate improvements. The large commercial and industrial buildings to the north of this property would be demolished. They are below the ridge and are not historic, but the loss of properties to the north would be a minor change to the setting. The interstate improvements would be 1,211 feet away so would not impact the viewshed of this property. The Abriendo Avenue Extension would be a surface roadway, but would likely be visible from the edge of the bluff, but it would be a minor impact to the viewshed to the north. The property is buffered to the west by vegetation and structures.

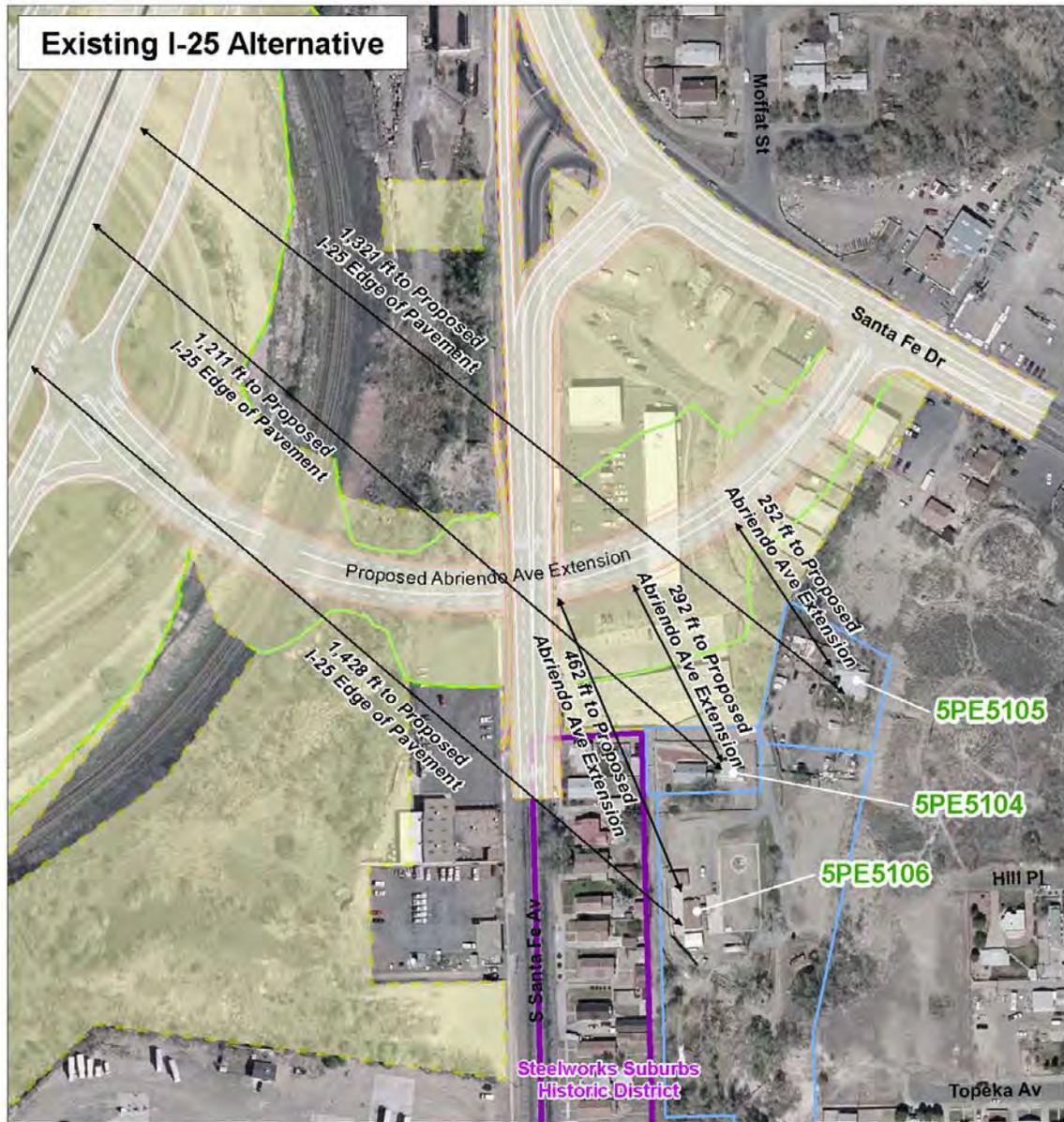
The indirect impacts from the proposed improvements to I-25 and auxiliary roadways would not diminish the integrity of workmanship, location, materials, design, or association of this building (5PE5104). The impacts to the viewshed would be minimal and the loss of setting from the loss of the commercial buildings to the north would be minor. Therefore, the Existing I-25 Alternative would have **No Adverse Effect** to this historic property.

**Modified I-25 Alternative.** Under the Modified I-25 Alternative, the interstate would be 444 feet from the main building on this parcel and would be elevated over S. Santa Fe Avenue (see Exhibit 6-47). The proposed Santa Fe Avenue Extension would be 241 feet to the west of this property. The extension would be a 4 to 6 lane surface roadway that would be at a lower elevation than this property and would have access to and from Santa Fe Drive and Santa Fe Avenue. The residential properties to the west would remain, but the commercial property due north would be demolished. This property sits on a bluff and the Santa Fe Avenue Extension to the north would be at a much lower elevation than this property. The noise from this roadway would be less than 66 dBA, so would not be a significant level of noise. There were no noise receptors up on this ridge, so existing noise levels are unknown.

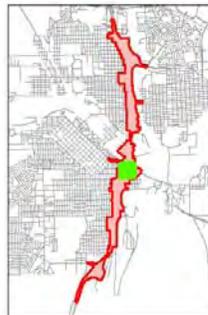
The indirect impacts from the proposed improvements to I-25 and auxiliary roadways of the Modified I-25 Alternative would not diminish the integrity of workmanship, location, materials, or design of this building (5PE5104). The interstate would be elevated, but the residential buildings to the west would remain, so the setting, association, and feeling would not be altered by the roadways and the removal of the commercial structure. The proposed interstate would be far enough removed that it would not impact the qualities that make this property significant. Therefore, the Modified I-25 Alternative would have **No Adverse Effect** to this historic property.

**EXHIBIT 6-46**

5PE5104 (956 Haven Place), 5PE5105 (952 Haven Place), and 5PE5106 (950 Haven Place) under the Existing I-25 Alternative



5PE5104, 5PE5105, 5PE5106

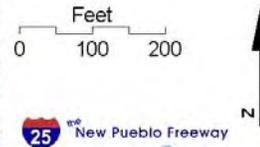


**Legend**

- Legal Property Boundary
- Proposed Impact Area
- Toe of Slope
- Proposed Noise Walls
- Edge of Pavement
- Sidewalk
- Historic District

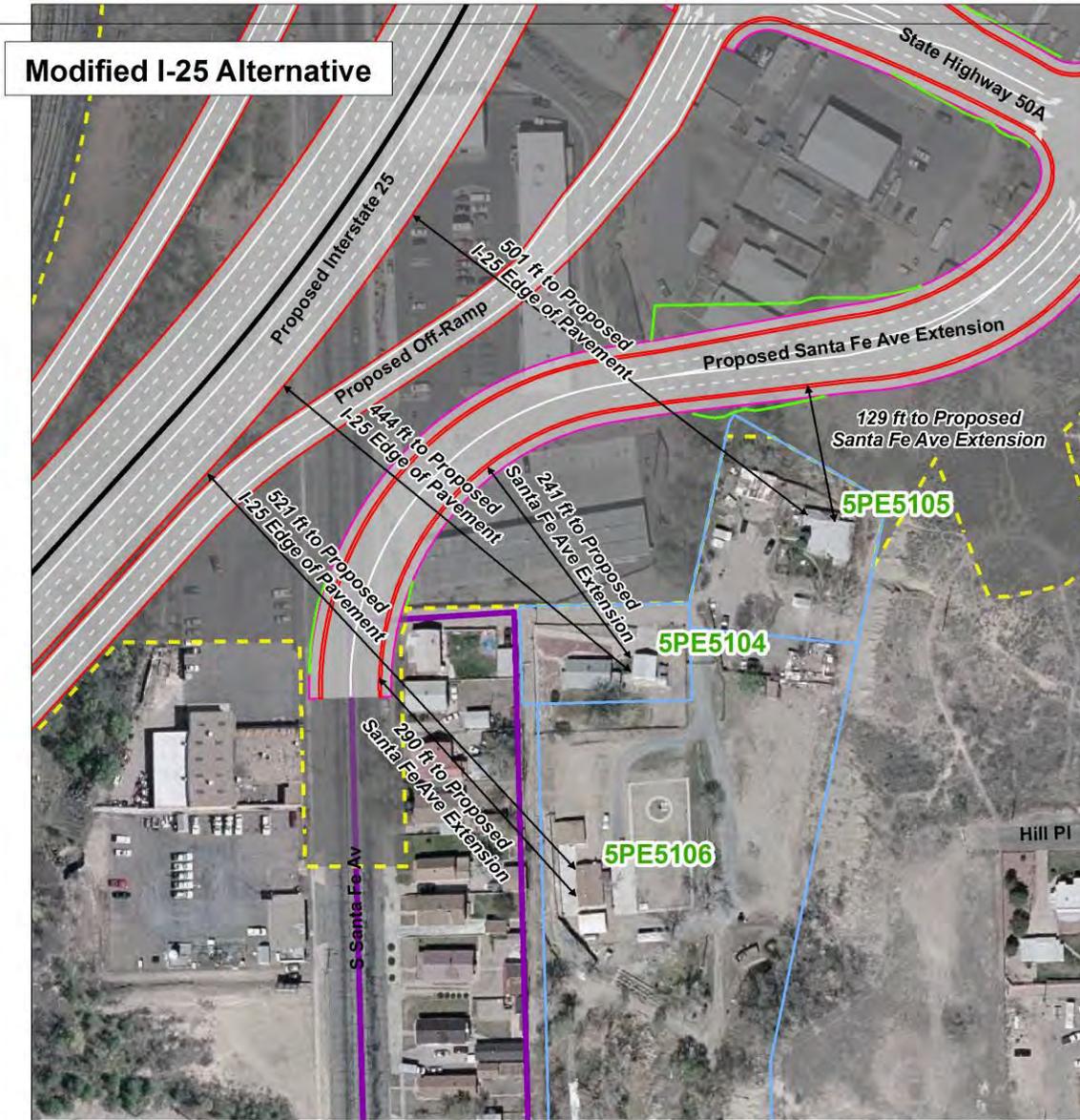
Projection:  
Colorado State Plane Grid  
South Zone, NAD83  
Aerial Photography 2004

Notes:  
This is a draft document and  
subject to change.  
Atlas updated 06/15/2009



\\01BAG11\FR\PROJECT\5PE5104\5PE5105\5PE5106\MASTER\_CON\LEGEND\TOP\_VIEW\FIGURES\APP\_FIG\_004\_A1.dwg 8/14/2009 10:42:11

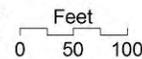
EXHIBIT 6-47  
5PE5104 (956 Haven Place), 5PE5105 (952 Haven Place), and 5PE5106 (950 Haven Place) under the Modified I-25 Alternative



- Legend**
- ▭ Proposed Impact Area
  - ▭ Toe of Slope
  - ▭ Proposed Noise Walls
  - ▭ Edge of Pavement
  - ▭ Sidewalk
  - ▭ Legal Property Boundary
  - ▭ Historic Districts

5PE5104, 5PE5105, 5PE5106

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



Notes:  
This is a draft document and  
subject to change.  
Atlas updated 06/15/2009



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## 5PE5105 (952 Haven Place)

### Site Description

This property is a large, one-story residential building with a complex roof, built circa 1950. The exterior walls are covered with aluminum siding. The main entry is located in the west elevation, facing Haven Place. An ornate brick chimney attached to the north elevation rises from ground level to the roof. Dense brush growth obscures much of the building's façade. The property includes a dirt and gravel lot along the western half of property and numerous trees scattered throughout the parcel. There is a small wood garage or storage structure on the northwest portion of property. The property sits at the base of a bluff to the east and is elevated somewhat above the properties to the north. Below this residence to the north and west are commercial buildings. The existing interstate is more than 1,400 feet to the west.



5PE5105 (952 Haven Place). (2005)

### Eligibility Determination

For the purposes of Section 106, this property is being treated as eligible for the NRHP under Criterion A for its association with the theme of Urban Development, Architecture, and Neighborhood Evolution (1890-1940).

### Effect Determination

**Existing I-25 Alternative.** The improvements for the Existing I-25 Alternative would be 252 feet to the surface Abriendo Avenue Extension and 1,321 feet to I-25 (see Exhibit 6-46).

This property sits up on a bluff and the

proposed Abriendo Avenue Extension to the northwest would be at a much lower elevation. The noise from this surface roadway would be less than 66 dBA, which is not a significant level of noise. There were no noise receptors up on this ridge, so existing noise levels are unknown. There would be no noise impact to this property from the interstate as the I-25 travel lanes would be 1,321 feet to the west. The commercial and industrial buildings to the north and west of this property would be demolished. They are below the ridge and are not historic, but the loss of properties would alter the current setting of the building. The interstate improvements would be 1,321 feet away, so would not impact the viewshed of this property. The Abriendo Avenue Extension would be a surface roadway, likely visible from the edge of the bluff, but it would be a minor impact to the viewshed. The property is buffered on the west by vegetation and structures.

The indirect impacts from the proposed improvements to I-25 and auxiliary roadways would not diminish the integrity of workmanship, location, materials, design, or association of this building (5PE5105). The impacts to the viewshed would be minimal and the impacts to the setting from the loss of the commercial buildings to the north would be minor. Therefore, the Existing I-25 Alternative would have **No Adverse Effect** to this historic property.

**Modified I-25 Alternative.** Under the Modified I-25 Alternative, the interstate would be 501 feet from the main building and would be elevated approximately 20 feet over the Santa Fe Avenue Extension (see Exhibit 6-47). The height of the interstate would not be as high as the height of the bluff on which this property sits. The proposed Santa Fe Avenue Extension would be 129 feet to the north of this property. It would be a 4 to 6 lane surface roadway that would be at a lower elevation than this property and would provide access to and from Santa Fe Drive and Santa Fe Avenue, then go north as Stanton Avenue over the Arkansas River. The commercial properties to the north and west would be demolished. This property sits on a bluff and the Santa Fe Avenue Extension to the north would be at a much lower elevation than this property. The noise from this roadway would be less than 66 dBA, so would not be a significant level of noise. There were no noise receptors up on this ridge, so existing noise levels are unknown.

The indirect impacts from the interstate and auxiliary roadways of the Modified I-25 Alternative would not diminish the integrity of workmanship, location, materials, or design of this building (5PE5105). The interstate would be elevated, but the residential buildings to the west would remain, so the setting, association, and feeling would not be altered by the roadways and the removal of the commercial structures. The proposed interstate would be far enough removed that it would not impact the qualities that make this property significant. Therefore, the Modified I-25 Alternative would have **No Adverse Effect** to this historic property.

### 5PE5106 (950 Haven Place)

#### Site Description

This is a one-story residential building with some elements of Territorial Adobe style, built circa 1950. The building's exterior walls are covered with stucco. The main entry is located in the east elevation, parallel to Haven Place. The complex is fairly large with many trees, a small stream, four springs, a courtyard, a free-standing, aluminum carport, and an additional outbuilding with a hipped roof, overhanging eaves, and exposed rafter tails. The property sits behind and below a row of residential buildings facing S. Santa Fe Avenue. To the west of Haven Place, a bluff rises to Hill Place and Topeka Avenue (see Exhibit 6-46). The existing interstate is more than 1,400 feet to the west.



5PE5106 (950 Haven Place). (2005)

#### Eligibility Determination

For the purposes of Section 106, this property is being treated as eligible for the NRHP under Criterion A for its association with the theme of Urban Development, Architecture, and Neighborhood Evolution (1890 - 1940).

#### Effect Determination

**Existing I-25 Alternative.** The improvements for the Existing I-25 Alternative would be 290 feet to the surface Abriendo Avenue Extension and 521 feet to I-25 (see Exhibit 6-46).

This property sits on a bluff and the proposed Santa Fe Avenue Extension to the north would be at a much lower elevation. This property sits next to a higher bluff to the west (notice the rear elevations of the residential properties

in the background of the photo). The noise from this surface roadway would be less than 66 dBA, which is not a significant level of noise, but may be higher than existing levels. There were no noise receptors up on this ridge, so existing noise levels are unknown. There would be no noise impact to this property from the interstate as the I-25 travel lanes would be 521 feet to the northwest. The interstate improvements would be 521 feet away so would not impact the viewshed of this property. The Santa Fe Avenue Extension would be a surface roadway, likely not visible from this property. The property is buffered on the north and south by vegetation and to the west by a dense row of residential structures which face S. Santa Fe Avenue.

The indirect impacts from the proposed improvements to I-25 and auxiliary roadways would not diminish the integrity of workmanship, location, materials, design, or association of this building (5PE5106). The property would have no visual intrusions from the improvements, but the noise levels may go up slightly. Therefore, the Existing I-25 Alternative would have **No Adverse Effect** to this historic property.

**Modified I-25 Alternative.** Under the Modified I-25 Alternative, the interstate would be 501 feet from the main building and would be elevated approximately 20 feet over the Abriendo Avenue Extension, which becomes Santa Fe Drive (SH 50A) (see Exhibit 6-47 and Appendix A). The height of the interstate would not be as high as the height of the bluff on which this property sits. The proposed Santa Fe Avenue Extension would be 290 feet to the northwest of this property. The residential properties to the north and west would not be directly impacted by the project. This property sits on a bluff and the Santa Fe Avenue Extension to the north would be at a much lower elevation than this property. It has noise and visual buffers from the residential properties on the west and north. The noise from this roadway would be less than 66 dBA, so would not be a significant level of noise. There were no noise receptors up on this ridge, so existing noise levels are unknown.

The indirect impacts from the interstate and auxiliary roadways of the Modified I-25 Alternative would not diminish the integrity of workmanship, location, materials, or design of this building (5PE5106). The interstate would be elevated, but the residential buildings to the west and north would remain, so the setting, association, and feeling would not be altered by the roadways. The proposed interstate would be far enough removed that it would not impact the qualities that make this property significant. Therefore, the Modified I-25 Alternative would have **No Adverse Effect** to this historic property.

**5PE5287 (2621 N. Santa Fe Avenue), 5PE5288 (2617 N. Santa Fe Avenue), and 5PE5289 (2615 N. Santa Fe Avenue)**

**Site Description**

This is a group of one-story, wood frame, residential buildings with elements of the Queen Ann style, all built in 1904. The main entries face N. Santa Fe Avenue. Immediately adjacent to the properties to the west are active railroad tracks. Currently, there is a single parcel between the railroad tracks and the interstate to the west. The current interstate is approximately 400 feet from the rear of 5PE5289.

		
<p>2621 N. Santa Fe Avenue (5PE5287). (2005)</p>	<p>2617 N. Santa Fe Avenue (5PE5288). (2005)</p>	<p>2615 N. Santa Fe Avenue (5PE5289). (2005)</p>

**Eligibility Determination**

For the purposes of Section 106, these properties are being treated as eligible for the NRHP under Criteria A and C as examples of simple residential structures with Queen Anne stylistic elements. These buildings are associated with the theme of Urban Development, Architecture, and Neighborhood Evolution (1890 - 1940).

**Effect Determination**

Both Build Alternatives involve the construction of a northbound frontage road that would extend to approximately 169 feet from the rear elevation of 5PE5288 (see Exhibit 6-48). The frontage road would bring traffic approximately 225 feet closer to the rear elevations of the properties. Additional proposed improvements include a four-lane surface bypass from SH 50B to the south of the property, to Dillon Drive to the north, roughly parallel to N. Santa Fe Avenue at this location (this road is off the map to the east on Exhibit 6-48). This extension would be located approximately 400 feet to the east of 5PE5289. There are no visual barriers between these structures and the proposed roadway, just a very large, vacant parcel.

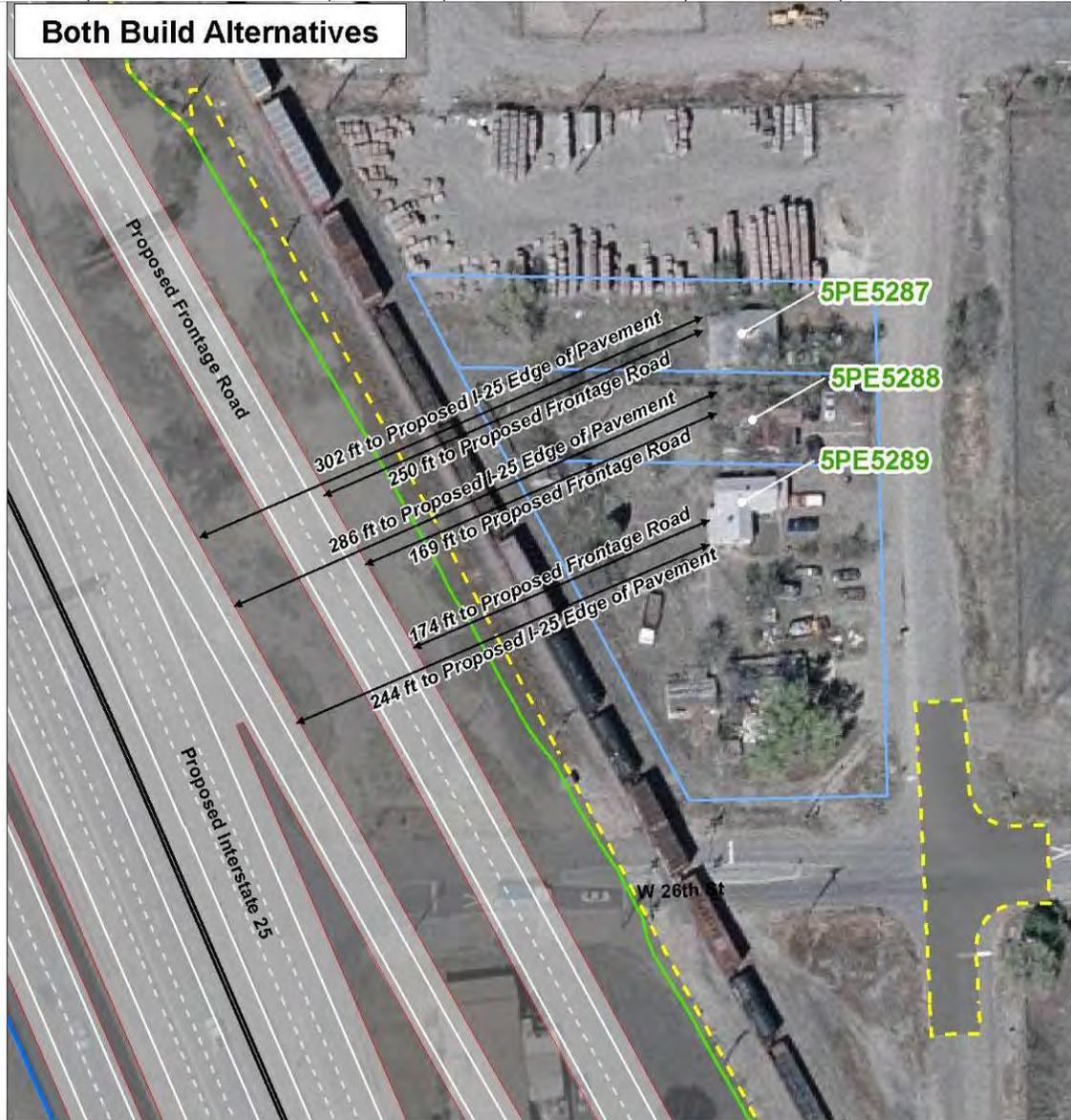
The current noise level at these properties is 63 dBA and would be 65 dBA under the No Action Alternative. Under both Build Alternatives, the level would be 66 dBA. This 3 dBA increase is barely perceptible to the human ear and would not be considered an impact to the historic properties. There is fairly dense vegetation between these properties and the railroad tracks and proposed roadway, which would buffer the visual changes to the rear of the parcels.

The indirect impacts from the Build Alternatives would not diminish the integrity of materials, design, workmanship, or location of 2615 N. Santa Fe Avenue (5PE289), 2617 N. Santa Fe Avenue (5PE288), and 2621 N. Santa Fe Avenue (5PE287). The properties would continue to have an active rail line running along the rear of the parcel and they would continue to face a large, vacant parcel. The qualities that make these properties significant would not be altered by a frontage road being placed 175 to 300 feet from the properties.

The frontage road and surface bypass would not impact the integrity of the structures. Therefore, both Build Alternatives would have **No Adverse Effect** to these historic properties.

EXHIBIT 6-48

5PE5287 (2621 N. Santa Fe Avenue), 5PE5288 (2617 N. Santa Fe Avenue), and 5PE5289 (2615 N. Santa Fe Avenue)

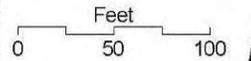


**Legend**

- ▭ Proposed Impact Area
- ▬ Toe of Slope
- ▬ Proposed Noise Walls
- ▬ Edge of Pavement
- ▬ Sidewalk
- Legal Property Boundary
- Historic Districts

5PE5287, 5PE5288, 5PE5289

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



Notes:  
This is a draft document and  
subject to change.  
Atlas updated 06/15/2009

## 6.2 Indirect Effects to Historic Districts

### Corona Park Historic District (5PE5520)

#### Site Description

The Corona Park neighborhood is easily visible on maps as an area of irregular, curvilinear streets along the bluffs above the southwest bank of the Arkansas River. The Corona Park Historic District, which shares the same boundaries as the original neighborhood, is bounded to the southwest by Abriendo Avenue, approximately paralleling the river bluffs to Washington Street. The boundary follows Washington Street east to the I-25 corridor, which forms the eastern boundary of the district. The northernmost boundary on the west is Boulder Avenue, where the river turns to the west. The district boundaries contain a collection of properties that define the district and the identifiable layout of the unusual street system.

The district is made up primarily of single-family residential structures, but also has a small number of multi-family residential buildings (apartments and duplexes). The buildings in the district date to the late 19th and early 20th century, with a few later additions. The commercial section of the neighborhood is along Abriendo Avenue, especially at S. Union and Broadway avenues. Outside of the APE, there is a mix of single-family and multi-family residential and commercial buildings scattered throughout the district. The most common architectural types are the Bungalow and Cottage, with some Foursquares also observed. Queen Anne and Classic Cottage style houses are also noted regularly, in addition to a number of Norman Cottages. Other observed styles include Colonial and Dutch Revivals, as well as Mission style bungalows. Most of the structures have suffered some level of alteration, some more severe than others. Ornamentation has been altered or removed on some buildings, making style classification more difficult, but some residences show elements of the Queen Anne and Italianate styles in segmental and rounded arch window surrounds. No high style examples of any particular style are present in the district. The buildings in Corona Park that are within the APE are mostly single-family residences (see Exhibit 6-49).

#### EXHIBIT 6-49

Surveyed Properties in Corona Park Historic District Located within the Area of Potential Effects

Resource Identification Number	Address	Property Type	NRHP District Status
5PE5082	641 Elm Street	Residential	Contributing
5PE5083	633 Elm Street	Residential	Contributing
5PE5084	632 Elm Street	Residential	Contributing
5PE5085	628-28 1/2 Elm Street	Residential	Contributing
5PE5086	608 E. Abriendo Avenue	Commercial	Contributing
5PE5087	600-02 E. Abriendo Avenue	Commercial	Contributing

### Eligibility Determination

The Corona Park Historic District is eligible for listing in the NRHP under Criterion A for its association with patterns of early urban and neighborhood development in Pueblo and for its role as a transitional neighborhood between the upper class neighborhoods to the north and the working class neighborhoods to the south. It is also eligible under Criterion C for its examples of residential and commercial buildings dating from the late 19th and early 20th centuries and for the overall design of the neighborhood, including its intact network of irregular curvilinear streets and associated parks. The period of significance for the district is from 1872 (when the neighborhood was platted by W.P. Mellon) to 1958. The end date of the historic period could be refined with further research into events that could have changed the character of the district. SHPO concurrence on the recommended eligibility and district boundaries was received on April 15, 2009.

### Effect Determination

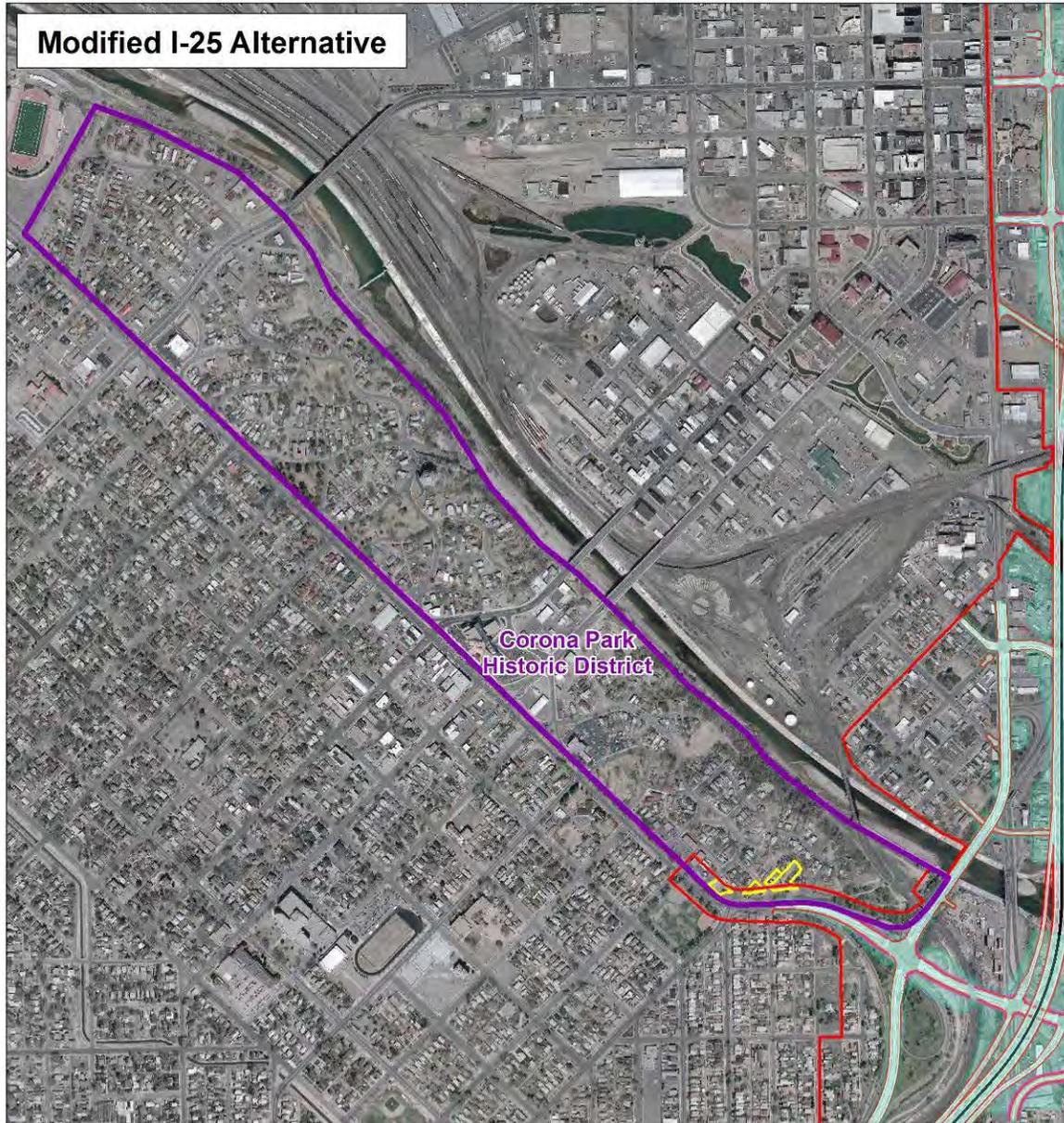
There are only six properties that fall within the project APE and within the district boundaries, so the vast majority of structures in the district would not be impacted by either Build Alternative. There would be no noise impact to this historic district as a whole and none to any of the contributing elements. According to the noise analysis, the current noise level is 58 dBA, while under the No Action Alternative the level would be 59 dBA. Under the Existing I-25 Alternative, the noise level would be 60 dBA and under the Modified I-25 Alternative the level would be 59 dBA (Hankard, 2004). This 2 to 3 dBA increase in noise would not be perceptible to the human ear. There would be no visual impact to the principal façades of any of the contributing buildings.

Under both Build Alternatives, there would be no change in the street view from the houses and the view to I-25 at the edges of the properties would not change substantially from the current view (see Exhibits 6-50 and 6-51). The view across the river to downtown Pueblo and to the rail yards to the north was significant to the original neighborhood and that viewshed would not be altered by either of the Build Alternatives. The Corona Park Historic District sits high on a bluff that looks down on the Arkansas River to the north and what was once called North Pueblo. The views from the district to the other residential areas to the south are significant to the district. Less than half a dozen properties on the far eastern edge of the neighborhood would be able to see the interstate improvements from their back or side yards. Under both Build Alternatives, the existing Abriendo Avenue would be extended under I-25 and would connect with State Highway 50B and Santa Fe Avenue, so the neighborhood would be regain connectivity with the east side of the interstate.

Only a tiny fraction of the district as a whole would be indirectly impacted by the proposed improvements and only in an area that already skirts the interstate. The views to the north from the bluff overlooking the city would be maintained. For a few properties in the eastern corner, there would be a minor impact to the already-compromised setting from the addition of a surface extension of Abriendo Avenue under the proposed improvements. The minor noise increase would be imperceptible and would not impact the district. Therefore, both Build Alternatives would result in **No Adverse Affect** to the Corona Park Historic District (5PE5520).



**EXHIBIT 6-51**  
Corona Park Historic District and the Contributing Elements Located within the Area of Potential Effects and the Impacts from the Modified I-25 Alternative



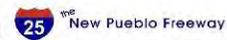
- Legend**
-  Historic District Boundaries
  -  Area of Potential Effects
  -  Contributing Properties
  -  Proposed Impact Area
  -  Proposed Noise Walls

Corona Park Historic District  
5PE5520

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

0 500 1,000  
Feet

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



## 7.0 Historic Properties Not Impacted by the Proposed Project

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Table B-7 in Appendix B lists the NRHP-eligible or-listed properties that are within the project APE, but would not be directly or indirectly impacted by the proposed project, under either Build Alternative. Exhibits 7-1, 7-2, and 7-3 show the locations of these properties. In all cases, these properties would not be directly affected by the project, so CDOT developed a list of factors to determine if the project resulted in indirect effects to the properties. As part of this evaluation, various factors were taken into consideration, including those listed below. Depending on the property, one or a combination of these factors may have been applicable.

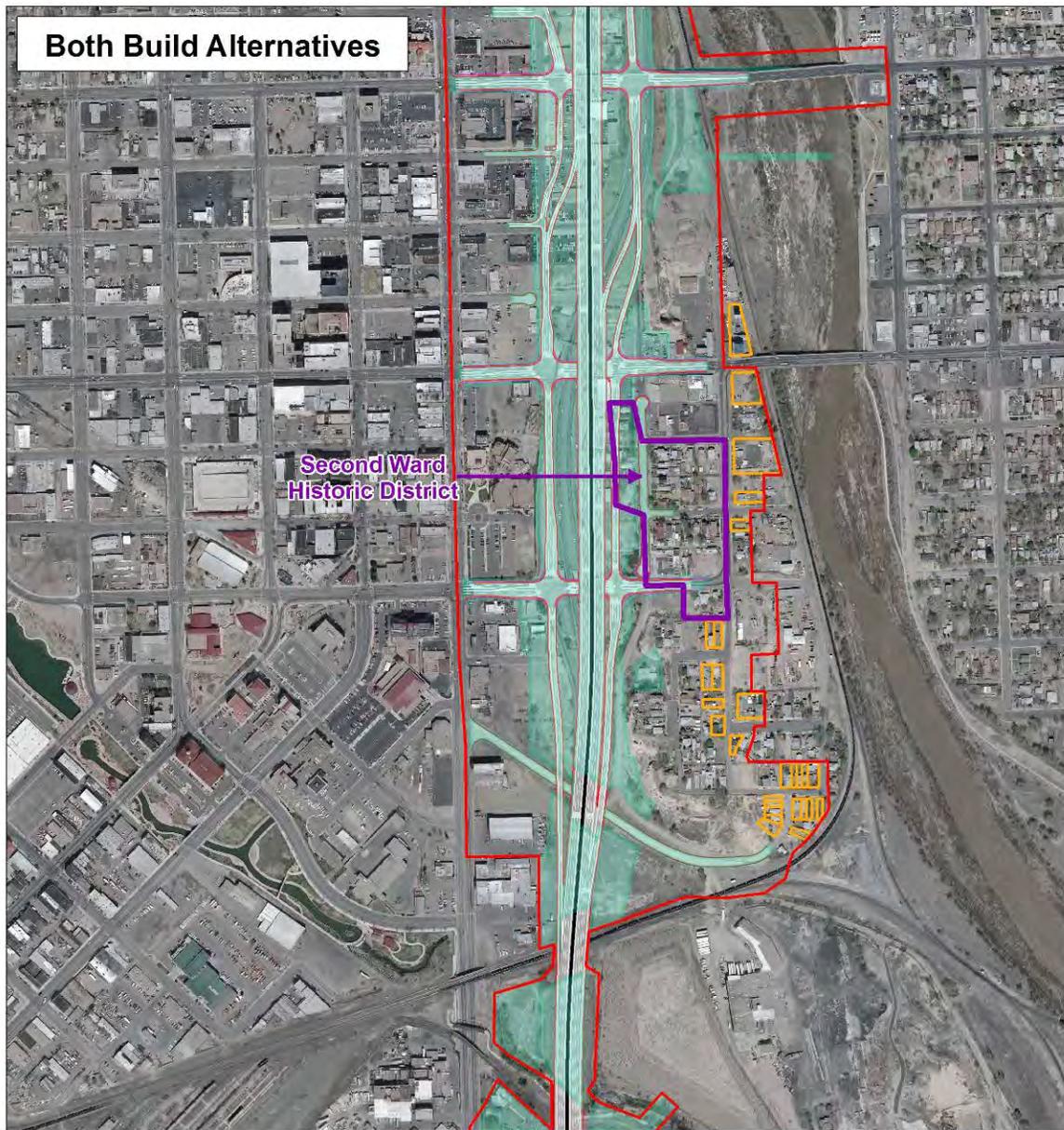
- 1) **Distance:** All of the properties are more than 400 feet from the proposed construction activities of both Build Alternatives. For these properties, this distance was found to be significant enough that there would not be any visual or noise impacts from the project.
- 2) **Road elevation:** For some properties, it was determined that the roadway elevation would increase less than 5 feet for both Build Alternatives, and that this change would not introduce noise or visual elements or change existing noise levels such that the integrity of the property's historic features would be diminished.
- 3) **Vegetation and topographic features:** For some of these properties, dense vegetation and/or topographical features such as bluffs and hills obscured the project improvements such that there would be no noise or visual impacts from the project.

Based on this methodology, CDOT has determined that Both Build Alternatives would result in No Historic Properties Affected for the properties listed in Table B-7 in Appendix B.



**EXHIBIT 7-2**

Locations of the Properties Recommended as "No Historic Properties Affected" under both Build Alternatives in the Central Portion of the Project Area

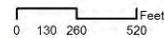


**Legend**

- Historic Properties Not Affected by the Proposed Project
- Historic District Boundaries
- Area of Potential Effects
- Proposed Impact Area
- Proposed Noise Walls

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

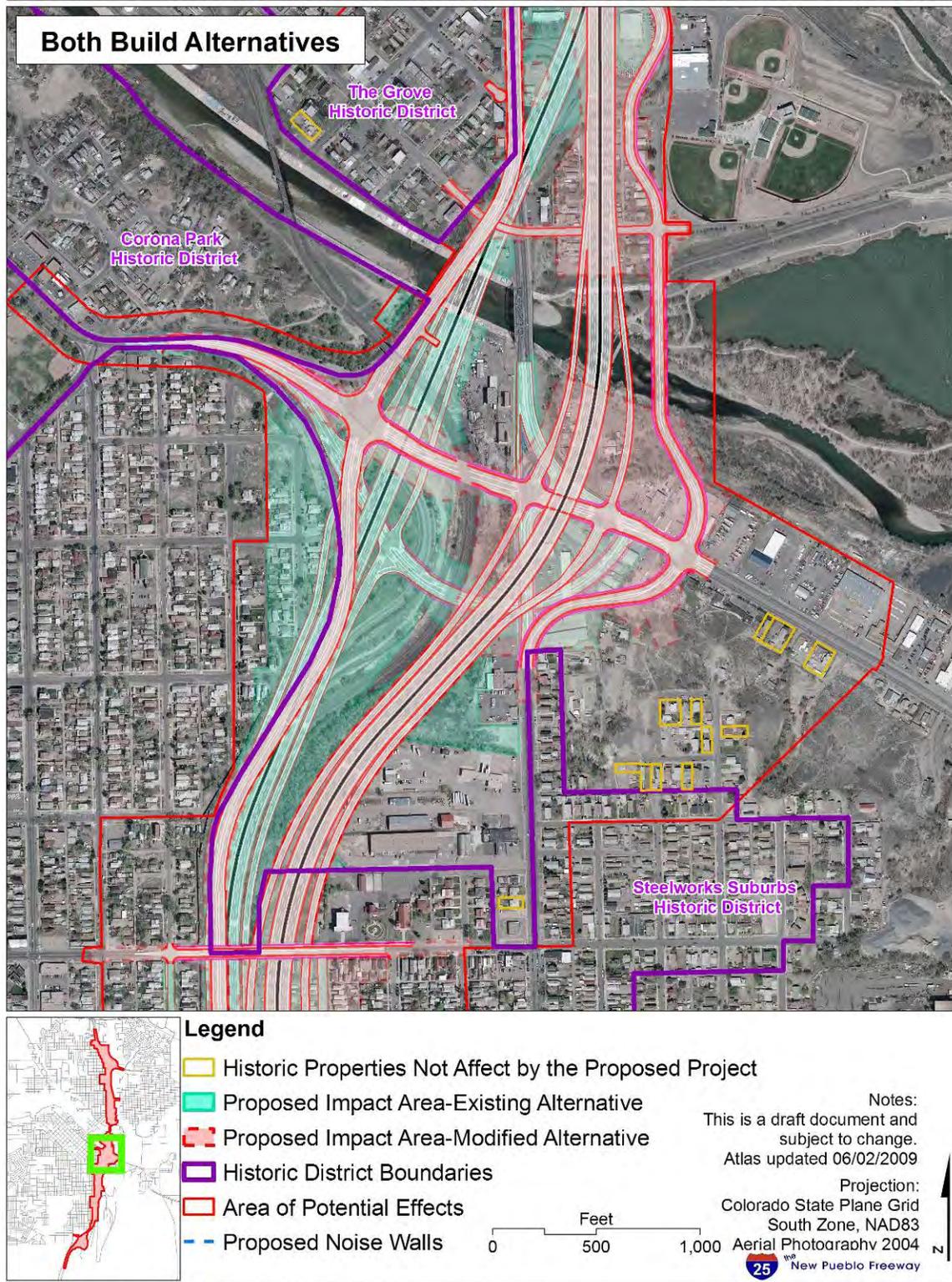
Notes:  
This is a draft document and  
subject to change.  
Atlas updated 06/02/2009



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**EXHIBIT 7-3**

Locations of the Properties Recommended as "No Historic Properties Affected" under both Build Alternatives in the Southern Portion of the Project Area



## 8.0 Effects Analysis Summary and Mitigation Recommendations

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### 8.1 Summary of Effects

A total of 882 properties were surveyed as a part of this effort (876 individual properties and 6 neighborhoods). Of these 882 surveyed properties, 196 are listed in the NRHP, have been determined officially NRHP-eligible, or are being treated as NRHP-eligible for the purposes of Section 106. Those 196 historic properties are made up of 191 individual properties and five historic districts.

Of the 191 individual properties, a total of 24 historic properties would be fully acquired by CDOT under the Existing I-25 Alternative, while under the Modified I-25 Alternative, 26 historic properties would be fully acquired by CDOT. A total of five historic properties would be partially acquired by CDOT under the Existing I-25 Alternative and seven under the Modified I-25 Alternative.

Within the boundaries of the five historic districts, there are 587 contributing properties that are also within the limits of the project APE. Under the Existing I-25 Alternative, 85 properties within district boundaries would be fully acquired by CDOT, 75 of which are contributing elements to their district. An additional eight contributing properties would be partially impacted, all of which are also individually eligible.

Under the Modified I-25 Alternative, CDOT would acquire 79 properties within historic district boundaries, of which 76 are contributing elements. Twelve other contributing elements would be partially acquired or impacted by CDOT for the purposes of this project, including Bessemer Ditch (5PE486) and C&W rail line (5PE5139.1), which are also individually eligible.

Table B-8 in Appendix B lists the impacts and the project effect recommendations for all the historic properties presented in greater detail in Sections 4.0, 5.0, and 6.0. Exhibit 8-1 summarizes the adverse effects from each Build Alternative to facilitate a comparison between the two alternatives. The project would have an adverse effect to historic properties – the Existing I-25 Alternative would have a total of 30 adverse effects, while the Modified I-25 Alternative would have a total of 32 adverse effects to historic properties.

EXHIBIT 8-1  
Summary of Adverse Effects to Historic Properties within the Area of Potential Effects

Resource Identification Number	Address	Adverse Effects - Existing I-25 Alternative	Adverse Effects - Modified I-25 Alternative
5PE564	711 N. Albany Avenue	Adverse Effect	Adverse Effect
5PE586	Mineral Palace Park	Adverse Effect	Adverse Effect
5PE3938	Santa Fe Avenue Bridge	Adverse Effect	Adverse Effect
5PE4484	100 W. 23rd Street	Adverse Effect	Adverse Effect
5PE4498	1415 N. Santa Fe Avenue	Adverse Effect	Adverse Effect
5PE4499	1405 N. Santa Fe Avenue	Adverse Effect	Adverse Effect
5PE4504	1300 N. Santa Fe Avenue	Adverse Effect	Adverse Effect
5PE4522	415 N. Albany	Adverse Effect	Adverse Effect
5PE4523	125 Hector Garcia Place	Adverse Effect	Adverse Effect
5PE4529	115 E. 8th Street	Adverse Effect	Adverse Effect
5PE4536	221 & 223 E. 4th Street	Adverse Effect	Adverse Effect
5PE4545	212 & 212 1/2 3rd Street	Adverse Effect	Adverse Effect
5PE4547	216 E. 3rd Street	Adverse Effect	Adverse Effect
5PE4549	220 E. 3rd Street	Adverse Effect	Adverse Effect
5PE4557	219 E. 2nd Street	Adverse Effect	Adverse Effect
5PE4562	221 E. 2nd Street	Adverse Effect	Adverse Effect
5PE4683	440 S. Santa Fe Avenue	Adverse Effect	Adverse Effect
5PE4710	516 Moffat Avenue	<i>No Adverse Effect</i>	Adverse Effect
5PE5050	736 Moffat Avenue	<i>No Adverse Effect</i>	Adverse Effect
5PE5090	104 Santa Fe Drive	Adverse Effect	Adverse Effect
5PE5092	106 Santa Fe Drive	Adverse Effect	Adverse Effect
5PE5093	108 Santa Fe Drive	Adverse Effect	Adverse Effect
5PE5139.1	Colorado & Wyoming Railroad	Adverse Effect	Adverse Effect
5PE5290	2520 N. Freeway	Adverse Effect	Adverse Effect
5PE5291	2516 N. Freeway	Adverse Effect	Adverse Effect
5PE5292	2424 N. Freeway	Adverse Effect	Adverse Effect
5PE5293	106 E. 24th Street	Adverse Effect	Adverse Effect
5PE5294	107 E. 24th Street	Adverse Effect	Adverse Effect
5PE5295	2200 N. Freeway	Adverse Effect	Adverse Effect
5PE5304	217 E. 2nd Street	Adverse Effect	Adverse Effect
5PE5518	Second Ward Historic District	Adverse Effect	Adverse Effect
5PE5523	Steelworks Suburbs Historic District	Adverse Effect	Adverse Effect
<b>TOTAL</b>		<b>30</b>	<b>32</b>

## 8.2 Mitigation Recommendations

Adverse effects to specific historic properties from the Build Alternatives are listed above in Exhibit 8-1, which illustrates the differences between the Existing and Modified I-25 alternatives. Since the proposed action would cause adverse effects to historic properties, these adverse effects must be resolved through the consultation process, culminating in a Memorandum of Agreement (MOA). This process would be carried out in accordance with Section 106 of the NHPA, Section 800.6 *Resolution of Adverse Effects* (36 CFR 800.6). Below are some suggestions of possible mitigation measures for the known adverse effects to historic properties that could be part of the MOA among CDOT, FHWA, and SHPO.

Apart from the mitigation possibilities listed below for specific properties, CDOT is also considering strategies for corridor-wide mitigation for overall impacts to the project area from the proposed project. Examples of corridor-wide mitigation might include, but are not limited to: a cohesive interpretive signage program, historic neighborhoods walking tour brochure, educational materials for local schools, a book, informational pamphlet, or article about the history of Pueblo's neighborhoods, or funding for neighborhood surveys sponsored by the City of Pueblo. These and other corridor-wide mitigation measures could be negotiated and developed during the Section 106 consultation process.

### 8.2.1 Individually Listed or Eligible Properties

For historic properties not located within the boundaries of historic districts, there are various mitigation measures that could be considered during the consultation process, including the following:

- Document the properties on OAHP Architectural Inventory forms prior to demolition.
- Document selected properties in greater detail in accordance with the guidance for Level II documentation found in OAHP Form #1595, Historical Resource Documentation: Standards for Level I, II, III Documentation. OAHP Level II prior to demolition.
- If there are vacant lots in the near vicinity, consider moving selected residential structures to the lots and continue their residential use or adapt them for a new, compatible use.
- Salvage historic materials, including but not limited to wood, bricks, windows, doors, and architectural details, from historic properties prior to demolition.

This is not an exhaustive list and in all cases mitigation measures should be commensurate with the level of adverse effect. CDOT, FHWA, SHPO and any other parties are not bound by any of these suggestions. As noted above, agreed-upon mitigation measures will be formalized in an MOA.

Mineral Palace Park (5PE586) is a unique case in that there is already a plan in place intended to mitigate impacts from the roadway improvements. That mitigation plan developed through the MOU between the City of Pueblo and the State of Colorado was not intended to comply with NHPA Section 106 regulations for historic properties. It was intended only to address impacts to the park from the partial acquisition of parkland.

Mitigation measures for the adverse effect to the historic property would need to be developed and negotiated independently of the existing MOU.

Mitigation measures to address the adverse effects of the project to Mineral Palace Park could include development of an interpretive plan for the various historic periods of the park, as well as interpretation of the history, architecture, and use of the Mineral Palace, which was a central feature of the park before its demolition. The restoration plan calls for an interpretive display at the planned Palace Plaza in the previous location of the Mineral Palace discussing the history of the park, the palace and the botanic gardens.

A more specific interpretive plan has not yet been developed, but various opportunities have been identified, apart from the Palace Plaza. There are two distinct periods of significance that could be interpreted in different ways, in different locations in the park. There are various historic period resources available, such as hand-colored postcards, historic maps, planting plans, and historic photographs that could be used to develop interpretive plans, both physical and electronic. In addition to the interpretive plan, it is recommended that the park and all its features be recorded on OAHP recordation forms as a part of the framework of the Section 106 mitigation and a stipulation of the MOA among CDOT, FHWA, and SHPO.

## 8.2.2 Historic Districts

### Second Ward Historic District (5PE5518)

Mitigation recommendations for the Second Ward Historic District could include writing a detailed history of the neighborhood and its development, adding to the data already collected for the Management Data Form for the district, as well as preparing or updating the OAHP Architectural Inventory forms for the structures that would be demolished. A small sampling of properties could be selected for Level II documentation in coordination with SHPO and the consulting parties; and materials from the demolished properties could be salvaged for reuse. Another possibility would be a historic marker noting the historic features of the neighborhood, as well as a brief history.

### Steelworks Suburbs Historic District (5PE5523)

The Steelworks Suburbs Historic District has an established museum (the Bessemer Historical Society's Steelworks Museum of Industry and Culture), which could be the repository for the materials produced as a part of any mitigation measures.

Some recommendations for mitigation measures include, but are not limited to:

- Write and publish a detailed history of the district and its development.
- OAHP recordation of structures to be demolished that have not been sufficiently recorded previously.
- More in-depth Level II archival documentation for select structures (one house on Taylor Avenue, one house on Currie Avenue, an example of mixed use on Abriendo or Evans avenues, for example) in coordination with the SHPO and the consulting parties.
- Create a poster or interpretive materials for use at the museum and in schools.

Relocate a small number of selected residential structures to vacant lots within the district so they can continue to be used as residential properties, or adapted to a new, compatible use.

- Digitize *The Bessemer Indicator* newspaper recently donated to the Bessemer Historical Society. It is an old publication from the Town of Bessemer prior to joining the City of Pueblo. The articles contain information about residents and properties: names, addresses, types of houses, number of bedrooms, and information about architectural details. These digitized and searchable papers could be useful to people doing genealogical, historic, and architectural research.
- Extract pertinent data regarding residences, architecture, and neighborhood development from the *Camp and Plant* publications and create a database for public use.

The property at the corner of N. Santa Fe Avenue and E. 13th Street (5PE4504) is a unique case. It is a used car lot and has distinctive 1950s signs lining the west and south borders of the parcel. As mitigation for the demolition of this property, one or all of these signs could be retained in place, if possible, or moved to the edge of the park expansion in the near vicinity. They could be a part of the gateway feature envisioned for this corner.

As with the individual properties, the above is not an exhaustive list and in all cases mitigation measures should be commensurate with the level of adverse effect to the district. CDOT, FHWA, SHPO, and any other parties are not bound by any of these suggestions. As noted above, agreed-upon mitigation measures will be formalized in an MOA. None of these suggestions are guaranteed to occur and should be taken only as suggestions for later discussion.

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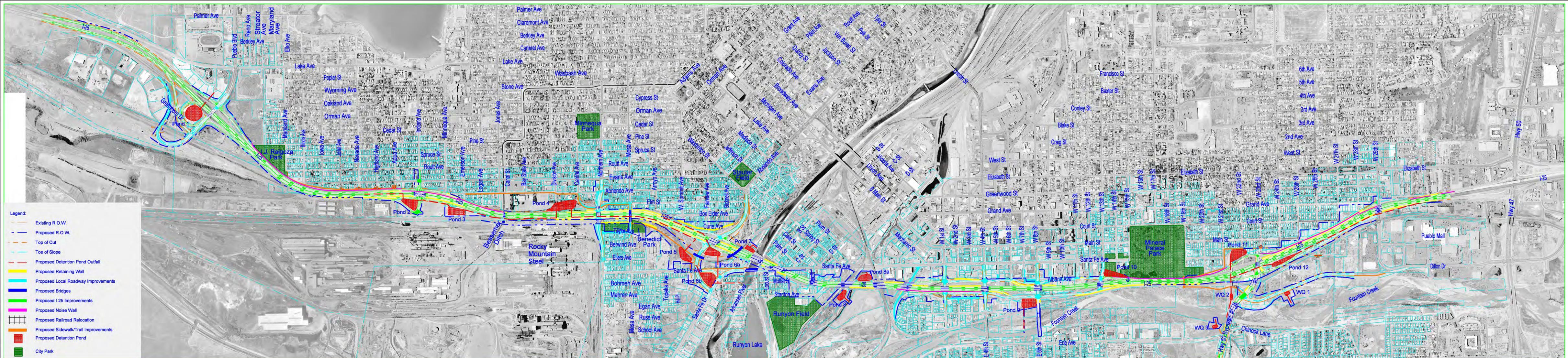


APPENDIX A

# Maps Showing the Existing I-25 Alternative and Modified I-25 Alternative

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# Existing I-25 Alignment Alternative

**Draft**





# Modified I-25 Alignment Alternative



APPENDIX B

# Property Tables

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TABLE B-1

Historic Properties within the Area of Potential Effects

*(properties are presented in order of their OAH Resource Identification Number)*

<b>Resource Identification Number</b>	<b>Address</b>	<b>NRHP Eligibility</b>
5PE486	Bessemer Ditch	Eligible
5PE564	711 N. Albany Avenue	Eligible
5PE571	2723 Grand Avenue	Officially Eligible
5PE584	426 N. Santa Fe Avenue	Officially Eligible
5PE586	Mineral Palace Park	Eligible
*5PE1776	Union Pacific Railroad	Officially Eligible
5PE3938	Santa Fe Avenue Bridge	NRHP Listed
5PE4179	1612 E. Abriendo Avenue	NRHP Listed
5PE4436	814 N. Santa Fe Avenue	Eligible
5PE4437	501 W. 29th Street	Eligible
5PE4438	331 Beech Street	Eligible
5PE4439	325 Beech Street	Eligible
5PE4440	323 Beech Street	Eligible
5PE4441	321 Beech Street	Eligible
5PE4443	2826 N. Greenwood Street	Eligible
5PE4444	2808 N. Greenwood Street	Eligible
5PE4445	2824 N. Greenwood Street	Eligible
5PE4446	2814 N. Greenwood Street	Eligible
5PE4447	2820 N. Greenwood Street	Eligible
5PE4448	2816 N. Greenwood Street	Eligible
5PE4449	405 W. 28th Street	Eligible
5PE4450	2629 Court Street	Eligible
5PE4451	411 W. 28th Street	Eligible
5PE4452	219 E. Ash Street	Eligible
5PE4453	411 W. 28th Street	Eligible
5PE4454	2627 Court Street	Eligible
5PE4455	2611 Court Street	Eligible
5PE4456	2621 Court Street	Eligible
5PE4457	2607 Court Street	Eligible
5PE4458	2617 Court Street	Eligible
5PE4459	2534 Court Street	Eligible
5PE4460	2605 Court Street	Eligible
5PE4461	2512 Court Street	Eligible
5PE4462	2603 Court Street	Eligible
5PE4463	2510 Court Street	Eligible
5PE4464	2528 Court Street	Eligible
5PE4466	2526 Court Street	Eligible

TABLE B-1

Historic Properties within the Area of Potential Effects

*(properties are presented in order of their OAHP Resource Identification Number)*

<b>Resource Identification Number</b>	<b>Address</b>	<b>NRHP Eligibility</b>
5PE4467	2419 N. Main Street	Eligible
5PE4468	2514 Court Street	Eligible
5PE4469	2415 & 2417 N. Main Street	Eligible
5PE4471	2330 N. Main Street	Eligible
5PE4472	2427 N. Main Street	Eligible
5PE4473	2324 & 2326 N. Main Street	Eligible
5PE4474	2405 N. Main Street	Eligible
5PE4475	2314 N. Main Street	Eligible
5PE4476	2401 N. Main Street	Eligible
5PE4477	2310 N. Main Street	Eligible
5PE4478	2322 N. Main Street	Eligible
5PE4479	2306 N. Main Street	Eligible
5PE4480	2318 N. Main Street	Eligible
5PE4481	101 W. 21st Street	Eligible
5PE4482	2302 N. Main Street	Eligible
5PE4484	100 W. 23rd Street	Eligible
5PE4485	2026 N. Santa Fe Avenue	Eligible
5PE4486	2006 N. Santa Fe Avenue	Eligible
5PE4487	2020 N. Santa Fe Avenue	Eligible
5PE4488	2002 N. Santa Fe Avenue	Eligible
5PE4489	2015 N. Albany Avenue	Eligible
5PE4491	2017 N. Albany Avenue	Eligible
5PE4493	2011 N. Albany Avenue	Eligible
5PE4495	115 W. 20th Street	Eligible
5PE4498	1415 N. Santa Fe Avenue	Eligible
5PE4499	1405 N. Santa Fe Avenue	Eligible
5PE4500	106 W. 15th Street	Eligible
5PE4502	1210 N. Santa Fe Avenue	Eligible
5PE4503	1128 N. Santa Fe Avenue	Eligible
5PE4504	1300 N. Santa Fe Avenue	Eligible
5PE4505	1012 N. Santa Fe Avenue	Eligible
5PE4506	1028 N. Santa Fe Avenue	Eligible
5PE4507	1102 N. Santa Fe Avenue	Eligible
5PE4509	620 N. Santa Fe Avenue	Eligible
5PE4510	902 N. Santa Fe Avenue	Eligible
5PE4512	524 N. Santa Fe Avenue	Eligible
5PE4513	418 N. Santa Fe Avenue	Eligible
5PE4514	416 N. Santa Fe Avenue	Eligible

TABLE B-1

Historic Properties within the Area of Potential Effects

*(properties are presented in order of their OAHF Resource Identification Number)*

<b>Resource Identification Number</b>	<b>Address</b>	<b>NRHP Eligibility</b>
5PE4515	410 N. Santa Fe Avenue	Eligible
5PE4516	412 N. Santa Fe Avenue	Eligible
5PE4518	408 N. Santa Fe Avenue	Eligible
5PE4520	402 N. Santa Fe Avenue	Eligible
5PE4521	117 Hector Garcia Place	Eligible
5PE4522	415 & 421 N. Albany Avenue	Eligible
5PE4523	125 Hector Garcia Place	Eligible
5PE4526	115 E. 5th Street	Eligible
5PE4527	214 S. Chester Avenue	Eligible
5PE4529	115 E. 8th Street	Eligible
5PE4531	315 & 317 E. 4th Street	Eligible
5PE4532	125 E. 7th Street	Eligible
5PE4533	319 & 321 E. 4th Street	Eligible
5PE4534	929 N. Albany Avenue	Eligible
5PE4535	331 E. 4th Street	Eligible
5PE4536	221 & 223 E. 4th Street	Eligible
5PE4539	403 E. 4th Street	Eligible
5PE4540	403 E. 4th Street	Eligible
5PE4542	504 N. Chester Avenue	Eligible
5PE4544	320 E. 4th Street	Eligible
5PE4545	212 & 212 1/2 3rd Street	Eligible
5PE4546	304 N. Bradford Avenue	Eligible
5PE4547	216 E. 3rd Street	Eligible
5PE4549	220 E. 3rd Street	Eligible
5PE4557	219 E. 2nd Street	Eligible
5PE4562	221 E. 2nd Street	Eligible
5PE4566	311 E. 3rd Street	Eligible
5PE4581	329 E. River Street	Eligible
5PE4582	317 E. River Street	Eligible
5PE4583	313 E. River Street	Eligible
5PE4584	316 E. River Street	Eligible
5PE4585	311 E. River Street	Eligible
5PE4586	314 E. River Street	Eligible
5PE4587	305 E. River Street	Eligible
5PE4588	312 E. River Street	Eligible
5PE4589	303 E. River Street	Eligible
5PE4590	301 E. River Street	Eligible
5PE4591	217 S. Bradford Avenue	Eligible

TABLE B-1

Historic Properties within the Area of Potential Effects

*(properties are presented in order of their OAHP Resource Identification Number)*

<b>Resource Identification Number</b>	<b>Address</b>	<b>NRHP Eligibility</b>
5PE4592	218 S. Bradford Avenue	Eligible
5PE4593	219 S. Bradford Avenue	Eligible
5PE4594	220 S. Bradford Avenue	Eligible
5PE4595	221 S. Bradford Avenue	Eligible
5PE4596	222 S. Bradford Avenue	Eligible
5PE4597	302 S. Bradford Avenue	Eligible
5PE4598	224 S. Bradford Avenue	Eligible
5PE4599	315 S. Bradford Avenue	Eligible
5PE4601	319 Beech Street	Eligible
5PE4602	216 E. Ash Street	Eligible
5PE4605	218 S. Chester Avenue	Eligible
5PE4608	118 Spring Street	Eligible
5PE4610	701 E. D Street	Eligible
5PE4629	421 Clark Street	Officially Eligible
5PE4683	440 S. Santa Fe Avenue	Eligible
5PE4695	329 S. Santa Fe Avenue	Eligible
5PE4710	516 Moffat Avenue	Officially Eligible
5PE4974	204 N. Chester Avenue	Eligible
5PE4983	1119 S. Santa Fe Avenue	Eligible
5PE4984	409 E. 2nd Street	Eligible
5PE4986	124 N. Chester Avenue	Eligible
5PE4996	414 Kelly Avenue	Eligible
5PE5007	612 Topeka Avenue	Eligible
5PE5008	700 Topeka Avenue	Eligible
5PE5011	710 Topeka Avenue	Eligible
5PE5012	400 E. 4th Street	Eligible
5PE5013	224 N. Chester Avenue	Eligible
5PE5015	719 Topeka Avenue	Eligible
5PE5016	706 Hill Place	Eligible
5PE5018	712 Hill Place	Eligible
5PE5022	920 Egan Avenue	Eligible
*5PE5042	1103-07 S. Santa Fe Avenue	Officially Eligible
5PE5043	422 Kelly Avenue	Eligible
5PE5044	410 Kelly Avenue	Eligible
5PE5045	412 Kelly Avenue	Eligible
5PE5050	736 Moffat Avenue	Officially Eligible
5PE5052	410 W. 28th Street	Eligible
5PE5054	2701 N. Grand Avenue	Eligible

TABLE B-1

Historic Properties within the Area of Potential Effects

*(properties are presented in order of their OAHP Resource Identification Number)*

<b>Resource Identification Number</b>	<b>Address</b>	<b>NRHP Eligibility</b>
5PE5056	409 W. 27th Street	Eligible
5PE5057	403 W. 27th Street	Eligible
5PE5059	2224 N. Main Street	Eligible
5PE5062	413 E. Ash Street	Eligible
5PE5064	404 E. Ash Street	Eligible
5PE5067	421 Beech Street	Eligible
5PE5068	423 Beech Street	Eligible
5PE5069	425 Beech Street	Eligible
5PE5070	427 Beech Street	Eligible
5PE5071	429 Beech Street	Eligible
5PE5072	432 Beech Street	Eligible
5PE5073	428 Beech Street	Eligible
5PE5074	426 Beech Street	Eligible
5PE5075	424 Beech Street	Eligible
5PE5076	416 Kelly Avenue	Eligible
5PE5078	431 Kelly Avenue	Eligible
5PE5080	200 & 210 S. Santa Fe Avenue	Officially Eligible
5PE5090	104 Santa Fe Drive	Eligible
5PE5092	106 Santa Fe Drive	Eligible
5PE5093	108 Santa Fe Drive	Eligible
5PE5098	400 Santa Fe Drive	Eligible
5PE5099	412 Santa Fe Drive	Eligible
5PE5100	416 Santa Fe Drive	Eligible
5PE5101	420 Santa Fe Drive	Eligible
5PE5102	440 Santa Fe Drive	Eligible
5PE5103	442 Santa Fe Drive	Eligible
5PE5104	956 Haven Place	Eligible
5PE5105	952 Haven Place	Eligible
5PE5106	950 Haven Place	Eligible
5PE5139	Colorado & Wyoming Railroad	Officially Eligible
5PE5287	2621 N. Santa Fe Avenue	Eligible
5PE5288	2617 N. Santa Fe Avenue	Eligible
5PE5289	2615 N. Santa Fe Avenue	Eligible
5PE5290	2520 N. Freeway	Eligible
5PE5291	2516 N. Freeway	Eligible
5PE5292	2424 N. Freeway	Eligible
5PE5293	106 E. 24th Street	Eligible
5PE5294	107 E. 24th Street	Eligible

TABLE B-1

Historic Properties within the Area of Potential Effects

*(properties are presented in order of their OAHF Resource Identification Number)*

<b>Resource Identification Number</b>	<b>Address</b>	<b>NRHP Eligibility</b>
5PE5295	2200 N. Freeway	Eligible
5PE5304	217 E. 2nd Street	Eligible
5PE5517	North Side Historic District	Officially Eligible
5PE5518	Second Ward Historic District	Officially Eligible
5PE5519	The Grove Historic District	Officially Eligible
5PE5520	Corona Park Historic District	Officially Eligible
5PE5523	Steelworks Suburbs Historic District	Officially Eligible

\* *Properties will be discussed in an Addendum*

TABLE B-2

Effects Recommendations for Directly Impacted Historic Properties (*properties are presented in order of their OAHF Resource Identification Number*)

<b>Resource Identification Number</b>	<b>Address</b>	<b>Impact</b>	<b>Effect Recommendation</b>
5PE486	Bessemer Ditch	Alteration to Segment of Linear Resource	No Adverse Effect
5PE586	Mineral Palace Park	Partial Acquisition	Adverse Effect
5PE3938	Santa Fe Avenue Bridge	Full Acquisition	Adverse Effect
5PE4484	100 W. 23rd Street	Full Acquisition	Adverse Effect
5PE4498	1415 N. Santa Fe Avenue	Full Acquisition	Adverse Effect
5PE4499	1405 N. Santa Fe Avenue	Full Acquisition	Adverse Effect
5PE4504	1300 N. Santa Fe Avenue	Full Acquisition	Adverse Effect
5PE4523	125 Hector Garcia Place	Full Acquisition	Adverse Effect
5PE4529	115 E. 8th Street	Full Acquisition	Adverse Effect
5PE4536	221-23 E. 4th Street	Full Acquisition	Adverse Effect
5PE4545	212 - 212 1/2 3rd Street	Full Acquisition	Adverse Effect
5PE4547	216 E. 3rd Street	Full Acquisition	Adverse Effect
5PE4549	220 E. 3rd Street	Full Acquisition	Adverse Effect
5PE4557	219 E. 2nd Street	Full Acquisition	Adverse Effect
5PE4562	221 E. 2nd Street	Full Acquisition	Adverse Effect
5PE4683	440 S. Santa Fe Avenue	Full Acquisition	Adverse Effect
5PE4710	516 Moffat Avenue	Full Acquisition	Adverse Effect
5PE5050	736 Moffat Avenue	Full Acquisition	Adverse Effect
5PE5080	200 & 210 S. Santa Fe Avenue	Partial Acquisition	No Adverse Effect
5PE5090	104 Santa Fe Drive	Full Acquisition	Adverse Effect
5PE5092	106 Santa Fe Drive	Full Acquisition	Adverse Effect
5PE5093	108 Santa Fe Drive	Full Acquisition	Adverse Effect
5PE5139	Colorado & Wyoming Railroad	Relocation of Segment of Linear Resource	Adverse Effect
5PE5290	2520 N. Freeway	Full Acquisition	Adverse Effect
5PE5291	2516 N. Freeway	Full Acquisition	Adverse Effect
5PE5292	2424 N. Freeway	Full Acquisition	Adverse Effect
5PE5293	106 E. 24th Street	Full Acquisition	Adverse Effect
5PE5294	107 E. 24th Street	Full Acquisition	Adverse Effect
5PE5295	2200 N. Freeway	Full Acquisition	Adverse Effect
5PE5304	217 E. 2nd Street	Full Acquisition	Adverse Effect
5PE5517	North Side Historic District	Partial Acquisition	No Adverse Effect

**TABLE B-2**  
 Effects Recommendations for Directly Impacted Historic Properties *(properties are presented in order of their OAHF Resource Identification Number)*

<b>Resource Identification Number</b>	<b>Address</b>	<b>Impact</b>	<b>Effect Recommendation</b>
5PE5518	Second Ward Historic District	Partial Acquisition	Adverse Effect
5PE5519	The Grove Historic District	Partial Acquisition	No Adverse Effect
5PE5523	Steelworks Suburbs Historic District	Partial Acquisition	Adverse Effect

TABLE B-3

Surveyed Properties in the Second Ward Historic District (5PE5518) Located within the Area of Potential Effects  
(properties are presented in order of their OAHF Resource Identification Number)

Resource Identification Number	Address	Property Type	NRHP District Status	Proposed Action Impact
5PE4537	307 N. Bradford Avenue	Residential	Contributing	Full Acquisition
5PE4538	305 N. Bradford Avenue	Residential	Contributing	Full Acquisition
5PE4541	303 N. Bradford Avenue	Residential	Contributing	Full Acquisition
5PE4543	209 N. Bradford Avenue	Residential	Contributing	Full Acquisition
5PE4548	226 N. Bradford Avenue	Residential	Contributing	Indirect
5PE4550	220 N. Bradford Avenue	Residential	Contributing	Indirect
5PE4551	224 E. 3rd Street	Residential	Contributing	Full Acquisition
5PE4552	208 N. Bradford Avenue	Residential	Contributing	Indirect
5PE4553	225 N. Bradford Avenue	Residential	Contributing	Full Acquisition
5PE4554	216 N. Bradford Avenue	Residential	Contributing	Indirect
5PE4555	219 N. Bradford Avenue	Residential	Contributing	Full Acquisition
5PE4556	206 N. Bradford Avenue	Residential	Contributing	Indirect
5PE4558	204 N. Bradford Avenue	Residential	Contributing	Indirect
5PE4559	308-10 E. 3rd Street	Residential	Contributing	No Direct
5PE4560	202 N. Bradford Avenue	Residential	Contributing	Indirect
5PE4561	306 E. 3rd Street	Residential	Contributing	Indirect
5PE4563	312-14 E. 3rd Street	Residential	Contributing	No Direct
5PE4564	321 E. 2nd Street	Residential	Contributing	No Direct
5PE4565	322 E. 2nd Street	Residential	Contributing	No Direct
5PE4567	320 E. 2nd Street	Residential	Contributing	No Direct
5PE4568	317 E. 2nd Street	Residential	Contributing	No Direct
5PE4569	316 E. 2nd Street	Residential	Contributing	No Direct
5PE4570	313 E. 2nd Street	Residential	Contributing	No Direct
5PE4571	314 E. 2nd Street	Residential	Contributing	No Direct
5PE4572	311 E. 2nd Street	Residential	Contributing	No Direct
5PE4573	302 E. 2nd Street	Residential	Contributing	No Direct
5PE4574	306 E. 2nd Street	Residential	Contributing	No Direct
5PE4575	109 N. Chester Avenue	Residential	Contributing	No Direct
5PE4576	315 E. 1st Street	Residential	Contributing	No Direct
5PE4577	316 E. 1st Street	Residential	Contributing	No Direct
5PE4578	313 E. 1st Street	Residential	Contributing	No Direct
5PE4579	322-24 E. 1st Street	Residential	Contributing	No Direct
5PE4580	320 E. 1st Street	Residential	Contributing	No Direct

## Notes:

- Not all properties within the district boundaries and within the project APE were surveyed.
- For the purposes of Section 106, the properties within the APE that were not surveyed are being treated as contributing elements to the historic district.
- Not all properties were evaluated for project effects individually.

TABLE B-4

Surveyed Properties in The Grove Historic District (5PE5519) within the Area of Potential Effects *(properties are presented in order of their OAHF Resource Identification Number)*

<b>Resource Identification Number</b>	<b>Address</b>	<b>Property Type</b>	<b>NRHP District Status</b>	<b>Modified I-25 Alternative</b>
5PE4442	300-02 Spring Street	Commercial	Contributing	No Impact
5PE4470	306 Spring Street	Residential	Contributing	No Impact
5PE4483	308 Spring Street	Residential	Contributing	No Impact
5PE4501	310 Spring Street	Residential	Contributing	No Impact
5PE4528	412 Spring Street	Residential	Contributing	No Impact
5PE4609	200 Spring Street	Residential	Contributing	No Impact
5PE4611	206 Spring Street	Residential	Contributing	No Impact
5PE4612	216 Spring Street	Residential	Contributing	No Impact
5PE4613	208 Spring Street	Residential	Contributing	No Impact
5PE4614	218 Spring Street	Residential	Contributing	No Impact
5PE4615	210 Spring Street	Residential	Contributing	No Impact
5PE4616	220 Spring Street	Residential	Contributing	No Impact
5PE4617	212 Spring Street	Residential	Contributing	No Impact
5PE4618	222 Spring Street	Residential	Contributing	No Impact
5PE4619	226 Spring Street	Residential	Contributing	No Impact
5PE4620	420 Spring Street	Residential	Contributing	No Impact
5PE4621	209 Clark Street	Residential	Contributing	No Impact
5PE4622	211 Clark Street	Residential	Contributing	No Impact
5PE4623	213 Clark Street	Residential	Contributing	No Impact
5PE4624	229 Clark Street	Commercial	Contributing	No Impact
5PE4625	303 Clark Street	Residential	Contributing	No Impact
5PE4626	311 Clark Street	Residential	Contributing	No Impact
5PE4627	313 Clark Street	Residential	Contributing	No Impact
5PE4628	315 Clark Street	Residential	Contributing	No Impact
5PE4629	421 Clark Street	Religious	Contributing	No Impact
5PE4630	715 E. B Street	Residential	Contributing	No Impact
5PE4631	711 E. B Street	Residential	Contributing	No Impact
5PE4632	701 E. B Street	Residential	Contributing	No Impact
5PE4633	422 Clark Street	Residential	Contributing	No Impact
5PE4634	416 Clark Street	Residential	Contributing	No Impact
5PE4635	320 Clark Street	Religious	Contributing	No Impact
5PE4636	314 Clark Street	Commercial	Contributing	No Impact
5PE4637	300 Clark Street	Residential	Contributing	No Impact
5PE4638	800 E. C Street	Residential	Contributing	No Impact
5PE4639	806 E. C Street	Residential	Contributing	No Impact
5PE4640	812 E. C Street	Residential	Contributing	No Impact
5PE4641	809 E. C Street	Residential	Contributing	No Impact
5PE4642	811 E. C Street	Residential	Contributing	No Impact

TABLE B-4

Surveyed Properties in The Grove Historic District (5PE5519) within the Area of Potential Effects *(properties are presented in order of their OAHF Resource Identification Number)*

<b>Resource Identification Number</b>	<b>Address</b>	<b>Property Type</b>	<b>NRHP District Status</b>	<b>Modified I-25 Alternative</b>
5PE4643	421 S. Santa Fe Avenue	Commercial	Non-Contributing	No Impact
5PE4644	425 S. Santa Fe Avenue	Commercial	Contributing	No Impact
5PE4645	817 E. C Street	Commercial	Contributing	No Impact
5PE4646	901 E. C Street	Residential	Contributing	No Impact
5PE4647	427 S. Santa Fe Avenue	Commercial	Non-Contributing	No Impact
5PE4648	308 Palm Street	Residential	Contributing	No Impact
5PE4649	310 Palm Street	Residential	Contributing	No Impact
5PE4650	312 Palm Street	Residential	Contributing	No Impact
5PE4651	314 Palm Street	Residential	Contributing	No Impact
5PE4652	316 Palm Street	Residential	Contributing	No Impact
5PE4653	318 Palm Street	Residential	Contributing	No Impact
5PE4654	320 Palm Street	Residential	Contributing	No Impact
5PE4655	321 Palm Street	Residential	Contributing	No Impact
5PE4656	317 Palm Street	Residential	Contributing	No Impact
5PE4657	315 Palm Street	Residential	Contributing	No Impact
5PE4658	313 Palm Street	Residential	Contributing	No Impact
5PE4659	311 Palm Street	Residential	Contributing	No Impact
5PE4660	812 E. B Street	Residential	Contributing	No Impact
5PE4661	810 E. B Street	Residential	Contributing	No Impact
5PE4662	808 E. B Street	Residential	Contributing	No Impact
5PE4663	806 E. B Street	Religious	Contributing	No Impact
5PE4664	819-21 E. B Street	Residential	Contributing	No Impact
5PE4665	817 E. B Street	Residential	Contributing	No Impact
5PE4666	813 E. B Street	Residential	Contributing	No Impact
5PE4667	904 E. B Street	Residential	Contributing	No Impact
5PE4668	906 E. B Street	Residential	Contributing	No Impact
5PE4669	917 E. B Street	Commercial	Contributing	No Impact
5PE4670	911 E. B Street	Residential	Contributing	No Impact
5PE4671	909 E. B Street	Residential	Contributing	No Impact
5PE4672	903 E. B Street	Residential	Contributing	No Impact
5PE4673	901 E. B Street	Residential	Contributing	No Impact
5PE4674	412 Palm Street	Residential	Contributing	No Impact
5PE4675	414 Palm Street	Residential	Contributing	No Impact
5PE4676	416 Palm Street	Residential	Contributing	No Impact
5PE4677	421 Palm Street	Residential	Contributing	No Impact
5PE4678	419 Palm Street	Residential	Contributing	No Impact
5PE4679	413 Palm Street	Residential	Contributing	No Impact
5PE4680	513 S. Santa Fe Avenue	Commercial	Non-Contributing	Full Acquisition

**TABLE B-4**

Surveyed Properties in The Grove Historic District (5PE5519) within the Area of Potential Effects *(properties are presented in order of their OAHF Resource Identification Number)*

<b>Resource Identification Number</b>	<b>Address</b>	<b>Property Type</b>	<b>NRHP District Status</b>	<b>Modified I-25 Alternative</b>
5PE4681	517 S. Santa Fe Avenue	Commercial	Contributing	Full Acquisition
5PE4682	515 S. Santa Fe Avenue	Residential	Contributing	No Impact
5PE5020	413 Rush Street	Residential	Contributing	No Impact

*Notes:*

- *Not all properties within the district boundaries and within the project APE were surveyed.*
- *For the purposes of Section 106, the properties within the APE that were not surveyed are being treated as contributing elements to the historic district.*
- *Not all properties were evaluated for project effects individually.*

TABLE B-5

Surveyed Properties in the Steelworks Suburbs Historic District within the Area of Potential Effects  
*(properties are presented in order of their OAHF Resource Identification Number)*

<b>Resource Identification Number</b>	<b>Address</b>	<b>Property Type</b>	<b>NRHP District Status</b>	<b>Existing I-25 Alternative Impact</b>	<b>Modified I-25 Alternative Impact</b>
5PE486	Bessemer Ditch	Ditch	Contributing	Partial Impact	Partial Impact
5PE588	211 E. Mesa Avenue	Religious	Contributing	No Direct Impact	Partial Acquisition
5PE1149	1224 Elm Street	Residential	Contributing	No Direct Impact	No Direct Impact
5PE1154	820 Currie Avenue	Residential	Contributing	Full Acquisition	No Direct Impact
5PE4179	1612 E. Abriendo Avenue	Industrial	Contributing	Indirect Impact	Indirect Impact
5PE4465	1236 E. Abriendo Avenue	Residential	Contributing	No Direct Impact	No Direct Impact
5PE4684	1232 E. Abriendo Avenue	Residential	Contributing	No Direct Impact	No Direct Impact
5PE4689	1226 E. Abriendo Avenue	Residential	Contributing	No Direct Impact	No Direct Impact
5PE4691	1218 E. Abriendo Avenue	Residential	Contributing	No Direct Impact	No Direct Impact
5PE4696	1214 E. Abriendo Avenue	Residential	Contributing	No Direct Impact	No Direct Impact
5PE4708	1210 E. Abriendo Avenue	Residential	Contributing	No Direct Impact	No Direct Impact
5PE4730	1208 E. Abriendo Avenue	Residential	Contributing	No Direct Impact	No Direct Impact
5PE4735	840 Currie Avenue	Residential	Contributing	Full Acquisition	No Direct Impact
5PE4736	834 Currie Avenue	Residential	Non-Contributing	Full Acquisition	No Direct Impact
5PE4737	900 Currie Avenue	Residential	Contributing	Full Acquisition	No Direct Impact
5PE4738	902 Currie Avenue	Residential	Contributing	Full Acquisition	No Direct Impact
5PE4739	904 Currie Avenue	Residential	Contributing	Full Acquisition	No Direct Impact
5PE4740	906 Currie Avenue	Residential	Contributing	Full Acquisition	No Direct Impact
5PE4741	908 Currie Avenue	Residential	Contributing	Full Acquisition	No Direct Impact
5PE4742	914 Currie Avenue	Residential	Non-Contributing	Full Acquisition	No Direct Impact
5PE4743	931 Currie Avenue	Residential	Contributing	Full Acquisition	No Direct Impact
5PE4744	931 Currie Avenue	Residential	Contributing	Full Acquisition	No Direct Impact
5PE4745	927 Currie Avenue	Residential	Non-Contributing	Full Acquisition	No Direct Impact
5PE4746	921 Currie Avenue	Residential	Contributing	Full Acquisition	No Direct Impact
5PE4747	915 Currie Avenue	Residential	Contributing	Full Acquisition	No Direct Impact
5PE4748	913 Currie Avenue	Residential	Contributing	Full Acquisition	No Direct Impact
5PE4749	911 Currie Avenue	Residential	Contributing	Full Acquisition	No Direct Impact
5PE4750	909 Currie Avenue	Residential	Contributing	Full Acquisition	No Direct Impact
5PE4751	907 Currie Avenue	Residential	Contributing	Full Acquisition	No Direct Impact

TABLE B-5

Surveyed Properties in the Steelworks Suburbs Historic District within the Area of Potential Effects  
(properties are presented in order of their OAHF Resource Identification Number)

Resource Identification Number	Address	Property Type	NRHP District Status	Existing I-25 Alternative Impact	Modified I-25 Alternative Impact
5PE4752	935 Currie Avenue	Residential	Non-Contributing	Full Acquisition	No Direct Impact
5PE4753	903 Currie Avenue	Residential	Contributing	Full Acquisition	No Direct Impact
5PE4754	904 Box Elder Street	Residential	Contributing	No Direct Impact	No Direct Impact
5PE4755	906 Box Elder Street	Residential	Contributing	No Direct Impact	No Direct Impact
5PE4756	908 Box Elder Street	Residential	Contributing	No Direct Impact	No Direct Impact
5PE4757	910 Box Elder Street	Residential	Contributing	No Direct Impact	No Direct Impact
5PE4758	914 Box Elder Street	Residential	Contributing	No Direct Impact	No Direct Impact
5PE4759	916 Box Elder Street	Residential	Contributing	No Direct Impact	No Direct Impact
5PE4760	918 Box Elder Street	Residential	Contributing	No Direct Impact	No Direct Impact
5PE4761	922 Box Elder Street	Residential	Contributing	No Direct Impact	No Direct Impact
5PE4762	928 Box Elder Street	Residential	Contributing	No Direct Impact	No Direct Impact
5PE4763	930 Box Elder Street	Residential	Contributing	No Direct Impact	No Direct Impact
5PE4764	938 Box Elder Street	Residential	Contributing	No Direct Impact	No Direct Impact
5PE4765	940 Box Elder Street	Residential	Contributing	No Direct Impact	No Direct Impact
5PE4766	944 Box Elder Street	Residential	Contributing	No Direct Impact	No Direct Impact
5PE4767	108 W. Summit Avenue	Residential	Contributing	Full Acquisition	No Direct Impact
5PE4768	110 W. Summit Avenue	Residential	Contributing	Full Acquisition	No Direct Impact
5PE4769	107 W. Summit Avenue	Residential	Contributing	Full Acquisition	No Direct Impact
5PE4770	105 W. Summit Avenue	Residential	Contributing	Full Acquisition	No Direct Impact
5PE4771	103 W. Summit Avenue	Residential	Contributing	No Direct Impact	No Direct Impact
5PE4772	101 W. Summit Avenue	Residential	Contributing	No Direct Impact	No Direct Impact
5PE4773	1010 Box Elder Street	Residential	Contributing	Partial Acquisition	No Direct Impact
5PE4774	1012 Box Elder Street	Residential	Contributing	Partial Acquisition	No Direct Impact
5PE4775	112 W. Arroyo Avenue	Residential	Contributing	No Direct Impact	No Direct Impact
5PE4776	114 W. Arroyo Avenue	Residential	Contributing	No Direct Impact	No Direct Impact
5PE4777	118 W. Arroyo Avenue	Residential	Contributing	No Direct Impact	No Direct Impact
5PE4778	120 W. Arroyo Avenue	Residential	Contributing	No Direct Impact	No Direct Impact
5PE4779	1110 Elm Street	Residential	Contributing	No Direct Impact	No Direct Impact
5PE4780	1124 Elm Street	Residential	Contributing	No Direct Impact	No Direct Impact
5PE4781	1126 Elm Street	Residential	Contributing	No Direct Impact	No Direct Impact
5PE4782	1130 Elm Street	Residential	Contributing	No Direct Impact	No Direct Impact
5PE4783	1132 Elm Street	Residential	Contributing	No Direct Impact	No Direct Impact
5PE4784	1134 Elm Street	Residential	Contributing	No Direct Impact	No Direct Impact
5PE4785	1136 Elm Street	Residential	Contributing	No Direct Impact	No Direct Impact
5PE4786	1142 Elm Street	Residential	Contributing	No Direct Impact	No Direct Impact
5PE4787	1145 Elm Street	Residential	Contributing	No Direct Impact	No Direct Impact

TABLE B-5

Surveyed Properties in the Steelworks Suburbs Historic District within the Area of Potential Effects  
(properties are presented in order of their OAHF Resource Identification Number)

Resource Identification Number	Address	Property Type	NRHP District Status	Existing I-25 Alternative Impact	Modified I-25 Alternative Impact
5PE4788	1143 Elm Street	Residential	Contributing	No Direct Impact	No Direct Impact
5PE4789	1141 Elm Street	Residential	Contributing	No Direct Impact	No Direct Impact
5PE4790	1139 Elm Street	Residential	Contributing	No Direct Impact	No Direct Impact
5PE4791	1137 Elm Street	Residential	Contributing	No Direct Impact	No Direct Impact
5PE4792	1135 Elm Street	Residential	Contributing	No Direct Impact	No Direct Impact
5PE4793	1133 Elm Street	Residential	Contributing	No Direct Impact	No Direct Impact
5PE4794	1131 Elm Street	Residential	Contributing	No Direct Impact	No Direct Impact
5PE4795	1129 Elm Street	Residential	Contributing	No Direct Impact	No Direct Impact
5PE4796	1115 Elm Street	Residential	Contributing	No Direct Impact	No Direct Impact
5PE4797	215 W. Mesa Avenue	Residential	Contributing	No Direct Impact	No Direct Impact
5PE4798	1136 E. Abriendo Avenue	Residential	Contributing	No Direct Impact	No Direct Impact
5PE4799	1128 E. Abriendo Avenue	Residential	Contributing	No Direct Impact	No Direct Impact
5PE4800	1126 E. Abriendo Avenue	Residential	Contributing	No Direct Impact	No Direct Impact
5PE4801	1124 E. Abriendo Avenue	Residential	Contributing	No Direct Impact	No Direct Impact
5PE4802	1120 E. Abriendo Avenue	Residential	Contributing	No Direct Impact	No Direct Impact
5PE4803	1118 E. Abriendo Avenue	Residential	Contributing	No Direct Impact	No Direct Impact
5PE4804	1116 E. Abriendo Avenue	Residential	Contributing	No Direct Impact	No Direct Impact
5PE4805	1114 E. Abriendo Avenue	Residential	Contributing	No Direct Impact	No Direct Impact
5PE4806	1110 E. Abriendo Avenue	Residential	Contributing	No Direct Impact	No Direct Impact
5PE4807	1206 Elm Street	Residential	Contributing	No Direct Impact	No Direct Impact
5PE4808	1208 Elm Street	Residential	Contributing	No Direct Impact	No Direct Impact
5PE4809	1210 Elm Street	Residential	Contributing	No Direct Impact	No Direct Impact
5PE4810	1214-14 1/2 Elm Street	Residential	Contributing	No Direct Impact	No Direct Impact
5PE4811	1216 Elm Street	Residential	Contributing	No Direct Impact	No Direct Impact
5PE4812	1218 Elm Street	Residential	Contributing	No Direct Impact	No Direct Impact
5PE4813	1220 Elm Street	Commercial	Contributing	No Direct Impact	No Direct Impact
5PE4814	1222 Elm Street	Residential	Contributing	No Direct Impact	No Direct Impact
5PE4816	1228 Elm Street	Residential	Contributing	No Direct Impact	No Direct Impact
5PE4817	204 W. Arroyo Avenue	Residential	Contributing	No Direct Impact	No Direct Impact
5PE4818	206 W. Arroyo Avenue	Residential	Contributing	No Direct Impact	No Direct Impact
5PE4819	210 W. Arroyo Avenue	Residential	Contributing	No Direct Impact	No Direct Impact
5PE4820	1230 Elm Street	Residential	Contributing	No Direct Impact	No Direct Impact

TABLE B-5

Surveyed Properties in the Steelworks Suburbs Historic District within the Area of Potential Effects  
(properties are presented in order of their OAHF Resource Identification Number)

Resource Identification Number	Address	Property Type	NRHP District Status	Existing I-25 Alternative Impact	Modified I-25 Alternative Impact
5PE4821	1232 & 1234 Elm Street	Residential	Contributing	No Direct Impact	No Direct Impact
5PE4822	1236 Elm Street	Residential	Contributing	No Direct Impact	No Direct Impact
5PE4823	1238 Elm Street	Residential	Contributing	No Direct Impact	No Direct Impact
5PE4824	1237 Elm Street	Residential	Contributing	No Direct Impact	No Direct Impact
5PE4825	1235 Elm Street	Residential	Contributing	No Direct Impact	No Direct Impact
5PE4826	1233 Elm Street	Residential	Contributing	No Direct Impact	No Direct Impact
5PE4827	1229 Elm Street	Residential	Contributing	No Direct Impact	No Direct Impact
5PE4828	1227-27 1/2 Elm Street	Residential	Contributing	No Direct Impact	No Direct Impact
5PE4829	1223 Elm Street	Residential	Contributing	No Direct Impact	No Direct Impact
5PE4830	1219 Elm Street	Residential	Contributing	No Direct Impact	No Direct Impact
5PE4831	1217 Elm Street	Residential	Contributing	No Direct Impact	No Direct Impact
5PE4832	1215 Elm Street	Residential	Contributing	No Direct Impact	No Direct Impact
5PE4833	1213 Elm Street	Residential	Contributing	No Direct Impact	No Direct Impact
5PE4834	1209 Elm Street	Residential	Contributing	No Direct Impact	No Direct Impact
5PE4835	1207 Elm Street	Residential	Contributing	No Direct Impact	No Direct Impact
5PE4836	1205 Elm Street	Residential	Contributing	No Direct Impact	No Direct Impact
5PE4837	1203 Elm Street	Commercial	Contributing	No Direct Impact	No Direct Impact
5PE4838	1201 Elm Street	Commercial	Contributing	No Direct Impact	No Direct Impact
5PE4841	323 W. Northern Avenue	Commercial	Contributing	No Direct Impact	No Direct Impact
5PE4842	321 W. Northern Avenue	Commercial	Contributing	No Direct Impact	No Direct Impact
5PE4843	319 W. Northern Avenue	Commercial	Contributing	No Direct Impact	No Direct Impact
5PE4844	317 W. Northern Avenue	Commercial	Contributing	No Direct Impact	No Direct Impact
5PE4845	315 W. Northern Avenue	Commercial	Contributing	No Direct Impact	No Direct Impact
5PE4846	313 W. Northern Avenue	Commercial	Contributing	No Direct Impact	No Direct Impact
5PE4847	309 W. Northern Avenue	Commercial	Contributing	No Direct Impact	No Direct Impact
5PE4848	307 W. Northern Avenue	Commercial	Contributing	No Direct Impact	No Direct Impact
5PE4849	305 W. Northern Avenue	Commercial	Contributing	No Direct Impact	No Direct Impact
5PE4850	303 W. Northern Avenue	Commercial	Contributing	No Direct Impact	No Direct Impact
5PE4851	219 W. Northern Avenue	Commercial	Contributing	No Direct Impact	No Direct Impact
5PE4852	217 W. Northern Avenue	Commercial	Contributing	No Direct Impact	No Direct Impact
5PE4853	213 W. Northern Avenue	Commercial	Contributing	No Direct Impact	No Direct Impact
5PE4854	209 W. Northern Avenue	Commercial	Contributing	No Direct Impact	No Direct Impact
5PE4855	207 W. Northern Avenue	Commercial	Contributing	No Direct Impact	No Direct Impact
5PE4856	201 W. Northern Avenue	Residential	Contributing	Full Acquisition	No Direct Impact
5PE4857	104 E. Mesa Avenue	Residential	Contributing	Full Acquisition	Full Acquisition
5PE4858	1212 Riogrande Avenue	Residential	Contributing	Full Acquisition	Full Acquisition
5PE4859	1214 Riogrande Avenue	Residential	Contributing	Full Acquisition	Full Acquisition
5PE4860	1216 Riogrande Avenue	Residential	Contributing	Full Acquisition	Full Acquisition

TABLE B-5

Surveyed Properties in the Steelworks Suburbs Historic District within the Area of Potential Effects  
(properties are presented in order of their OAHF Resource Identification Number)

Resource Identification Number	Address	Property Type	NRHP District Status	Existing I-25 Alternative Impact	Modified I-25 Alternative Impact
5PE4861	1218 Riogrande Avenue	Residential	Contributing	Full Acquisition	Full Acquisition
5PE4862	1222 Riogrande Avenue	Residential	Contributing	Full Acquisition	Full Acquisition
5PE4863	1224 Riogrande Avenue	Residential	Contributing	Full Acquisition	Full Acquisition
5PE4864	1226 Riogrande Avenue	Residential	Contributing	Full Acquisition	Full Acquisition
5PE4865	1228 Riogrande Avenue	Residential	Contributing	Full Acquisition	Full Acquisition
5PE4866	1232 Riogrande Avenue	Residential	Contributing	Full Acquisition	Full Acquisition
5PE4867	1234 Riogrande Avenue	Residential	Contributing	Full Acquisition	Full Acquisition
5PE4868	1238 Riogrande Avenue	Residential	Contributing	Full Acquisition	Full Acquisition
5PE4869	1242 Riogrande Avenue	Residential	Contributing	Full Acquisition	Full Acquisition
5PE4870	1244 Riogrande Avenue	Residential	Contributing	Full Acquisition	Full Acquisition
5PE4871	1246 Riogrande Avenue	Residential	Contributing	Full Acquisition	Full Acquisition
5PE4872	1213 Taylor Avenue	Residential	Contributing	Full Acquisition	Full Acquisition
5PE4873	1215 Taylor Avenue	Residential	Contributing	Full Acquisition	Full Acquisition
5PE4874	1217 Taylor Avenue	Residential	Contributing	Full Acquisition	Full Acquisition
5PE4875	1219 Taylor Avenue	Residential	Contributing	Full Acquisition	Full Acquisition
5PE4876	1221 Taylor Avenue	Residential	Contributing	Full Acquisition	Full Acquisition
5PE4877	1223 Taylor Avenue	Residential	Contributing	Full Acquisition	Full Acquisition
5PE4878	1225 Taylor Avenue	Residential	Contributing	Full Acquisition	Full Acquisition
5PE4879	1231 Taylor Avenue	Residential	Contributing	Full Acquisition	Full Acquisition
5PE4880	1233 Taylor Avenue	Residential	Contributing	Full Acquisition	Full Acquisition
5PE4881	1235 Taylor Avenue	Residential	Contributing	Full Acquisition	Full Acquisition
5PE4882	1238 Taylor Avenue	Residential	Contributing	No Direct Impact	Full Acquisition
5PE4883	1236 Taylor Avenue	Residential	Contributing	No Direct Impact	Full Acquisition
5PE4884	1234 Taylor Avenue	Residential	Contributing	No Direct Impact	Full Acquisition
5PE4885	1232 Taylor Avenue	Residential	Contributing	No Direct Impact	Full Acquisition
5PE4886	1230 Taylor Avenue	Residential	Contributing	No Direct Impact	Full Acquisition
5PE4887	1226 Taylor Avenue	Residential	Contributing	No Direct Impact	Full Acquisition
5PE4888	1224 Taylor Avenue	Residential	Contributing	No Direct Impact	Full Acquisition
5PE4889	1222 Taylor Avenue	Residential	Contributing	No Direct Impact	Full Acquisition
5PE4890	1220 Taylor Avenue	Residential	Contributing	No Direct Impact	Full Acquisition
5PE4891	1214 Taylor Avenue	Residential	Contributing	No Direct Impact	Full Acquisition
5PE4892	1212 Taylor Avenue	Residential	Contributing	No Direct Impact	Full Acquisition
5PE4893	1208 Taylor Avenue	Residential	Contributing	No Direct Impact	Full Acquisition
5PE4894	1237 Berwind Avenue	Residential	Contributing	No Direct Impact	No Direct Impact
5PE4895	1235 Berwind Avenue	Residential	Contributing	No Direct Impact	No Direct Impact
5PE4896	1233 Berwind Avenue	Residential	Contributing	No Direct Impact	No Direct Impact
5PE4897	1229 Berwind Avenue	Residential	Contributing	No Direct Impact	No Direct Impact
5PE4898	1227 Berwind Avenue	Residential	Contributing	No Direct Impact	No Direct Impact

TABLE B-5

Surveyed Properties in the Steelworks Suburbs Historic District within the Area of Potential Effects  
(properties are presented in order of their OAHF Resource Identification Number)

Resource Identification Number	Address	Property Type	NRHP District Status	Existing I-25 Alternative Impact	Modified I-25 Alternative Impact
5PE4899	1225 Berwind Avenue	Residential	Contributing	No Direct Impact	No Direct Impact
5PE4900	1223 Berwind Avenue	Residential	Contributing	No Direct Impact	No Direct Impact
5PE4901	1221 Berwind Avenue	Residential	Contributing	No Direct Impact	No Direct Impact
5PE4902	1219 Berwind Avenue	Residential	Contributing	No Direct Impact	No Direct Impact
5PE4903	1217 Berwind Avenue	Residential	Contributing	No Direct Impact	No Direct Impact
5PE4904	1215 Berwind Avenue	Residential	Contributing	No Direct Impact	No Direct Impact
5PE4905	1230 Berwind Avenue	Residential	Contributing	No Direct Impact	No Direct Impact
5PE4906	1228 Berwind Avenue	Residential	Contributing	No Direct Impact	No Direct Impact
5PE4907	1226 Berwind Avenue	Residential	Contributing	No Direct Impact	No Direct Impact
5PE4908	1224 Berwind Avenue	Residential	Contributing	No Direct Impact	No Direct Impact
5PE4909	1222 Berwind Avenue	Residential	Contributing	No Direct Impact	No Direct Impact
5PE4910	1220 Berwind Avenue	Residential	Contributing	No Direct Impact	No Direct Impact
5PE4911	1218 Berwind Avenue	Residential	Contributing	No Direct Impact	No Direct Impact
5PE4912	1216 Berwind Avenue	Residential	Contributing	No Direct Impact	No Direct Impact
5PE4913	1214 Berwind Avenue	Residential	Contributing	No Direct Impact	No Direct Impact
5PE4914	1210 Berwind Avenue	Residential	Contributing	No Direct Impact	No Direct Impact
5PE4915	1208 Berwind Avenue	Residential	Contributing	No Direct Impact	No Direct Impact
5PE4916	1206 Berwind Avenue	Residential	Contributing	No Direct Impact	No Direct Impact
5PE4917	1209 Eilers Avenue	Residential	Contributing	No Direct Impact	No Direct Impact
5PE4918	1211 Eilers Avenue	Residential	Contributing	No Direct Impact	No Direct Impact
5PE4919	1213 Eilers Avenue	Residential	Contributing	No Direct Impact	No Direct Impact
5PE4920	1215 Eilers Avenue	Residential	Contributing	No Direct Impact	No Direct Impact
5PE4921	1217 Eilers Avenue	Residential	Contributing	No Direct Impact	No Direct Impact
5PE4922	1219 Eilers Avenue	Residential	Contributing	No Direct Impact	No Direct Impact
5PE4923	1221 Eilers Avenue	Residential	Contributing	No Direct Impact	No Direct Impact
5PE4924	1225 Eilers Avenue	Residential	Contributing	No Direct Impact	No Direct Impact
5PE4925	1227 Eilers Avenue	Residential	Contributing	No Direct Impact	No Direct Impact
5PE4926	1229 Eilers Avenue	Residential	Contributing	No Direct Impact	No Direct Impact
5PE4927	1231 Eilers Avenue	Residential	Contributing	No Direct Impact	No Direct Impact
5PE4928	1233 Eilers Avenue	Residential	Contributing	No Direct Impact	No Direct Impact
5PE4929	1237 Eilers Avenue	Residential	Contributing	No Direct Impact	No Direct Impact
5PE4930	1239 Eilers Avenue	Residential	Contributing	No Direct Impact	No Direct Impact
5PE4931	325 E. Northern Avenue	Commercial	Contributing	No Direct Impact	No Direct Impact
5PE4932	326 E. Mesa Avenue	Commercial	Contributing	No Direct Impact	No Direct Impact
5PE4933	322 E. Mesa Avenue	Commercial	Contributing	No Direct Impact	No Direct Impact
5PE4934	320 E. Mesa Avenue	Commercial	Contributing	No Direct Impact	No Direct Impact
5PE4935	318 E. Mesa Avenue	Residential	Contributing	No Direct Impact	No Direct Impact
5PE4936	314 E. Mesa Avenue	Residential	Contributing	No Direct Impact	No Direct Impact

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Surveyed Properties in the Steelworks Suburbs Historic District within the Area of Potential Effects  
(properties are presented in order of their OAHF Resource Identification Number)

Resource Identification Number	Address	Property Type	NRHP District Status	Existing I-25 Alternative Impact	Modified I-25 Alternative Impact
5PE4937	310 E. Mesa Avenue	Residential	Contributing	No Direct Impact	No Direct Impact
5PE4938	308 E. Mesa Avenue	Residential	Contributing	No Direct Impact	No Direct Impact
5PE4939	304 E. Mesa Avenue	Residential	Contributing	No Direct Impact	No Direct Impact
5PE4940	222 E. Mesa Avenue	Residential	Contributing	No Direct Impact	Full Acquisition
5PE4941	218 E. Mesa Avenue	Residential	Contributing	No Direct Impact	Full Acquisition
5PE4942	212 E. Mesa Avenue	Residential	Non-Contributing	No Direct Impact	Full Acquisition
5PE4943	210 E. Mesa Avenue	Residential	Contributing	No Direct Impact	Full Acquisition
5PE4944	208 E. Mesa Avenue	Residential	Contributing	No Direct Impact	Full Acquisition
5PE4945	206 E. Mesa Avenue	Residential	Contributing	No Direct Impact	Full Acquisition
5PE4946	204 E. Mesa Avenue	Residential	Contributing	No Direct Impact	Full Acquisition
5PE4947	124 E. Mesa Avenue	Residential	Contributing	Full Acquisition	Full Acquisition
5PE4948	120 E. Mesa Avenue	Residential	Contributing	Full Acquisition	Full Acquisition
5PE4949	118 E. Mesa Avenue	Residential	Contributing	Full Acquisition	Full Acquisition
5PE4950	116 E. Mesa Avenue	Residential	Contributing	Full Acquisition	Full Acquisition
5PE4951	112 E. Mesa Avenue	Residential	Contributing	Full Acquisition	Full Acquisition
5PE4952	110 E. Mesa Avenue	Residential	Contributing	Full Acquisition	Full Acquisition
5PE4953	115 E. Northern Avenue	Residential	Contributing	Full Acquisition	Full Acquisition
5PE4954	117 E. Northern Avenue	Commercial	Contributing	Full Acquisition	Full Acquisition
5PE4955	1130 Eilers Avenue	Residential	Contributing	No Direct Impact	No Direct Impact
5PE4956	207 E. Northern Avenue	Commercial	Contributing	No Direct Impact	Full Acquisition
5PE4957	213 E. Northern Avenue	Commercial	Contributing	No Direct Impact	Full Acquisition
5PE4958	215-23 E. Northern Avenue	Commercial	Contributing	No Direct Impact	Full Acquisition
5PE4959	321 E. Northern Avenue	Commercial	Contributing	No Direct Impact	No Direct Impact
5PE4960	1718 E. Abriendo Avenue	Residential	Contributing	No Direct Impact	No Direct Impact
5PE4961	413 E. Northern Avenue	Commercial	Contributing	No Direct Impact	No Direct Impact
5PE4962	405 E. Northern Avenue	Commercial	Contributing	No Direct Impact	No Direct Impact
5PE4963	301 E. Northern Avenue	Commercial	Contributing	No Direct Impact	No Direct Impact
5PE4964	305 E. Northern Avenue	Residential	Contributing	No Direct Impact	No Direct Impact
5PE4965	309 E. Northern Avenue	Residential	Contributing	No Direct Impact	No Direct Impact
5PE4966	311 E. Northern Avenue	Residential	Contributing	No Direct Impact	No Direct Impact
5PE4967	315 E. Northern Avenue	Commercial	Contributing	No Direct Impact	No Direct Impact
5PE4968	321 E. Northern Avenue	Commercial	Contributing	No Direct Impact	No Direct Impact
5PE4970	217 E. Mesa Avenue	Religious	Contributing	No Direct Impact	Partial Acquisition
5PE4971	307 E. Mesa Avenue	Religious	Contributing	No Direct Impact	Partial Acquisition

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Surveyed Properties in the Steelworks Suburbs Historic District within the Area of Potential Effects  
(properties are presented in order of their OAHF Resource Identification Number)

Resource Identification Number	Address	Property Type	NRHP District Status	Existing I-25 Alternative Impact	Modified I-25 Alternative Impact
5PE4972	311 E. Mesa Avenue	Religious	Contributing	No Direct Impact	Partial Acquisition
5PE4973	1145 Eilers Avenue	Residential	Contributing	No Direct Impact	No Direct Impact
5PE4975	1137 Eilers Avenue	Residential	Contributing	No Direct Impact	No Direct Impact
5PE4976	1133 Eilers Avenue	Residential	Contributing	No Direct Impact	No Direct Impact
5PE4977	1129 Eilers Avenue	Residential	Contributing	No Direct Impact	No Direct Impact
5PE4978	1138 Eilers Avenue	Residential	Contributing	No Direct Impact	No Direct Impact
5PE4979	1142 Eilers Avenue	Residential	Contributing	No Direct Impact	No Direct Impact
5PE4980	1146 Eilers Avenue	Residential	Contributing	No Direct Impact	No Direct Impact
5PE4981	1150 Eilers Avenue	Residential	Contributing	No Direct Impact	No Direct Impact
5PE4987	1124 S. Santa Fe Avenue	Residential	Contributing	No Direct Impact	No Direct Impact
5PE4988	1120 S. Santa Fe Avenue	Residential	Contributing	No Direct Impact	No Direct Impact
5PE4989	1116 S. Santa Fe Avenue	Residential	Contributing	No Direct Impact	No Direct Impact
5PE4990	1108 S. Santa Fe Avenue	Residential	Contributing	No Direct Impact	No Direct Impact
5PE4991	1102 S. Santa Fe Avenue	Residential	Contributing	No Direct Impact	No Direct Impact
5PE4992	1106 S. Santa Fe Avenue	Residential	Contributing	No Direct Impact	No Direct Impact
5PE4993	1100 S. Santa Fe Avenue	Residential	Contributing	No Direct Impact	No Direct Impact
5PE4994	503 E. Arroyo Avenue	Residential	Contributing	No Direct Impact	No Direct Impact
5PE4995	509 E. Arroyo Avenue	Residential	Contributing	No Direct Impact	No Direct Impact
5PE4997	517 E. Arroyo Avenue	Residential	Contributing	No Direct Impact	No Direct Impact
5PE4998	601 E. Arroyo Avenue	Residential	Contributing	No Direct Impact	No Direct Impact
5PE4999	605 E. Arroyo Avenue	Residential	Contributing	No Direct Impact	No Direct Impact
5PE5000	611 E. Arroyo Avenue	Residential	Contributing	No Direct Impact	No Direct Impact
5PE5001	613 E. Arroyo Avenue	Residential	Contributing	No Direct Impact	No Direct Impact
5PE5002	615 E. Arroyo Avenue	Residential	Contributing	No Direct Impact	No Direct Impact
5PE5003	705 E. Arroyo Avenue	Residential	Contributing	No Direct Impact	No Direct Impact
5PE5004	711 E. Arroyo Avenue	Residential	Contributing	No Direct Impact	No Direct Impact
5PE5005	713 E. Arroyo Avenue	Residential	Contributing	No Direct Impact	No Direct Impact
5PE5006	719 E. Arroyo Avenue	Residential	Contributing	No Direct Impact	No Direct Impact
5PE5026	801 E. Arroyo Avenue	Residential	Contributing	No Direct Impact	No Direct Impact
5PE5027	1052 S. Santa Fe Avenue	Residential	Contributing	No Direct Impact	No Direct Impact
5PE5028	1048 S. Santa Fe Avenue	Residential	Contributing	No Direct Impact	No Direct Impact

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Surveyed Properties in the Steelworks Suburbs Historic District within the Area of Potential Effects  
(properties are presented in order of their OAHF Resource Identification Number)

Resource Identification Number	Address	Property Type	NRHP District Status	Existing I-25 Alternative Impact	Modified I-25 Alternative Impact
5PE5029	1044 S. Santa Fe Avenue	Residential	Contributing	No Direct Impact	No Direct Impact
5PE5030	1040 S. Santa Fe Avenue	Residential	Contributing	No Direct Impact	No Direct Impact
5PE5031	1036 S. Santa Fe Avenue	Residential	Contributing	No Direct Impact	No Direct Impact
5PE5032	1030 S. Santa Fe Avenue	Residential	Contributing	No Direct Impact	No Direct Impact
5PE5033	1026 S. Santa Fe Avenue	Residential	Contributing	No Direct Impact	No Direct Impact
5PE5034	1022 S. Santa Fe Avenue	Residential	Contributing	No Direct Impact	No Direct Impact
5PE5035	1018 S. Santa Fe Avenue	Residential	Contributing	No Direct Impact	No Direct Impact
5PE5036	1012 S. Santa Fe Avenue	Residential	Contributing	No Direct Impact	No Direct Impact
5PE5037	1008 S. Santa Fe Avenue	Residential	Contributing	No Direct Impact	No Direct Impact
5PE5038	1004 S. Santa Fe Avenue	Residential	Contributing	No Direct Impact	No Direct Impact
5PE5039	1000 S. Santa Fe Avenue	Residential	Contributing	No Direct Impact	No Direct Impact
5PE5040	1040 1/2 S. Santa Fe Avenue	Residential	Contributing	No Direct Impact	No Direct Impact
5PE5089	704 Elm Street	Residential	Contributing	No Direct Impact	No Direct Impact
5PE5091	708 E. Abriendo Avenue	Residential	Contributing	No Direct Impact	No Direct Impact
5PE5109	322 W. Northern Avenue	Commercial	Contributing	Full Acquisition	No Direct Impact
5PE5110	320 W. Northern Avenue	Commercial	Contributing	Full Acquisition	No Direct Impact
5PE5111	318 W. Northern Avenue	Commercial	Contributing	Full Acquisition	No Direct Impact
5PE5112	316 W. Northern Avenue	Commercial	Contributing	Full Acquisition	No Direct Impact
5PE5113	314 W. Northern Avenue	Commercial	Contributing	Full Acquisition	No Direct Impact
5PE5114	312 W. Northern Avenue	Commercial	Contributing	Full Acquisition	No Direct Impact
5PE5115	310 W. Northern Avenue	Commercial	Contributing	Full Acquisition	Full Acquisition
5PE5116	208 W. Northern Avenue	Commercial	Contributing	Full Acquisition	Full Acquisition
5PE5117	1316 E. Abriendo Avenue	Commercial	Contributing	No Direct Impact	No Direct Impact
5PE5118	1330 E. Abriendo Avenue	Residential	Contributing	No Direct Impact	No Direct Impact
5PE5119	1332 E. Abriendo Avenue	Residential	Contributing	No Direct Impact	No Direct Impact
5PE5120	1406 E. Abriendo Avenue	Residential	Contributing	No Direct Impact	No Direct Impact

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Surveyed Properties in the Steelworks Suburbs Historic District within the Area of Potential Effects  
(properties are presented in order of their OAHF Resource Identification Number)

Resource Identification Number	Address	Property Type	NRHP District Status	Existing I-25 Alternative Impact	Modified I-25 Alternative Impact
5PE5121	1414 E. Abriendo Avenue	Commercial	Contributing	No Direct Impact	No Direct Impact
5PE5122	1332 E. Abriendo Avenue	Residential	Contributing	No Direct Impact	No Direct Impact
5PE5123	1723 Schley Street	Residential	Contributing	No Direct Impact	No Direct Impact
5PE5124	1721 Schley Street	Residential	Contributing	No Direct Impact	No Direct Impact
5PE5125	1717B Schley Street	Residential	Contributing	No Direct Impact	No Direct Impact
5PE5126	1717A Schley Street	Residential	Contributing	No Direct Impact	No Direct Impact
5PE5127	1713 Schley Street	Residential	Contributing	No Direct Impact	No Direct Impact
5PE5128	1709 Schley Street	Commercial	Contributing	No Direct Impact	No Direct Impact
5PE5129	1705 Schley Street	Commercial	Contributing	No Direct Impact	No Direct Impact
5PE5130	1708 E. Abriendo Avenue	Residential	Contributing	No Direct Impact	No Direct Impact
5PE5131	1718 E. Abriendo Avenue	Residential	Contributing	No Direct Impact	No Direct Impact
5PE5132	1720 E. Abriendo Avenue	Residential	Contributing	No Direct Impact	No Direct Impact
5PE5133	1724 E. Abriendo Avenue	Residential	Contributing	No Direct Impact	No Direct Impact
5PE5134	1728 E. Abriendo Avenue	Residential	Contributing	No Direct Impact	No Direct Impact
5PE5135	1730 E. Abriendo Avenue	Residential	Contributing	No Direct Impact	No Direct Impact
5PE5136	202 Logan Avenue	Residential	Contributing	No Direct Impact	No Direct Impact
5PE5137	204 Logan Avenue	Residential	Contributing	No Direct Impact	No Direct Impact
5PE5138	CF&I plant	Industrial	Contributing	Partial Acquisition	Partial Acquisition
5PE5139	Colorado & Wyoming Railroad	Railroad	Contributing	Relocation of a Segment of the Linear Resource	Relocation of a Segment of the Linear Resource
5PE5140	1725 Schley Street	Residential	Contributing	No Direct Impact	No Direct Impact
5PE5141	1802 E. Abriendo Avenue	Residential	Contributing	No Direct Impact	No Direct Impact
5PE5142	1804 E. Abriendo Avenue	Residential	Contributing	No Direct Impact	No Direct Impact
5PE5143	1808 E. Abriendo Avenue	Residential	Contributing	No Direct Impact	No Direct Impact
5PE5144	1810 E. Abriendo Avenue	Residential	Contributing	No Direct Impact	No Direct Impact
5PE5145	1812 E. Abriendo Avenue	Residential	Contributing	No Direct Impact	No Direct Impact
5PE5146	1816 E. Abriendo Avenue	Residential	Contributing	No Direct Impact	No Direct Impact

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Surveyed Properties in the Steelworks Suburbs Historic District within the Area of Potential Effects  
(properties are presented in order of their OAHF Resource Identification Number)

Resource Identification Number	Address	Property Type	NRHP District Status	Existing I-25 Alternative Impact	Modified I-25 Alternative Impact
5PE5147	1818 E. Abriendo Avenue	Residential	Contributing	No Direct Impact	No Direct Impact
5PE5148	1822 E. Abriendo Avenue	Residential	Contributing	No Direct Impact	No Direct Impact
5PE5149	1824 E. Abriendo Avenue	Residential	Contributing	No Direct Impact	No Direct Impact
5PE5150	1826 E. Abriendo Avenue	Residential	Contributing	No Direct Impact	No Direct Impact
5PE5151	1828 E. Abriendo Avenue	Residential	Contributing	No Direct Impact	No Direct Impact
5PE5152	1809 Schley Street	Residential	Contributing	No Direct Impact	No Direct Impact
5PE5153	1805 Schley Street	Residential	Contributing	No Direct Impact	No Direct Impact
5PE5154	1900 E. Abriendo Avenue	Residential	Contributing	No Direct Impact	No Direct Impact
5PE5155	1904 E. Abriendo Avenue	Residential	Contributing	No Direct Impact	No Direct Impact
5PE5156	1906 E. Abriendo Avenue	Residential	Contributing	No Direct Impact	No Direct Impact
5PE5157	1925 E. Abriendo Avenue	Residential	Contributing	No Direct Impact	No Direct Impact
5PE5158	1921 E. Abriendo Avenue	Residential	Contributing	No Direct Impact	No Direct Impact
5PE5159	1917 E. Abriendo Avenue	Residential	Contributing	No Direct Impact	No Direct Impact
5PE5160	1913 E. Abriendo Avenue	Residential	Contributing	No Direct Impact	No Direct Impact
5PE5161	1909 E. Abriendo Avenue	Residential	Contributing	No Direct Impact	No Direct Impact
5PE5162	1907 E. Abriendo Avenue	Residential	Contributing	No Direct Impact	No Direct Impact
5PE5163	1905 E. Abriendo Avenue	Residential	Contributing	No Direct Impact	No Direct Impact
5PE5164	1903 E. Abriendo Avenue	Residential	Contributing	No Direct Impact	No Direct Impact
5PE5165	1902 E. Evans Avenue	Residential	Contributing	No Direct Impact	No Direct Impact
5PE5166	1906 E. Evans Avenue	Residential	Contributing	No Direct Impact	No Direct Impact
5PE5167	1912 E. Evans Avenue	Residential	Contributing	No Direct Impact	No Direct Impact
5PE5168	1918 E. Evans Avenue	Residential	Contributing	No Direct Impact	No Direct Impact
5PE5169	1920 E. Evans Avenue	Residential	Contributing	No Direct Impact	No Direct Impact
5PE5170	1924 E. Evans Avenue	Residential	Contributing	No Direct Impact	No Direct Impact
5PE5171	1926 E. Evans Avenue	Residential	Contributing	No Direct Impact	No Direct Impact
5PE5172	1928 E. Evans Avenue	Residential	Contributing	No Direct Impact	No Direct Impact
5PE5173	1929 E. Evans Avenue	Residential	Contributing	No Direct Impact	No Direct Impact

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Surveyed Properties in the Steelworks Suburbs Historic District within the Area of Potential Effects  
(properties are presented in order of their OAHF Resource Identification Number)

Resource Identification Number	Address	Property Type	NRHP District Status	Existing I-25 Alternative Impact	Modified I-25 Alternative Impact
5PE5174	1927 E. Evans Avenue	Residential	Contributing	No Direct Impact	No Direct Impact
5PE5175	1921 E. Evans Avenue	Residential	Contributing	No Direct Impact	No Direct Impact
5PE5176	1917 E. Evans Avenue	Residential	Contributing	No Direct Impact	No Direct Impact
5PE5177	1911 E. Evans Avenue	Residential	Contributing	No Direct Impact	No Direct Impact
5PE5178	1907 E. Evans Avenue	Residential	Contributing	No Direct Impact	No Direct Impact
5PE5179	1905 E. Evans Avenue	Residential	Contributing	No Direct Impact	No Direct Impact
5PE5180	1901 E. Evans Avenue	Residential	Contributing	No Direct Impact	No Direct Impact
5PE5181	1902 E. Routt Avenue	Residential	Contributing	No Direct Impact	No Direct Impact
5PE5182	1904 E. Routt Avenue	Residential	Contributing	No Direct Impact	No Direct Impact
5PE5183	1906 E. Routt Avenue	Residential	Contributing	No Direct Impact	No Direct Impact
5PE5184	1912 E. Routt Avenue	Residential	Contributing	No Direct Impact	No Direct Impact
5PE5185	1918 E. Routt Avenue	Residential	Contributing	No Direct Impact	No Direct Impact
5PE5186	1920 E. Routt Avenue	Residential	Contributing	No Direct Impact	No Direct Impact
5PE5187	1926 E. Routt Avenue	Residential	Contributing	No Direct Impact	No Direct Impact
5PE5188	2002 E. Routt Avenue	Residential	Contributing	No Direct Impact	No Direct Impact
5PE5189	2006 E. Routt Avenue	Residential	Contributing	No Direct Impact	No Direct Impact
5PE5190	2010 E. Routt Avenue	Residential	Contributing	No Direct Impact	No Direct Impact
5PE5191	2016 E. Routt Avenue	Residential	Contributing	No Direct Impact	No Direct Impact
5PE5192	2020 E. Routt Avenue	Residential	Contributing	No Direct Impact	No Direct Impact
5PE5193	2026 E. Routt Avenue	Residential	Contributing	No Direct Impact	No Direct Impact
5PE5194	2028 E. Routt Avenue	Residential	Contributing	No Direct Impact	No Direct Impact
5PE5195	2036 E. Routt Avenue	Residential	Contributing	No Direct Impact	No Direct Impact
5PE5196	2040 E. Routt Avenue	Residential	Contributing	No Direct Impact	No Direct Impact
5PE5197	2032 E. Routt Avenue	Residential	Contributing	No Direct Impact	No Direct Impact
5PE5198	2042 E. Routt Avenue	Residential	Contributing	No Direct Impact	No Direct Impact
5PE5199	2041 E Evans. Avenue	Residential	Contributing	No Direct Impact	No Direct Impact
5PE5200	2037 E. Evans Avenue	Residential	Contributing	No Direct Impact	No Direct Impact
5PE5201	2033 E. Evans Avenue	Residential	Contributing	No Direct Impact	No Direct Impact
5PE5202	2029 E. Evans Avenue	Residential	Contributing	No Direct Impact	No Direct Impact
5PE5203	2027 E. Evans Avenue	Residential	Contributing	No Direct Impact	No Direct Impact
5PE5204	2023 E. Evans Avenue	Residential	Contributing	No Direct Impact	No Direct Impact
5PE5205	2021 E. Evans Avenue	Residential	Contributing	No Direct Impact	No Direct Impact
5PE5206	2017 E. Evans Avenue	Residential	Contributing	No Direct Impact	No Direct Impact
5PE5207	2015 E. Evans Avenue	Residential	Contributing	No Direct Impact	No Direct Impact
5PE5208	2011 E. Evans Avenue	Residential	Contributing	No Direct Impact	No Direct Impact
5PE5209	2001 E. Evans Avenue	Commercial	Contributing	No Direct Impact	No Direct Impact
5PE5210	2018 E. Routt Avenue	Residential	Contributing	No Direct Impact	No Direct Impact
5PE5211	2100 E. Routt Avenue	Commercial	Contributing	Full Acquisition	No Direct Impact

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Surveyed Properties in the Steelworks Suburbs Historic District within the Area of Potential Effects  
(properties are presented in order of their OAHF Resource Identification Number)

Resource Identification Number	Address	Property Type	NRHP District Status	Existing I-25 Alternative Impact	Modified I-25 Alternative Impact
5PE5212	2110 E. Routt Avenue	Residential	Contributing	No Direct Impact	No Direct Impact
5PE5213	2114 E. Routt Avenue	Residential	Contributing	No Direct Impact	No Direct Impact
5PE5214	2120 E. Routt Avenue	Residential	Contributing	No Direct Impact	No Direct Impact
5PE5215	2128 E. Routt Avenue	Residential	Contributing	No Direct Impact	No Direct Impact
5PE5216	2132 E. Routt Avenue	Residential	Contributing	No Direct Impact	No Direct Impact
5PE5217	2136 E. Routt Avenue	Residential	Contributing	No Direct Impact	No Direct Impact
5PE5218	2140 E. Routt Avenue	Residential	Contributing	No Direct Impact	No Direct Impact
5PE5219	411 Aqua Avenue	Residential	Contributing	No Direct Impact	No Direct Impact
5PE5220	2131 E. Evans Avenue	Commercial	Contributing	No Direct Impact	No Direct Impact
5PE5221	2121 E. Evans Avenue	Residential	Contributing	No Direct Impact	No Direct Impact
5PE5222	2119 E. Evans Avenue	Residential	Contributing	No Direct Impact	No Direct Impact
5PE5223	2117 E. Evans Avenue	Institutional	Contributing	No Direct Impact	No Direct Impact
5PE5224	2113 E. Evans Avenue	Commercial	Contributing	No Direct Impact	No Direct Impact
5PE5225	2111 E. Evans Avenue	Commercial	Contributing	No Direct Impact	No Direct Impact
5PE5226	2109 E. Evans Avenue	Commercial	Contributing	No Direct Impact	No Direct Impact
5PE5227	2101 E. Evans Avenue	Commercial	Contributing	Full Acquisition	No Direct Impact
5PE5228	402 Indiana Avenue	Commercial	Contributing	Full Acquisition	No Direct Impact
5PE5229	410 Indiana Avenue	Commercial	Contributing	Full Acquisition	No Direct Impact
5PE5230	2114 1/2 E. Routt Avenue	Residential	Contributing	No Direct Impact	No Direct Impact
5PE5231	2432 E. Evans Avenue	Residential	Contributing	No Direct Impact	No Direct Impact
5PE5232	2012 E. Evans Avenue	Residential	Contributing	No Direct Impact	No Direct Impact
5PE5233	2014 E. Evans Avenue	Residential	Contributing	No Direct Impact	No Direct Impact
5PE5234	2018 E. Evans Avenue	Residential	Contributing	No Direct Impact	No Direct Impact
5PE5235	2022 E. Evans Avenue	Residential	Contributing	No Direct Impact	No Direct Impact
5PE5236	2024 E. Evans Avenue	Residential	Contributing	No Direct Impact	No Direct Impact
5PE5237	2028 E. Evans Avenue	Residential	Contributing	No Direct Impact	No Direct Impact
5PE5238	2032 E. Evans Avenue	Residential	Contributing	No Direct Impact	No Direct Impact
5PE5239	2036 E. Evans Avenue	Residential	Contributing	No Direct Impact	No Direct Impact
5PE5241	2100 E. Evans Avenue	Residential	Contributing	Full Acquisition	No Direct Impact
5PE5242	1240 Eilers Avenue	Residential	Contributing	No Direct Impact	No Direct Impact
5PE5243	2114 E. Evans Avenue	Residential	Contributing	No Direct Impact	No Direct Impact
5PE5244	2118 E. Evans Avenue	Residential	Contributing	No Direct Impact	No Direct Impact
5PE5245	2120 E. Evans Avenue	Residential	Contributing	No Direct Impact	No Direct Impact
5PE5246	2124 E. Evans Avenue	Residential	Contributing	No Direct Impact	No Direct Impact
5PE5247	2206 E. Evans Avenue	Residential	Contributing	No Direct Impact	No Direct Impact
5PE5248	2210 E. Evans Avenue	Residential	Contributing	No Direct Impact	No Direct Impact
5PE5249	2214 E. Evans Avenue	Residential	Contributing	No Direct Impact	No Direct Impact

TABLE B-5

Surveyed Properties in the Steelworks Suburbs Historic District within the Area of Potential Effects  
*(properties are presented in order of their OAHF Resource Identification Number)*

<b>Resource Identification Number</b>	<b>Address</b>	<b>Property Type</b>	<b>NRHP District Status</b>	<b>Existing I-25 Alternative Impact</b>	<b>Modified I-25 Alternative Impact</b>
5PE5250	2216 E. Evans Avenue	Residential	Contributing	No Direct Impact	No Direct Impact
5PE5251	2220 E. Evans Avenue	Residential	Contributing	No Direct Impact	No Direct Impact
5PE5252	2222 E. Evans Avenue	Residential	Contributing	No Direct Impact	No Direct Impact
5PE5253	2226 E. Evans Avenue	Residential	Contributing	No Direct Impact	Partial Acquisition
5PE5254	2300 E. Evans Avenue	Residential	Contributing	Partial Acquisition	Partial Acquisition
5PE5255	2308 E. Evans Avenue	Residential	Contributing	No Direct Impact	Partial Acquisition
5PE5256	2310 E. Evans Avenue	Residential	Contributing	No Direct Impact	No Direct Impact
5PE5257	2314 E. Evans Avenue	Residential	Contributing	No Direct Impact	No Direct Impact
5PE5258	2316 E. Evans Avenue	Residential	Contributing	No Direct Impact	No Direct Impact
5PE5259	2324 E. Evans Avenue	Residential	Contributing	No Direct Impact	No Direct Impact
5PE5260	2328 E. Evans Avenue	Residential	Contributing	No Direct Impact	Partial Acquisition
5PE5261	2330 E. Evans Avenue	Residential	Contributing	Partial Acquisition	Partial Acquisition
5PE5262	2406 E. Evans Avenue	Residential	Contributing	Partial Acquisition	Partial Acquisition
5PE5263	2410 E. Evans Avenue	Residential	Contributing	No Direct Impact	No Direct Impact
5PE5264	2414 E. Evans Avenue	Residential	Contributing	No Direct Impact	No Direct Impact
5PE5265	2416 E. Evans Avenue	Residential	Contributing	No Direct Impact	No Direct Impact
5PE5266	2420 E. Evans Avenue	Residential	Contributing	No Direct Impact	No Direct Impact
5PE5267	2424 E. Evans Avenue	Residential	Contributing	No Direct Impact	No Direct Impact
5PE5268	2428 E. Evans Avenue	Residential	Contributing	No Direct Impact	No Direct Impact
5PE5269	2430 E. Evans Avenue	Residential	Contributing	No Direct Impact	No Direct Impact
5PE5270	2510 E. Evans Avenue	Residential	Contributing	No Direct Impact	No Direct Impact
5PE5271	2516 E. Evans Avenue	Residential	Contributing	No Direct Impact	No Direct Impact
5PE5272	2520 E. Evans Avenue	Residential	Contributing	No Direct Impact	No Direct Impact
5PE5273	2526 E. Evans Avenue	Residential	Contributing	No Direct Impact	No Direct Impact
5PE5274	2530 E. Evans Avenue	Residential	Contributing	No Direct Impact	No Direct Impact
5PE5275	2603 E. Evans Avenue	Residential	Contributing	No Direct Impact	No Direct Impact
5PE5276	2605 E. Evans Avenue	Residential	Contributing	No Direct Impact	No Direct Impact
5PE5277	2609 E. Evans Avenue	Residential	Contributing	No Direct Impact	No Direct Impact
5PE5278	2615 E. Evans Avenue	Residential	Contributing	No Direct Impact	No Direct Impact
5PE5279	2617 E. Evans Avenue	Residential	Contributing	No Direct Impact	No Direct Impact
5PE5280	2629 E. Evans Avenue	Residential	Contributing	No Direct Impact	No Direct Impact
5PE5281	2704 E. Routt Avenue	Residential	Contributing	No Direct Impact	No Direct Impact
5PE5282	2710 E. Routt Avenue	Residential	Contributing	No Direct Impact	No Direct Impact
5PE5283	2712 E. Routt Avenue	Residential	Contributing	No Direct Impact	No Direct Impact

TABLE B-5

Surveyed Properties in the Steelworks Suburbs Historic District within the Area of Potential Effects  
(properties are presented in order of their OAHF Resource Identification Number)

Resource Identification Number	Address	Property Type	NRHP District Status	Existing I-25 Alternative Impact	Modified I-25 Alternative Impact
5PE5284	2714 E. Routt Avenue	Residential	Contributing	No Direct Impact	No Direct Impact
5PE5285	2720 E. Evans Avenue	Residential	Contributing	No Direct Impact	No Direct Impact
5PE5286	2724 E. Evans Avenue	Residential	Contributing	No Direct Impact	No Direct Impact
5PE5296	225 Canal Street	Commercial	Contributing	No Direct Impact	No Direct Impact
5PE5297	225 Canal Street	Commercial	Contributing	No Direct Impact	No Direct Impact
5PE5303	1500 E. Abriendo Avenue	Commercial	Contributing	No Direct Impact	No Direct Impact
5PE6919	831 Currie Avenue	Residential	Non-Contributing	Full Acquisition	No Direct Impact
5PE6920	827 Currie Avenue	Residential	Non-Contributing	Full Acquisition	No Direct Impact
5PE6921	825 Currie Avenue	Residential	Non-Contributing	Full Acquisition	No Direct Impact
5PE6922	823 Currie Avenue	Residential	Non-Contributing	Full Acquisition	No Direct Impact
5PE6923	821 Currie Avenue	Residential	Non-Contributing	Full Acquisition	No Direct Impact
5PE6924	819 Currie Avenue	Residential	Non-Contributing	Full Acquisition	No Direct Impact
5PE6925	817 Currie Avenue	Residential	Contributing	Full Acquisition	No Direct Impact

*Notes:*

- Not all properties within the district boundaries and within the project APE were surveyed.
- For the purposes of Section 106, the properties within the APE that were not surveyed are being treated as contributing elements to the historic district.
- Not all properties were evaluated for project effects individually.

TABLE B-6

Effects Recommendations for Indirectly Impacted Historic Properties  
*(properties are presented in order of their OAHF Resource Identification Number)*

<b>Resource Identification Number</b>	<b>Address</b>	<b>Impact</b>	<b>Effect Recommendation</b>
5PE564	711 N. Albany Avenue	Indirect	Adverse Effect
5PE571	2723 Grand Avenue	Indirect	No Adverse Effect
5PE584	426 N. Santa Fe Avenue	Indirect	No Adverse Effect
5PE4179	1612 E. Abriendo Avenue	Indirect	No Adverse Effect
5PE4436	814 N. Santa Fe Avenue	Indirect	No Adverse Effect
5PE4438	331 Beech Street	Indirect	No Adverse Effect
5PE4439	325 Beech Street	Indirect	No Adverse Effect
5PE4440	323 Beech Street	Indirect	No Adverse Effect
5PE4441	321 Beech Street	Indirect	No Adverse Effect
5PE4449	405 W. 28th Street	Indirect	No Adverse Effect
5PE4450	2629 Court Street	Indirect	No Adverse Effect
5PE4451	411 W. 28th Street	Indirect	No Adverse Effect
5PE4453	411 W. 28th Street	Indirect	No Adverse Effect
5PE4454	2627 Court Street	Indirect	No Adverse Effect
5PE4455	2611 Court Street	Indirect	No Adverse Effect
5PE4456	2621 Court Street	Indirect	No Adverse Effect
5PE4457	2607 Court Street	Indirect	No Adverse Effect
5PE4458	2617 Court Street	Indirect	No Adverse Effect
5PE4459	2534 Court Street	Indirect	No Adverse Effect
5PE4460	2605 Court Street	Indirect	No Adverse Effect
5PE4461	2512 Court Street	Indirect	No Adverse Effect
5PE4462	2603 Court Street	Indirect	No Adverse Effect
5PE4463	2510 Court Street	Indirect	No Adverse Effect
5PE4464	2528 Court Street	Indirect	No Adverse Effect
5PE4466	2526 Court Street	Indirect	No Adverse Effect
5PE4467	2419 N. Main Street	Indirect	No Adverse Effect
5PE4468	2514 Court Street	Indirect	No Adverse Effect
5PE4469	2415-17 N. Main Street	Indirect	No Adverse Effect
5PE4471	2330 N. Main Street	Indirect	No Adverse Effect
5PE4472	2427 N. Main Street	Indirect	No Adverse Effect
5PE4473	2324-26 N. Main Street	Indirect	No Adverse Effect
5PE4474	2405 N. Main Street	Indirect	No Adverse Effect
5PE4475	2314 N. Main Street	Indirect	No Adverse Effect
5PE4476	2401 N. Main Street	Indirect	No Adverse Effect
5PE4477	2310 N. Main Street	Indirect	No Adverse Effect
5PE4478	2322 N. Main Street	Indirect	No Adverse Effect
5PE4479	2306 N. Main Street	Indirect	No Adverse Effect

TABLE B-6

Effects Recommendations for Indirectly Impacted Historic Properties  
*(properties are presented in order of their OAHF Resource Identification Number)*

<b>Resource Identification Number</b>	<b>Address</b>	<b>Impact</b>	<b>Effect Recommendation</b>
5PE4480	2318 N. Main Street	Indirect	No Adverse Effect
5PE4481	101 W. 21st Street	Indirect	No Adverse Effect
5PE4482	2302 N. Main Street	Indirect	No Adverse Effect
5PE4485	2026 N. Santa Fe Avenue	Indirect	No Adverse Effect
5PE4486	2006 N. Santa Fe Avenue	Indirect	No Adverse Effect
5PE4487	2020 N. Santa Fe Avenue	Indirect	No Adverse Effect
5PE4488	2002 N. Santa Fe Avenue	Indirect	No Adverse Effect
5PE4489	2015 N. Albany Avenue	Indirect	No Adverse Effect
5PE4491	2017 N. Albany Avenue	Indirect	No Adverse Effect
5PE4493	2011 N. Albany Avenue	Indirect	No Adverse Effect
5PE4495	115 W. 20th Street	Indirect	No Adverse Effect
5PE4500	106 W. 15th Street	Indirect	No Adverse Effect
5PE4502	1210 N. Santa Fe Avenue	Indirect	No Adverse Effect
5PE4503	1128 N. Santa Fe Avenue	Indirect	No Adverse Effect
5PE4505	1012 N. Santa Fe Avenue	Indirect	No Adverse Effect
5PE4506	1028 N. Santa Fe Avenue	Indirect	No Adverse Effect
5PE4507	1102 N. Santa Fe Avenue	Indirect	No Adverse Effect
5PE4509	620 N. Santa Fe Avenue	Indirect	No Adverse Effect
5PE4510	902 N. Santa Fe Avenue	Indirect	No Adverse Effect
5PE4512	524 N. Santa Fe Avenue	Indirect	No Adverse Effect
5PE4513	418 N. Santa Fe Avenue	Indirect	No Adverse Effect
5PE4514	416 N. Santa Fe Avenue	Indirect	No Adverse Effect
5PE4515	410 N. Santa Fe Avenue	Indirect	No Adverse Effect
5PE4516	412 N. Santa Fe Avenue	Indirect	No Adverse Effect
5PE4518	408 N. Santa Fe Avenue	Indirect	No Adverse Effect
5PE4520	402 N. Santa Fe Avenue	Indirect	No Adverse Effect
5PE4521	117 Hector Garcia Place	Indirect	No Adverse Effect
5PE4522	415 & 421 N. Albany Avenue	Indirect	Adverse Effect
5PE4526	115 E. 5th Street	Indirect	No Adverse Effect
5PE4531	315-17 E. 4th Street	Indirect	No Adverse Effect
5PE4532	125 E. 7th Street	Indirect	No Adverse Effect
5PE4533	319-21 E. 4th Street	Indirect	No Adverse Effect
5PE4534	929 N. Albany Avenue	Indirect	No Adverse Effect
5PE4535	331 E. 4th Street	Indirect	No Adverse Effect
5PE4544	320 E. 4th Street	Indirect	No Adverse Effect
5PE4546	304 N. Bradford Avenue	Indirect	No Adverse Effect
5PE4566	311 E. 3rd Street	Indirect	No Adverse Effect
5PE4586	314 E. River Street	Indirect	No Adverse Effect

TABLE B-6

Effects Recommendations for Indirectly Impacted Historic Properties  
*(properties are presented in order of their OAHF Resource Identification Number)*

<b>Resource Identification Number</b>	<b>Address</b>	<b>Impact</b>	<b>Effect Recommendation</b>
5PE4587	305 E. River Street	Indirect	No Adverse Effect
5PE4588	312 E. River Street	Indirect	No Adverse Effect
5PE4589	303 E. River Street	Indirect	No Adverse Effect
5PE4590	301 E. River Street	Indirect	No Adverse Effect
5PE4591	217 S. Bradford Avenue	Indirect	No Adverse Effect
5PE4592	218 S. Bradford Avenue	Indirect	No Adverse Effect
5PE4593	219 S. Bradford Avenue	Indirect	No Adverse Effect
5PE4594	220 S. Bradford Avenue	Indirect	No Adverse Effect
5PE4595	221 S. Bradford Avenue	Indirect	No Adverse Effect
5PE4596	222 S. Bradford Avenue	Indirect	No Adverse Effect
5PE4597	302 S. Bradford Avenue	Indirect	No Adverse Effect
5PE4598	224 S. Bradford Avenue	Indirect	No Adverse Effect
5PE4599	315 S. Bradford Avenue	Indirect	No Adverse Effect
5PE4601	319 Beech Street	Indirect	No Adverse Effect
5PE4602	216 E. Ash Street	Indirect	No Adverse Effect
5PE4608	118 Spring Street	Indirect	No Adverse Effect
5PE4610	701 E. D. Street	Indirect	No Adverse Effect
5PE4695	329 S. Santa Fe Avenue	Indirect	No Adverse Effect
5PE5054	2701 N. Grand Avenue	Indirect	No Adverse Effect
5PE5057	403 W. 27th Street	Indirect	No Adverse Effect
5PE5059	2224 N. Main Street	Indirect	No Adverse Effect
5PE5098	400 Santa Fe Drive	Indirect	No Adverse Effect
5PE5099	412 Santa Fe Drive	Indirect	No Adverse Effect
5PE5104	956 Haven Place	Indirect	No Adverse Effect
5PE5105	952 Haven Place	Indirect	No Adverse Effect
5PE5106	950 Haven Place	Indirect	No Adverse Effect
5PE5287	2621 N. Santa Fe Avenue	Indirect	No Adverse Effect
5PE5288	2617 N. Santa Fe Avenue	Indirect	No Adverse Effect
5PE5289	2615 N. Santa Fe Avenue	Indirect	No Adverse Effect

TABLE B-7

Historic Properties Not Impacted by the Proposed Project and Recommended No Historic Properties Affected  
(properties are presented in order of their OAH Resource Identification Number)

Resource Identification Number	Property Address	Distance to Proposed I-25 (feet)	Effect Determination
5PE4437	501 W. 29th Street	514	No Historic Properties Affected
5PE4443	2826 N. Greenwood Street	414	No Historic Properties Affected
5PE4444	2808 N. Greenwood Street	491	No Historic Properties Affected
5PE4445	2824 N. Greenwood Street	452	No Historic Properties Affected
5PE4446	2814 N. Greenwood Street	477	No Historic Properties Affected
5PE4447	2820 N. Greenwood Street	467	No Historic Properties Affected
5PE4448	2816 N. Greenwood Street	473	No Historic Properties Affected
5PE4452	219 E. Ash Street	510	No Historic Properties Affected
5PE4527	214 S. Chester Avenue	508	No Historic Properties Affected
5PE4539	403 E. 4th Street	594	No Historic Properties Affected
5PE4540	403 E. 4th Street	594	No Historic Properties Affected
5PE4542	504 N. Chester Avenue	594	No Historic Properties Affected
5PE4581	329 E. River Street	510	No Historic Properties Affected
5PE4582	317 E. River Street	502	No Historic Properties Affected
5PE4583	313 E. River Street	479	No Historic Properties Affected
5PE4584	316 E. River Street	455	No Historic Properties Affected
5PE4585	311 E. River Street	439	No Historic Properties Affected
5PE4605	218 S. Chester Avenue	465	No Historic Properties Affected
5PE4629	421 Clark Street	904	No Historic Properties Affected
5PE4974	204 N. Chester Avenue	621	No Historic Properties Affected
5PE4983	1119 S. Santa Fe Avenue	1,266	No Historic Properties Affected
5PE4984	409 E. 2nd Street	704	No Historic Properties Affected
5PE4986	124 N. Chester Avenue	603	No Historic Properties Affected
5PE4996	414 Kelly Avenue	808	No Historic Properties Affected
5PE5007	612 Topeka Avenue	1,597	No Historic Properties Affected
5PE5008	700 Topeka Avenue	1,660	No Historic Properties Affected
5PE5011	710 Topeka Avenue	1,787	No Historic Properties Affected
5PE5012	400 E. 4th Street	576	No Historic Properties Affected
5PE5013	224 N. Chester Avenue	610	No Historic Properties Affected
5PE5015	719 Topeka Avenue	1,832	No Historic Properties Affected
5PE5016	706 Hill Place	1,607	No Historic Properties Affected
5PE5018	712 Hill Place	1,712	No Historic Properties Affected
5PE5022	920 Egan Avenue	1,909	No Historic Properties Affected
5PE5043	422 Kelly Avenue	768	No Historic Properties Affected
5PE5044	410 Kelly Avenue	819	No Historic Properties Affected
5PE5045	412 Kelly Avenue	820	No Historic Properties Affected
5PE5052	410 W. 28th Street	396	No Historic Properties Affected

TABLE B-7

Historic Properties Not Impacted by the Proposed Project and Recommended No Historic Properties Affected  
*(properties are presented in order of their OAHF Resource Identification Number)*

<b>Resource Identification Number</b>	<b>Property Address</b>	<b>Distance to Proposed I-25 (feet)</b>	<b>Effect Determination</b>
5PE5056	409 W. 27th Street	614	No Historic Properties Affected
5PE5062	413 E. Ash Street	709	No Historic Properties Affected
5PE5064	404 E. Ash Street	603	No Historic Properties Affected
5PE5067	421 Beech Street	861	No Historic Properties Affected
5PE5068	423 Beech Street	895	No Historic Properties Affected
5PE5069	425 Beech Street	918	No Historic Properties Affected
5PE5070	427 Beech Street	944	No Historic Properties Affected
5PE5071	429 Beech Street	975	No Historic Properties Affected
5PE5072	432 Beech Street	1,027	No Historic Properties Affected
5PE5073	428 Beech Street	971	No Historic Properties Affected
5PE5074	426 Beech Street	947	No Historic Properties Affected
5PE5075	424 Beech Street	906	No Historic Properties Affected
5PE5076	416 Kelly Avenue	798	No Historic Properties Affected
5PE5078	431 Kelly Avenue	930	No Historic Properties Affected
5PE5100	416 Santa Fe Drive	1,887	No Historic Properties Affected
5PE5101	420 Santa Fe Drive	1,938	No Historic Properties Affected
5PE5102	440 Santa Fe Drive	1,966	No Historic Properties Affected
5PE5103	442 Santa Fe Drive	2,202	No Historic Properties Affected

TABLE B-8

Effects Recommendations for all Historic Properties within the Area of Potential Effects  
(properties are presented in order of their OAHF Resource Identification Number)

<b>Resource Identification Number</b>	<b>Address</b>	<b>Impact - Existing I-25 Alternative</b>	<b>Effect – Existing I-25 Alternative</b>	<b>Impact - Modified I-25 Alternative</b>	<b>Effect – Modified I-25 Alternative</b>
5PE486	Bessemer Ditch	Alteration to Segment of Linear Resource	No Adverse Effect	Impact To Segment of Linear Resource	No Adverse Effect
5PE564	711 N. Albany Avenue	Indirect	Adverse Effect	Indirect	Adverse Effect
5PE571	2723 Grand Avenue	Indirect	No Adverse Effect	Indirect	No Adverse Effect
5PE584	426 N. Santa Fe Avenue	Indirect	No Adverse Effect	Indirect	No Adverse Effect
5PE586	Mineral Palace Park	Partial Acquisition	Adverse Effect	Partial Acquisition	Adverse Effect
5PE3938	Santa Fe Avenue Bridge	Full Acquisition	Adverse Effect	Full Acquisition	Adverse Effect
5PE4179	1612 E. Abriendo Avenue	Indirect	No Adverse Effect	Indirect	No Adverse Effect
5PE4436	814 N. Santa Fe Avenue	Indirect	No Adverse Effect	Indirect	No Adverse Effect
5PE4437	501 W. 29th Street	None	No Historic Properties Affected	None	No Historic Properties Affected
5PE4438	331 Beech Street	Indirect	No Adverse Effect	Indirect	No Adverse Effect
5PE4439	325 Beech Street	Indirect	No Adverse Effect	Indirect	No Adverse Effect
5PE4440	323 Beech Street	Indirect	No Adverse Effect	Indirect	No Adverse Effect
5PE4441	321 Beech Street	Indirect	No Adverse Effect	Indirect	No Adverse Effect
5PE4443	2826 N. Greenwood Street	None	No Historic Properties Affected	None	No Historic Properties Affected
5PE4444	2808 N. Greenwood Street	None	No Historic Properties Affected	None	No Historic Properties Affected
5PE4445	2824 N. Greenwood Street	None	No Historic Properties Affected	None	No Historic Properties Affected
5PE4446	2814 N. Greenwood Street	None	No Historic Properties Affected	None	No Historic Properties Affected
5PE4447	2820 N. Greenwood Street	None	No Historic Properties Affected	None	No Historic Properties Affected

TABLE B-8

Effects Recommendations for all Historic Properties within the Area of Potential Effects  
(properties are presented in order of their OAHF Resource Identification Number)

<b>Resource Identification Number</b>	<b>Address</b>	<b>Impact - Existing I-25 Alternative</b>	<b>Effect – Existing I-25 Alternative</b>	<b>Impact - Modified I-25 Alternative</b>	<b>Effect – Modified I-25 Alternative</b>
5PE4448	2816 N. Greenwood Street	None	No Historic Properties Affected	None	No Historic Properties Affected
5PE4449	405 W. 28th Street	Indirect	No Adverse Effect	Indirect	No Adverse Effect
5PE4450	2629 Court Street	Indirect	No Adverse Effect	Indirect	No Adverse Effect
5PE4451	411 W. 28th Street	Indirect	No Adverse Effect	Indirect	No Adverse Effect
5PE4452	219 E. Ash Street	None	No Historic Properties Affected	None	No Historic Properties Affected
5PE4453	411 W. 28th Street	Indirect	No Adverse Effect	Indirect	No Adverse Effect
5PE4454	2627 Court Street	Indirect	No Adverse Effect	Indirect	No Adverse Effect
5PE4455	2611 Court Street	Indirect	No Adverse Effect	Indirect	No Adverse Effect
5PE4456	2621 Court Street	Indirect	No Adverse Effect	Indirect	No Adverse Effect
5PE4457	2607 Court Street	Indirect	No Adverse Effect	Indirect	No Adverse Effect
5PE4458	2617 Court Street	Indirect	No Adverse Effect	Indirect	No Adverse Effect
5PE4459	2534 Court Street	Indirect	No Adverse Effect	Indirect	No Adverse Effect
5PE4460	2605 Court Street	Indirect	No Adverse Effect	Indirect	No Adverse Effect
5PE4461	2512 Court Street	Indirect	No Adverse Effect	Indirect	No Adverse Effect
5PE4462	2603 Court Street	Indirect	No Adverse Effect	Indirect	No Adverse Effect
5PE4463	2510 Court Street	Indirect	No Adverse Effect	Indirect	No Adverse Effect
5PE4464	2528 Court Street	Indirect	No Adverse Effect	Indirect	No Adverse Effect
5PE4466	2526 Court Street	Indirect	No Adverse Effect	Indirect	No Adverse Effect
5PE4467	2419 N. Main Street	Indirect	No Adverse Effect	Indirect	No Adverse Effect
5PE4468	2514 Court Street	Indirect	No Adverse Effect	Indirect	No Adverse Effect
5PE4469	2415-17 N. Main Street	Indirect	No Adverse Effect	Indirect	No Adverse Effect

TABLE B-8

Effects Recommendations for all Historic Properties within the Area of Potential Effects  
(properties are presented in order of their OAHF Resource Identification Number)

<b>Resource Identification Number</b>	<b>Address</b>	<b>Impact - Existing I-25 Alternative</b>	<b>Effect – Existing I-25 Alternative</b>	<b>Impact - Modified I-25 Alternative</b>	<b>Effect – Modified I-25 Alternative</b>
5PE4471	2330 N. Main Street	Indirect	No Adverse Effect	Indirect	No Adverse Effect
5PE4472	2427 N. Main Street	Indirect	No Adverse Effect	Indirect	No Adverse Effect
5PE4473	2324-26 N. Main Street	Indirect	No Adverse Effect	Indirect	No Adverse Effect
5PE4474	2405 N. Main Street	Indirect	No Adverse Effect	Indirect	No Adverse Effect
5PE4475	2314 N. Main Street	Indirect	No Adverse Effect	Indirect	No Adverse Effect
5PE4476	2401 N. Main Street	Indirect	No Adverse Effect	Indirect	No Adverse Effect
5PE4477	2310 N. Main Street	Indirect	No Adverse Effect	Indirect	No Adverse Effect
5PE4478	2322 N. Main Street	Indirect	No Adverse Effect	Indirect	No Adverse Effect
5PE4479	2306 N. Main Street	Indirect	No Adverse Effect	Indirect	No Adverse Effect
5PE4480	2318 N. Main Street	Indirect	No Adverse Effect	Indirect	No Adverse Effect
5PE4481	101 W. 21st Street	Indirect	No Adverse Effect	Indirect	No Adverse Effect
5PE4482	2302 N. Main Street	Indirect	No Adverse Effect	Indirect	No Adverse Effect
5PE4484	100 W. 23rd Street	Full Acquisition	Adverse Effect	Full Acquisition	Adverse Effect
5PE4485	2026 N. Santa Fe Avenue	Indirect	No Adverse Effect	Indirect	No Adverse Effect
5PE4486	2006 N. Santa Fe Avenue	Indirect	No Adverse Effect	Indirect	No Adverse Effect
5PE4487	2020 N. Santa Fe Avenue	Indirect	No Adverse Effect	Indirect	No Adverse Effect
5PE4488	2002 N. Santa Fe Avenue	Indirect	No Adverse Effect	Indirect	No Adverse Effect
5PE4489	2015 N. Albany Avenue	Indirect	No Adverse Effect	Indirect	No Adverse Effect
5PE4491	2017 N. Albany Avenue	Indirect	No Adverse Effect	Indirect	No Adverse Effect
5PE4493	2011 N. Albany Avenue	Indirect	No Adverse Effect	Indirect	No Adverse Effect
5PE4495	115 W. 20th Street	Indirect	No Adverse Effect	Indirect	No Adverse Effect
5PE4498	1415 N. Santa Fe Avenue	Full Acquisition	Adverse Effect	Full Acquisition	Adverse Effect

TABLE B-8

Effects Recommendations for all Historic Properties within the Area of Potential Effects  
(properties are presented in order of their OAHF Resource Identification Number)

<b>Resource Identification Number</b>	<b>Address</b>	<b>Impact - Existing I-25 Alternative</b>	<b>Effect – Existing I-25 Alternative</b>	<b>Impact - Modified I-25 Alternative</b>	<b>Effect – Modified I-25 Alternative</b>
5PE4499	1405 N. Santa Fe Avenue	Full Acquisition	Adverse Effect	Full Acquisition	Adverse Effect
5PE4500	106 W. 15th Street	Indirect	No Adverse Effect	Indirect	No Adverse Effect
5PE4502	1210 N. Santa Fe Avenue	Indirect	No Adverse Effect	Indirect	No Adverse Effect
5PE4503	1128 N. Santa Fe Avenue	Indirect	No Adverse Effect	Indirect	No Adverse Effect
5PE4504	1300 N. Santa Fe Avenue	Full Acquisition	Adverse Effect	Full Acquisition	Adverse Effect
5PE4505	1012 N. Santa Fe Avenue	Indirect	No Adverse Effect	Indirect	No Adverse Effect
5PE4506	1028 N. Santa Fe Avenue	Indirect	No Adverse Effect	Indirect	No Adverse Effect
5PE4507	1102 N. Santa Fe Avenue	Indirect	No Adverse Effect	Indirect	No Adverse Effect
5PE4509	620 N. Santa Fe Avenue	Indirect	No Adverse Effect	Indirect	No Adverse Effect
5PE4510	902 N. Santa Fe Avenue	Indirect	No Adverse Effect	Indirect	No Adverse Effect
5PE4512	524 N. Santa Fe Avenue	Indirect	No Adverse Effect	Indirect	No Adverse Effect
5PE4513	418 N. Santa Fe Avenue	Indirect	No Adverse Effect	Indirect	No Adverse Effect
5PE4514	416 N. Santa Fe Avenue	Indirect	No Adverse Effect	Indirect	No Adverse Effect
5PE4515	410 N. Santa Fe Avenue	Indirect	No Adverse Effect	Indirect	No Adverse Effect
5PE4516	412 N. Santa Fe Avenue	Indirect	No Adverse Effect	Indirect	No Adverse Effect
5PE4518	408 N. Santa Fe Avenue	Indirect	No Adverse Effect	Indirect	No Adverse Effect
5PE4520	402 N. Santa Fe Avenue	Indirect	No Adverse Effect	Indirect	No Adverse Effect
5PE4521	117 Hector Garcia Place	Indirect	No Adverse Effect	Indirect	No Adverse Effect
5PE4522	415 & 421 N. Albany Avenue	Indirect	Adverse Effect	Indirect	Adverse Effect
5PE4523	125 Hector Garcia Place	Full Acquisition	Adverse Effect	Full Acquisition	Adverse Effect
5PE4526	115 E. 5th Street	Indirect	No Adverse Effect	Indirect	No Adverse Effect

TABLE B-8

Effects Recommendations for all Historic Properties within the Area of Potential Effects  
(properties are presented in order of their OAHF Resource Identification Number)

<b>Resource Identification Number</b>	<b>Address</b>	<b>Impact - Existing I-25 Alternative</b>	<b>Effect – Existing I-25 Alternative</b>	<b>Impact - Modified I-25 Alternative</b>	<b>Effect – Modified I-25 Alternative</b>
5PE4527	214 S. Chester Avenue	None	No Historic Properties Affected	None	No Historic Properties Affected
5PE4529	115 E. 8th Street	Full Acquisition	Adverse Effect	Full Acquisition	Adverse Effect
5PE4531	315-17 E. 4th Street	Indirect	No Adverse Effect	Indirect	No Adverse Effect
5PE4532	125 E. 7th Street	Indirect	No Adverse Effect	Indirect	No Adverse Effect
5PE4533	319-21 E. 4th Street	Indirect	No Adverse Effect	Indirect	No Adverse Effect
5PE4534	929 N. Albany Avenue	Indirect	No Adverse Effect	Indirect	No Adverse Effect
5PE4535	331 E. 4th Street	Indirect	No Adverse Effect	Indirect	No Adverse Effect
5PE4536	221-23 E. 4th Street	Full Acquisition	Adverse Effect	Full Acquisition	Adverse Effect
5PE4539	403 E. 4th Street	None	No Historic Properties Affected	None	No Historic Properties Affected
5PE4540	403 E. 4th Street	None	No Historic Properties Affected	None	No Historic Properties Affected
5PE4542	504 N. Chester Avenue	None	No Historic Properties Affected	None	No Historic Properties Affected
5PE4544	320 E. 4th Street	Indirect	No Adverse Effect	Indirect	No Adverse Effect
5PE4545	212 - 212 1/2 3rd Street	Full Acquisition	Adverse Effect	Full Acquisition	Adverse Effect
5PE4546	304 N. Bradford Avenue	Indirect	No Adverse Effect	Indirect	No Adverse Effect
5PE4547	216 E. 3rd Street	Full Acquisition	Adverse Effect	Full Acquisition	Adverse Effect
5PE4549	220 E. 3rd Street	Full Acquisition	Adverse Effect	Full Acquisition	Adverse Effect
5PE4557	219 E. 2nd Street	Full Acquisition	Adverse Effect	Full Acquisition	Adverse Effect
5PE4562	221 E. 2nd Street	Full Acquisition	Adverse Effect	Full Acquisition	Adverse Effect
5PE4566	311 E. 3rd Street	Indirect	No Adverse Effect	Indirect	No Adverse Effect
5PE4581	329 E. River Street	None	No Historic Properties Affected	None	No Historic Properties Affected

TABLE B-8

Effects Recommendations for all Historic Properties within the Area of Potential Effects  
*(properties are presented in order of their OAHF Resource Identification Number)*

<b>Resource Identification Number</b>	<b>Address</b>	<b>Impact - Existing I-25 Alternative</b>	<b>Effect – Existing I-25 Alternative</b>	<b>Impact - Modified I-25 Alternative</b>	<b>Effect – Modified I-25 Alternative</b>
5PE4582	317 E. River Street	None	No Historic Properties Affected	None	No Historic Properties Affected
5PE4583	313 E. River Street	None	No Historic Properties Affected	None	No Historic Properties Affected
5PE4584	316 E. River Street	None	No Historic Properties Affected	None	No Historic Properties Affected
5PE4585	311 E. River Street	None	No Historic Properties Affected	None	No Historic Properties Affected
5PE4586	314 E. River Street	Indirect	No Adverse Effect	Indirect	No Adverse Effect
5PE4587	305 E. River Street	Indirect	No Adverse Effect	Indirect	No Adverse Effect
5PE4588	312 E. River Street	Indirect	No Adverse Effect	Indirect	No Adverse Effect
5PE4589	303 E. River Street	Indirect	No Adverse Effect	Indirect	No Adverse Effect
5PE4590	301 E. River Street	Indirect	No Adverse Effect	Indirect	No Adverse Effect
5PE4591	217 S. Bradford Avenue	Indirect	No Adverse Effect	Indirect	No Adverse Effect
5PE4592	218 S. Bradford Avenue	Indirect	No Adverse Effect	Indirect	No Adverse Effect
5PE4593	219 S. Bradford Avenue	Indirect	No Adverse Effect	Indirect	No Adverse Effect
5PE4594	220 S. Bradford Avenue	Indirect	No Adverse Effect	Indirect	No Adverse Effect
5PE4595	221 S. Bradford Avenue	Indirect	No Adverse Effect	Indirect	No Adverse Effect
5PE4596	222 S. Bradford Avenue	Indirect	No Adverse Effect	Indirect	No Adverse Effect
5PE4597	302 S. Bradford Avenue	Indirect	No Adverse Effect	Indirect	No Adverse Effect
5PE4598	224 S. Bradford Avenue	Indirect	No Adverse Effect	Indirect	No Adverse Effect
5PE4599	315 S. Bradford Avenue	Indirect	No Adverse Effect	Indirect	No Adverse Effect
5PE4601	319 Beech Street	Indirect	No Adverse Effect	Indirect	No Adverse Effect
5PE4602	216 E. Ash Street	Indirect	No Adverse Effect	Indirect	No Adverse Effect

TABLE B-8

Effects Recommendations for all Historic Properties within the Area of Potential Effects  
(properties are presented in order of their OAHF Resource Identification Number)

<b>Resource Identification Number</b>	<b>Address</b>	<b>Impact - Existing I-25 Alternative</b>	<b>Effect – Existing I-25 Alternative</b>	<b>Impact - Modified I-25 Alternative</b>	<b>Effect – Modified I-25 Alternative</b>
5PE4605	218 S. Chester Avenue	None	No Historic Properties Affected	None	No Historic Properties Affected
5PE4608	118 Spring Street	None	No Historic Properties Affected	Indirect	No Adverse Effect
5PE4610	701 E. D Street	None	No Historic Properties Affected	Indirect	No Adverse Effect
5PE4629	421 Clark Street	None	No Historic Properties Affected	None	No Historic Properties Affected
5PE4683	440 S. Santa Fe Avenue	Full Acquisition	Adverse Effect	Full Acquisition	Adverse Effect
5PE4695	329 S. Santa Fe Avenue	None	No Historic Properties Affected	indirect	No Adverse Effect
5PE4710	516 Moffat Avenue	Indirect	No Adverse Effect	Full Acquisition	Adverse Effect
5PE4974	204 N. Chester Avenue	None	No Historic Properties Affected	None	No Historic Properties Affected
5PE4983	1119 S. Santa Fe Avenue	None	No Historic Properties Affected	None	No Historic Properties Affected
5PE4984	409 E. 2nd Street	None	No Historic Properties Affected	None	No Historic Properties Affected
5PE4986	124 N. Chester Avenue	None	No Historic Properties Affected	None	No Historic Properties Affected
5PE4996	414 Kelly Avenue	None	No Historic Properties Affected	None	No Historic Properties Affected
5PE5007	612 Topeka Avenue	None	No Historic Properties Affected	None	No Historic Properties Affected
5PE5008	700 Topeka Avenue	None	No Historic Properties Affected	None	No Historic Properties Affected
5PE5011	710 Topeka Avenue	None	No Historic Properties Affected	None	No Historic Properties Affected
5PE5012	400 E. 4th Street	None	No Historic Properties Affected	None	No Historic Properties Affected

TABLE B-8

Effects Recommendations for all Historic Properties within the Area of Potential Effects  
(properties are presented in order of their OAHF Resource Identification Number)

<b>Resource Identification Number</b>	<b>Address</b>	<b>Impact - Existing I-25 Alternative</b>	<b>Effect – Existing I-25 Alternative</b>	<b>Impact - Modified I-25 Alternative</b>	<b>Effect – Modified I-25 Alternative</b>
5PE5013	224 N. Chester Avenue	None	No Historic Properties Affected	None	No Historic Properties Affected
5PE5015	719 Topeka Avenue	None	No Historic Properties Affected	None	No Historic Properties Affected
5PE5016	706 Hill Place	None	No Historic Properties Affected	None	No Historic Properties Affected
5PE5018	712 Hill Place	None	No Historic Properties Affected	None	No Historic Properties Affected
5PE5022	920 Egan Avenue	None	No Historic Properties Affected	None	No Historic Properties Affected
5PE5043	422 Kelly Avenue	None	No Historic Properties Affected	None	No Historic Properties Affected
5PE5044	410 Kelly Avenue	None	No Historic Properties Affected	None	No Historic Properties Affected
5PE5045	412 Kelly Avenue	None	No Historic Properties Affected	None	No Historic Properties Affected
5PE5050	736 Moffat Avenue	Indirect	No Adverse Effect	Full Acquisition	Adverse Effect
5PE5052	410 W. 28th Street	None	No Historic Properties Affected	None	No Historic Properties Affected
5PE5054	2701 N. Grand Avenue	Indirect	No Adverse Effect	Indirect	No Adverse Effect
5PE5056	409 W. 27th Street	None	No Historic Properties Affected	None	No Historic Properties Affected
5PE5057	403 W. 27th Street	Indirect	No Adverse Effect	Indirect	No Adverse Effect
5PE5059	2224 N. Main Street	Indirect	No Adverse Effect	Indirect	No Adverse Effect
5PE5062	413 E. Ash Street	None	No Historic Properties Affected	None	No Historic Properties Affected
5PE5064	404 E. Ash Street	None	No Historic Properties Affected	None	No Historic Properties Affected
5PE5067	421 Beech Street	None	No Historic Properties Affected	None	No Historic Properties Affected

TABLE B-8

Effects Recommendations for all Historic Properties within the Area of Potential Effects  
(properties are presented in order of their OAHF Resource Identification Number)

<b>Resource Identification Number</b>	<b>Address</b>	<b>Impact - Existing I-25 Alternative</b>	<b>Effect – Existing I-25 Alternative</b>	<b>Impact - Modified I-25 Alternative</b>	<b>Effect – Modified I-25 Alternative</b>
5PE5068	423 Beech Street	None	No Historic Properties Affected	None	No Historic Properties Affected
5PE5069	425 Beech Street	None	No Historic Properties Affected	None	No Historic Properties Affected
5PE5070	427 Beech Street	None	No Historic Properties Affected	None	No Historic Properties Affected
5PE5071	429 Beech Street	None	No Historic Properties Affected	None	No Historic Properties Affected
5PE5072	432 Beech Street	None	No Historic Properties Affected	None	No Historic Properties Affected
5PE5073	428 Beech Street	None	No Historic Properties Affected	None	No Historic Properties Affected
5PE5074	426 Beech Street	None	No Historic Properties Affected	None	No Historic Properties Affected
5PE5075	424 Beech Street	None	No Historic Properties Affected	None	No Historic Properties Affected
5PE5076	416 Kelly Avenue	None	No Historic Properties Affected	None	No Historic Properties Affected
5PE5078	431 Kelly Avenue	None	No Historic Properties Affected	None	No Historic Properties Affected
5PE5080	200 & 210 S. Santa Fe Avenue	Partial Acquisition	No Adverse Effect	Partial Acquisition	No Adverse Effect
5PE5090	104 Santa Fe Drive	Full Acquisition	Adverse Effect	Full Acquisition	Adverse Effect
5PE5092	106 Santa Fe Drive	Full Acquisition	Adverse Effect	Full Acquisition	Adverse Effect
5PE5093	108 Santa Fe Drive	Full Acquisition	Adverse Effect	Full Acquisition	Adverse Effect
5PE5098	400 Santa Fe Drive	None	No Historic Properties Affected	Indirect	No Adverse Effect
5PE5099	412 Santa Fe Drive	None	No Historic Properties Affected	Indirect	No Adverse Effect
5PE5100	416 Santa Fe Drive	None	No Historic Properties Affected	None	No Historic Properties Affected

TABLE B-8

Effects Recommendations for all Historic Properties within the Area of Potential Effects  
(properties are presented in order of their OAHF Resource Identification Number)

<b>Resource Identification Number</b>	<b>Address</b>	<b>Impact - Existing I-25 Alternative</b>	<b>Effect – Existing I-25 Alternative</b>	<b>Impact - Modified I-25 Alternative</b>	<b>Effect – Modified I-25 Alternative</b>
5PE5101	420 Santa Fe Drive	None	No Historic Properties Affected	None	No Historic Properties Affected
5PE5102	440 Santa Fe Drive	None	No Historic Properties Affected	None	No Historic Properties Affected
5PE5103	442 Santa Fe Drive	None	No Historic Properties Affected	None	No Historic Properties Affected
5PE5104	956 Haven Place	None	No Historic Properties Affected	Indirect	No Adverse Effect
5PE5105	952 Haven Place	None	No Historic Properties Affected	Indirect	No Adverse Effect
5PE5106	950 Haven Place	None	No Historic Properties Affected	Indirect	No Adverse Effect
5PE5139	Colorado & Wyoming Railroad	Relocation of Segment of Linear Resource	Adverse	Relocation of Segment of Linear Resource	Adverse
5PE5287	2621 N. Santa Fe Avenue	Indirect	No Adverse Effect	Indirect	No Adverse Effect
5PE5288	2617 N. Santa Fe Avenue	Indirect	No Adverse Effect	Indirect	No Adverse Effect
5PE5289	2615 N. Santa Fe Avenue	Indirect	No Adverse Effect	Indirect	No Adverse Effect
5PE5290	2520 N. Freeway	Full Acquisition	Adverse Effect	Full Acquisition	Adverse Effect
5PE5291	2516 N. Freeway	Full Acquisition	Adverse Effect	Full Acquisition	Adverse Effect
5PE5292	2424 N. Freeway	Full Acquisition	Adverse Effect	Full Acquisition	Adverse Effect
5PE5293	106 E. 24th Street	Full Acquisition	Adverse Effect	Full Acquisition	Adverse Effect
5PE5294	107 E. 24th Street	Full Acquisition	Adverse Effect	Full Acquisition	Adverse Effect
5PE5295	2200 N. Freeway	Full Acquisition	Adverse Effect	Full Acquisition	Adverse Effect
5PE5304	217 E. 2nd Street	Full Acquisition	Adverse Effect	Full Acquisition	Adverse Effect
5PE5517	North Side Historic District	Partial Acquisition	No Adverse Effect	Partial Acquisition	No Adverse Effect
5PE5518	Second Ward Historic District	Partial Acquisition	Adverse Effect	Partial Acquisition	Adverse Effect

**TABLE B-8**

Effects Recommendations for all Historic Properties within the Area of Potential Effects  
*(properties are presented in order of their OAHF Resource Identification Number)*

<b>Resource Identification Number</b>	<b>Address</b>	<b>Impact - Existing I-25 Alternative</b>	<b>Effect – Existing I-25 Alternative</b>	<b>Impact - Modified I-25 Alternative</b>	<b>Effect – Modified I-25 Alternative</b>
5PE5519	The Grove Historic District	Indirect	No Adverse Effect	Indirect	No Adverse Effect
5PE5520	Corona Park Historic District	Indirect	No Adverse Effect	Indirect	No Adverse Effect
5PE5523	Steelworks Suburbs Historic District	Partial Acquisition	Adverse Effect	Partial Acquisition	Adverse Effect

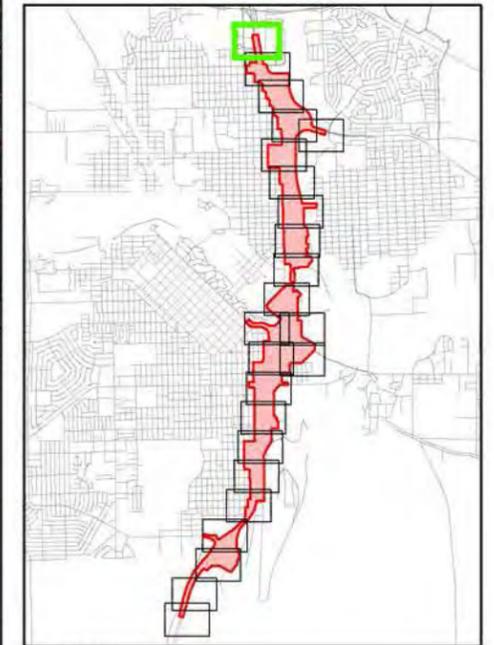
*\* Properties will be discussed in an Addendum*

APPENDIX C

# Atlas Showing the Project Area and Historic Property Locations

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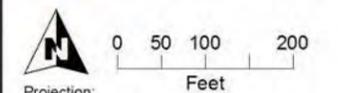




Key Map

### Historic Properties within the Area of Potential Effects Legend

-  Area of Potential Effects
-  Historic District Boundaries
-  NRHP Eligible or Listed Property
-  Properties Contributing to a Historic District
-  Full Acquisition
-  Partial Acquisition
-  Historic Properties Not Affected by the Proposed Project
-  Proposed Noise Walls
-  Existing Alternative
-  Modified Alternative



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

Notes:  
This is a draft document and  
subject to change.  
Atlas updated 12/14/2009

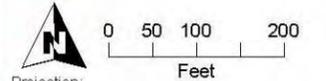


Key Map

### Historic Properties within the Area of Potential Effects

#### Legend

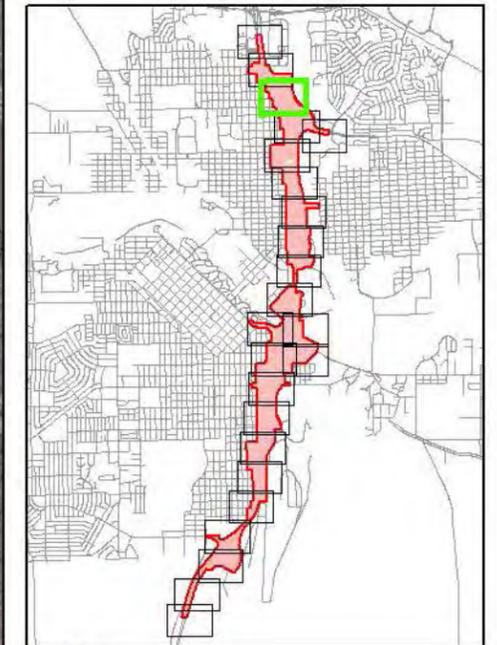
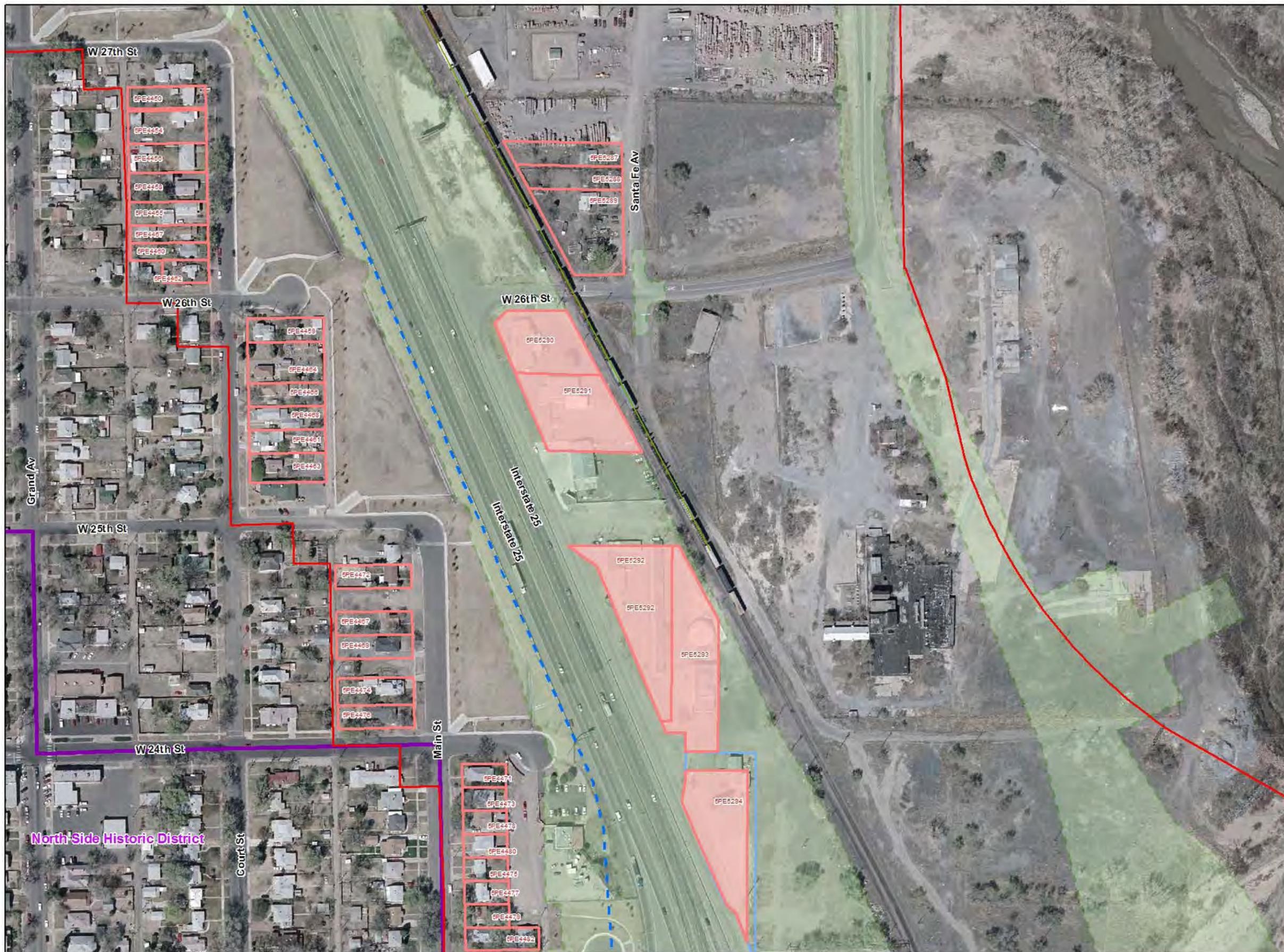
-  Area of Potential Effects
-  Historic District Boundaries
-  NRHP Eligible or Listed Property
-  Properties Contributing to a Historic District
-  Full Acquisition
-  Partial Acquisition
-  Historic Properties Not Affected by the Proposed Project
-  Proposed Noise Walls
-  Existing Alternative
-  Modified Alternative



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

Notes:  
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Atlas updated 1/11/2010





Key Map

### Historic Properties within the Area of Potential Effects Legend

- Area of Potential Effects
- Historic District Boundaries
- NRHP Eligible or Listed Property
- Properties Contributing to a Historic District
- Full Acquisition
- Partial Acquisition
- Historic Properties Not Affected by the Proposed Project
- Proposed Noise Walls
- Existing Alternative
- Modified Alternative

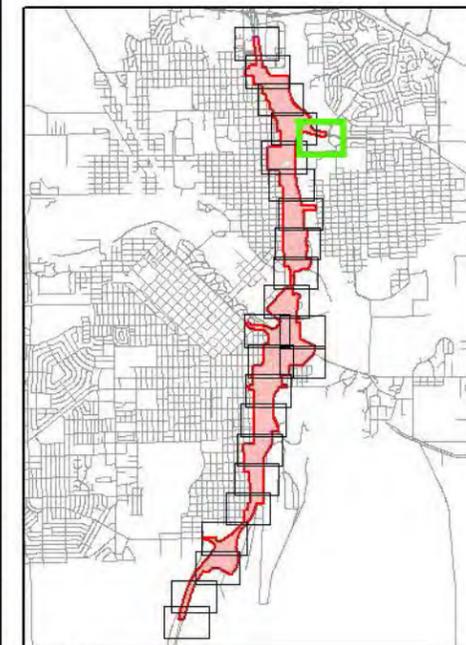
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Projection:  
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 South Zone, NAD83  
 Aerial Photography 2004

Notes:  
 This is a draft document and subject to change.  
 Atlas updated 12/14/2009



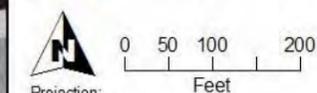




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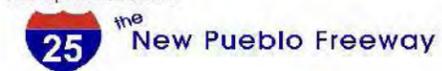
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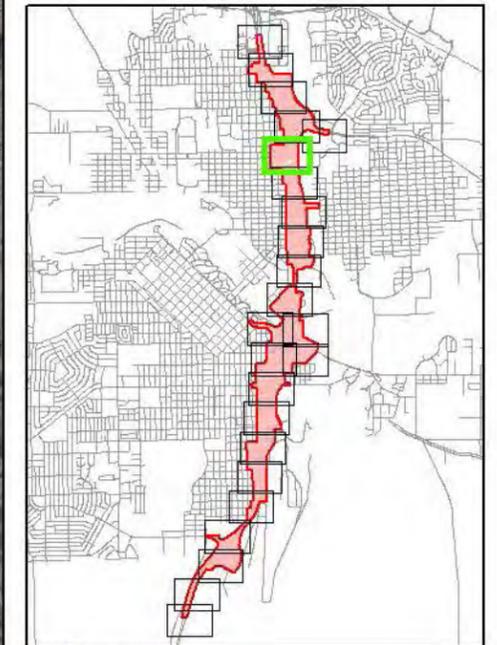
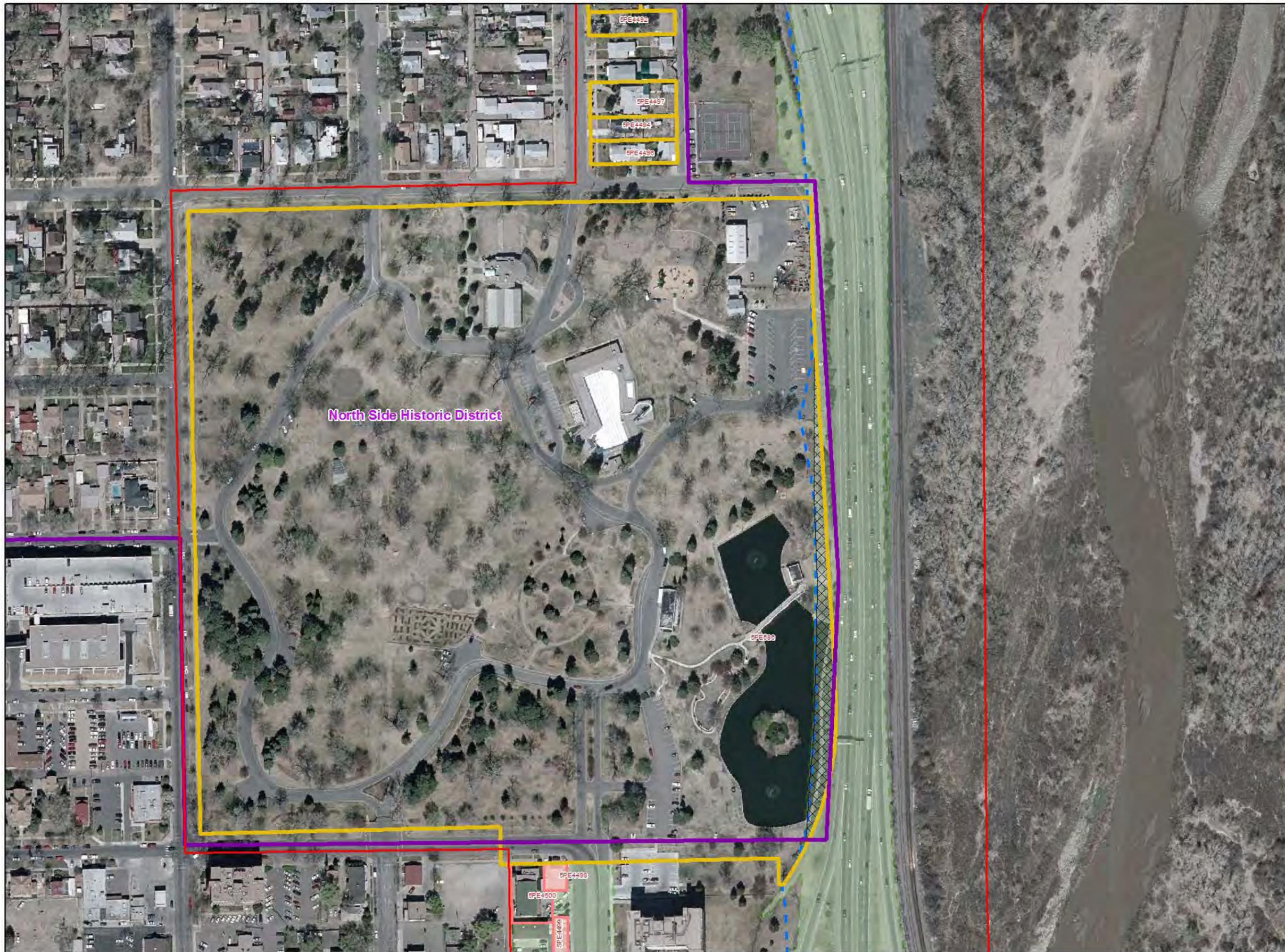
-  Area of Potential Effects
-  Historic District Boundaries
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-  Properties Contributing to a Historic District
-  Full Acquisition
-  Partial Acquisition
-  Historic Properties Not Affected by the Proposed Project
-  Proposed Noise Walls
-  Existing Alternative
-  Modified Alternative



Projection:  
Colorado State Plane Grid  
South Zone, NAD83  
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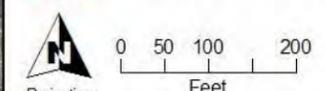




Key Map

### Historic Properties within the Area of Potential Effects Legend

- Area of Potential Effects
- Historic District Boundaries
- NRHP Eligible or Listed Property
- Properties Contributing to a Historic District
- Full Acquisition
- Partial Acquisition
- Historic Properties Not Affected by the Proposed Project
- Proposed Noise Walls
- Existing Alternative
- Modified Alternative



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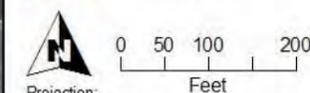




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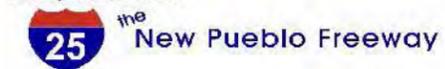
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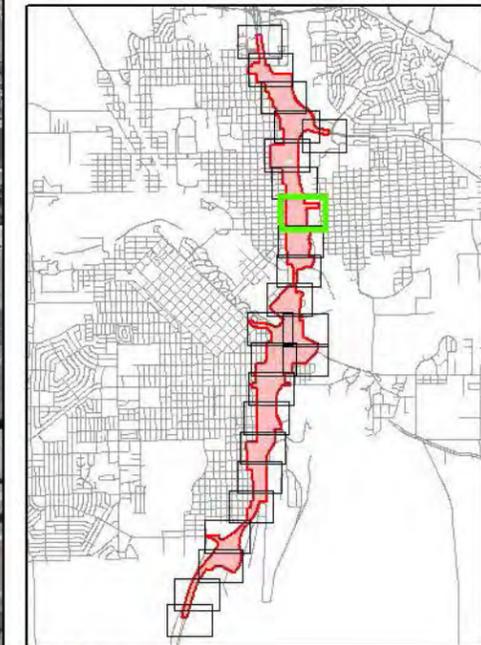
- Area of Potential Effects
- Historic District Boundaries
- NRHP Eligible or Listed Property
- Properties Contributing to a Historic District
- Full Acquisition
- Partial Acquisition
- Historic Properties Not Affected by the Proposed Project
- Proposed Noise Walls
- Existing Alternative
- Modified Alternative



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

Notes:  
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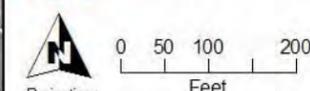




Key Map

### Historic Properties within the Area of Potential Effects Legend

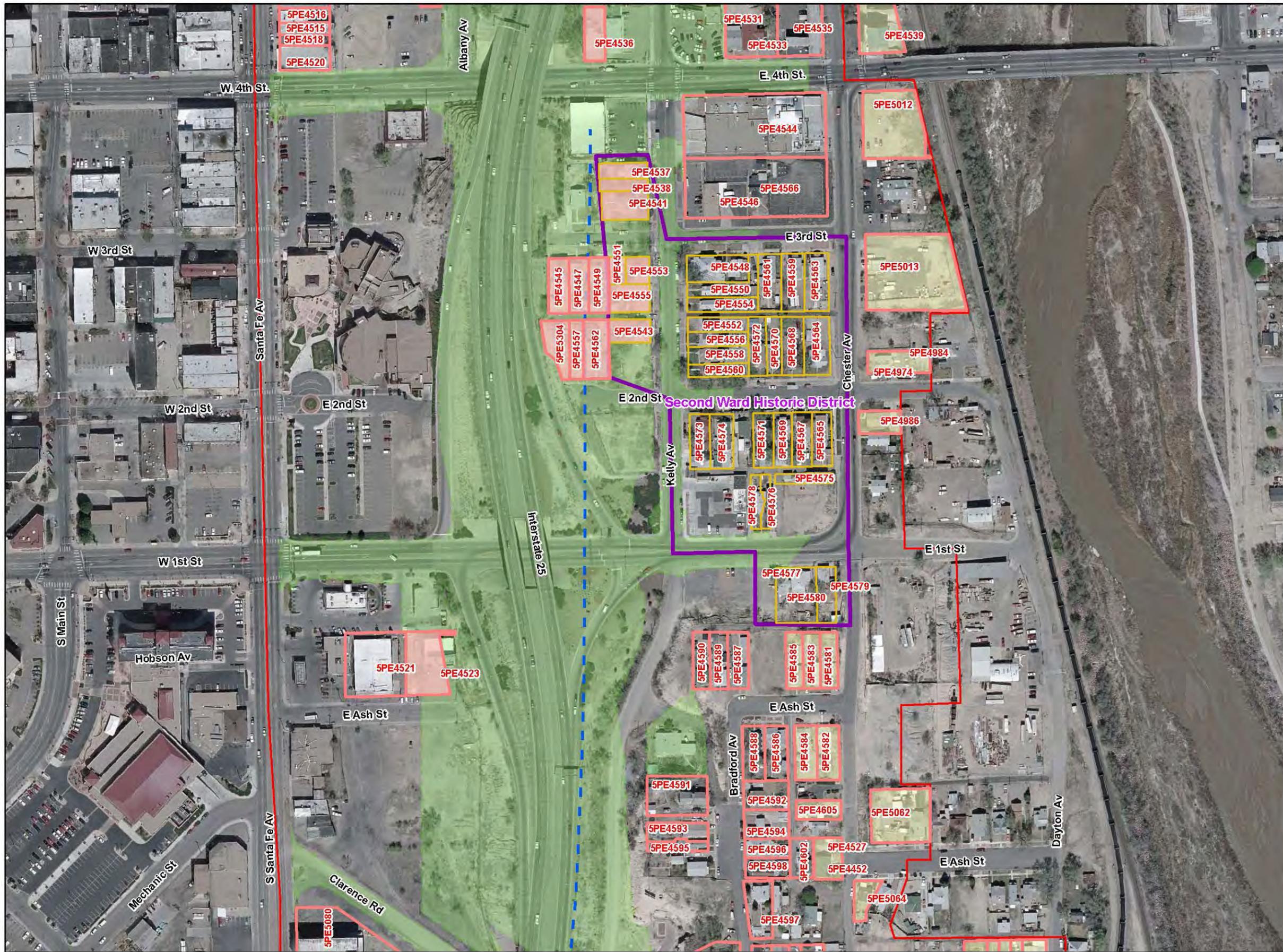
- Area of Potential Effects
- Historic District Boundaries
- NRHP Eligible or Listed Property
- Properties Contributing to a Historic District
- Full Acquisition
- Partial Acquisition
- Historic Properties Not Affected by the Proposed Project
- Proposed Noise Walls
- Existing Alternative
- Modified Alternative



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

Notes:  
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Atlas updated 12/14/2009

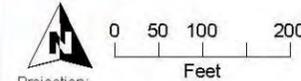




Key Map

**Historic Properties within the Area of Potential Effects Legend**

- Area of Potential Effects
- Historic District Boundaries
- NRHP Eligible or Listed Property
- Properties Contributing to a Historic District
- Full Acquisition
- Partial Acquisition
- Historic Properties Not Affected by the Proposed Project
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Projection:  
 Colorado State Plane Grid  
 South Zone, NAD83  
 Aerial Photography 2004  
 Notes:  
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 Atlas updated 12/14/2009

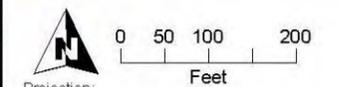




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### Historic Properties within the Area of Potential Effects Legend

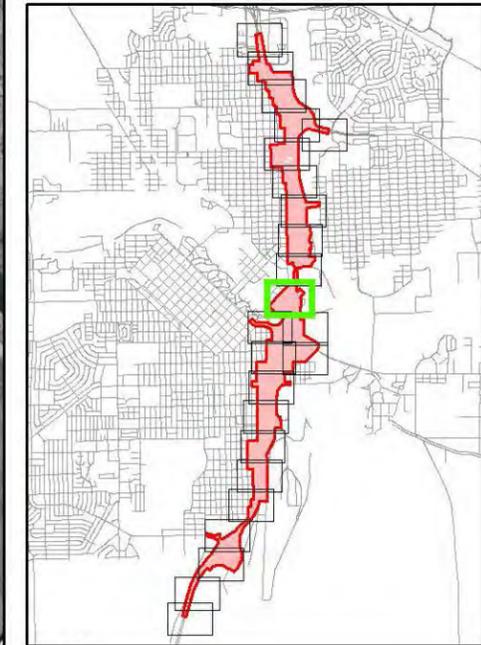
- Area of Potential Effects
- Historic District Boundaries
- NRHP Eligible or Listed Property
- Properties Contributing to a Historic District
- Full Acquisition
- Partial Acquisition
- Historic Properties Not Affected by the Proposed Project
- Proposed Noise Walls
- Existing Alternative
- Modified Alternative



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

Notes:  
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subject to change.  
Atlas updated 1/11/2010

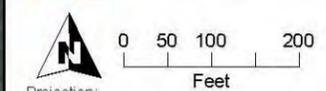




Key Map

### Historic Properties within the Area of Potential Effects Legend

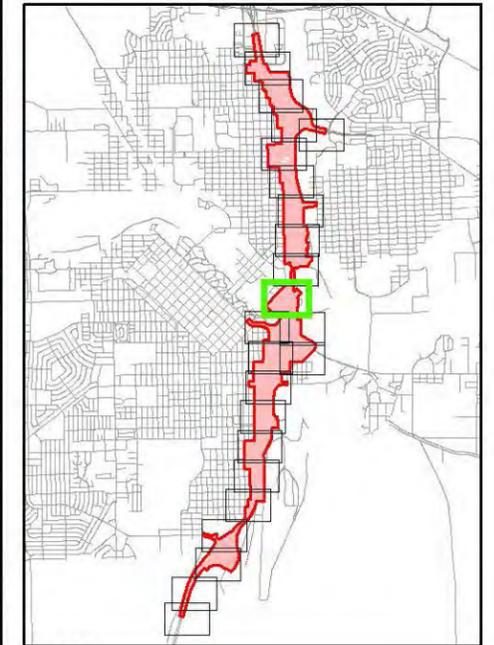
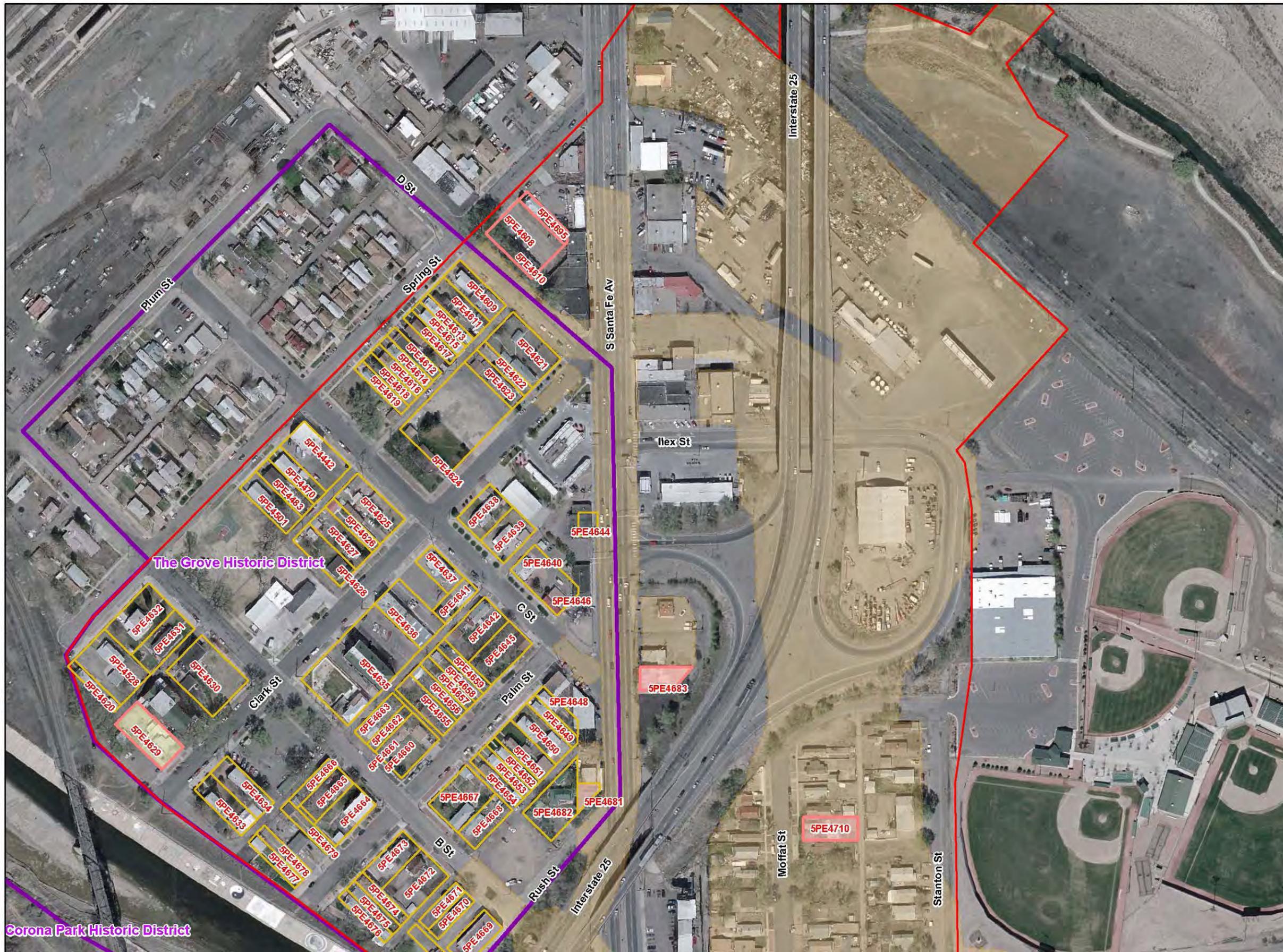
- Area of Potential Effects
- Historic District Boundaries
- NRHP Eligible or Listed Property
- Properties Contributing to a Historic District
- Full Acquisition
- Partial Acquisition
- Historic Properties Not Affected by the Proposed Project
- Proposed Noise Walls
- Existing Alternative
- Modified Alternative



Projection:  
Colorado State Plane Grid  
South Zone, NAD83  
Aerial Photography 2004  
Notes:  
This is a draft document and  
subject to change.  
Atlas updated 12/14/2009



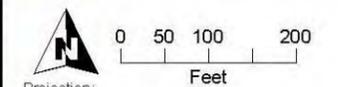
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Key Map

## Historic Properties within the Area of Potential Effects Legend

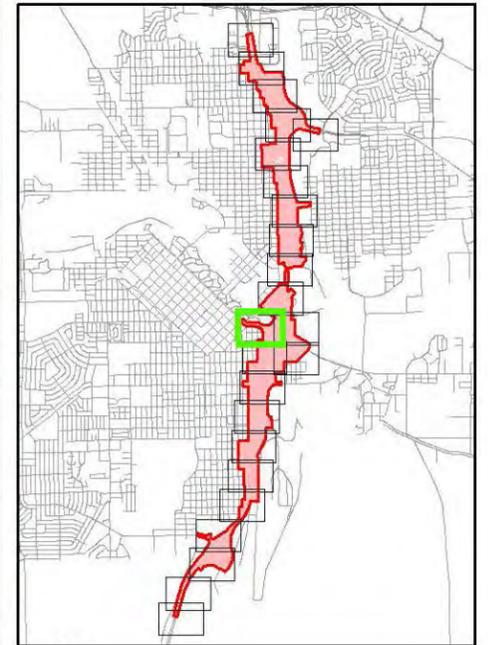
- Area of Potential Effects
- Historic District Boundaries
- NRHP Eligible or Listed Property
- Properties Contributing to a Historic District
- Full Acquisition
- Partial Acquisition
- Historic Properties Not Affected by the Proposed Project
- Proposed Noise Walls
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Projection:  
Colorado State Plane Grid  
South Zone, NAD83  
Aerial Photography 2004

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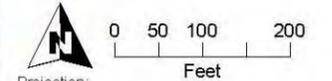


Key Map

### Historic Properties within the Area of Potential Effects

#### Legend

- Area of Potential Effects
- Historic District Boundaries
- NRHP Eligible or Listed Property
- Properties Contributing to a Historic District
- Full Acquisition
- Partial Acquisition
- Historic Properties Not Affected by the Proposed Project
- Proposed Noise Walls
- Existing Alternative
- Modified Alternative

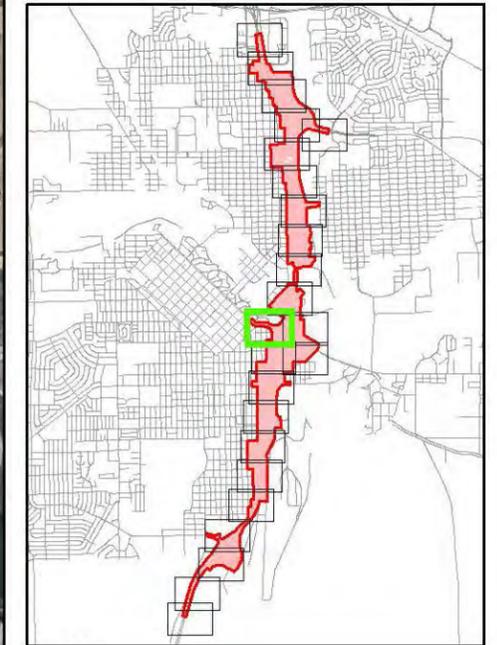
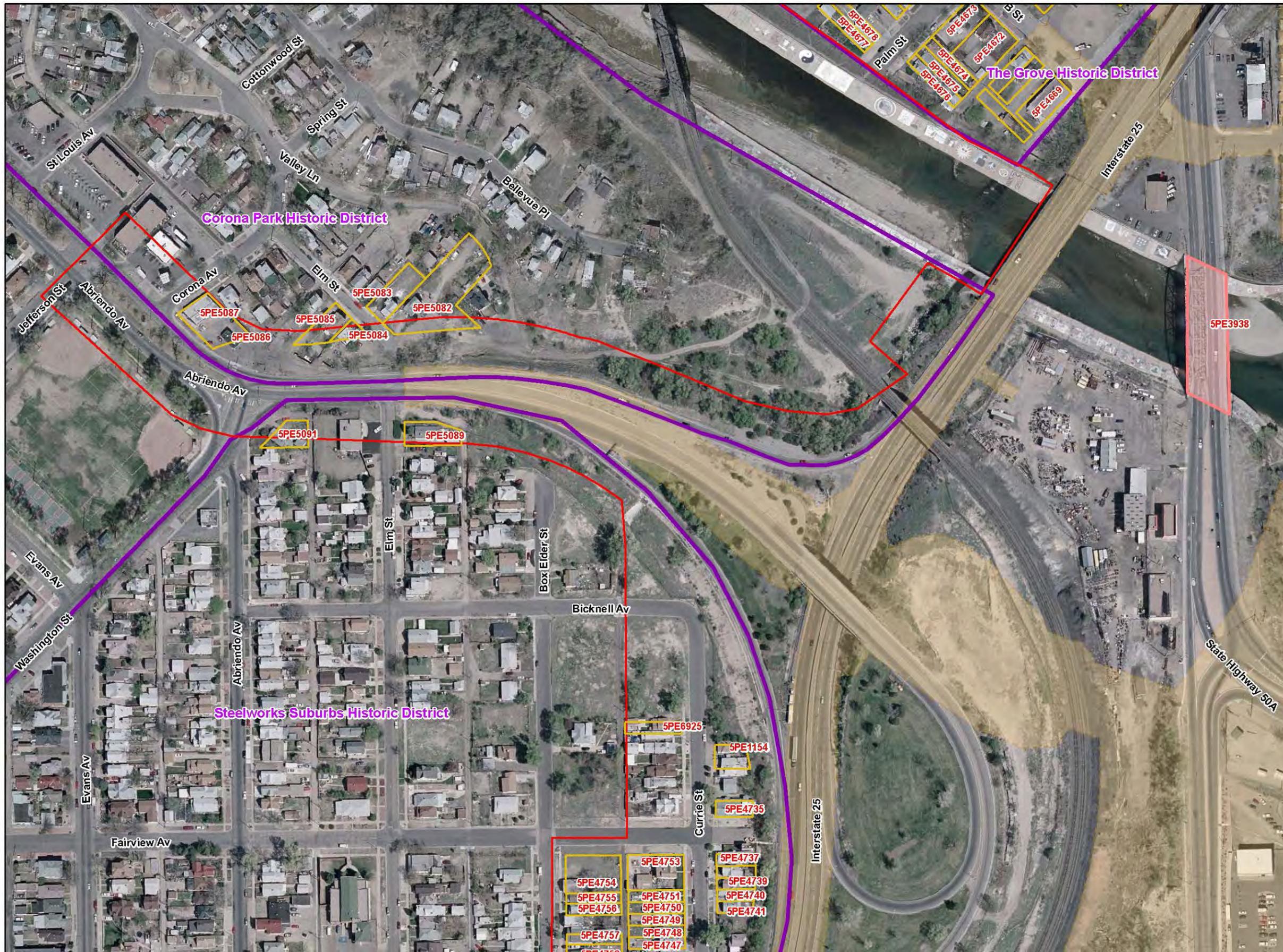


Projection:  
Colorado State Plane Grid  
South Zone, NAD83  
Aerial Photography 2004

Notes:  
This is a draft document and  
subject to change.  
Atlas updated 12/14/2009



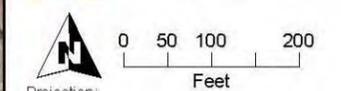
# 12M



Key Map

## Historic Properties within the Area of Potential Effects Legend

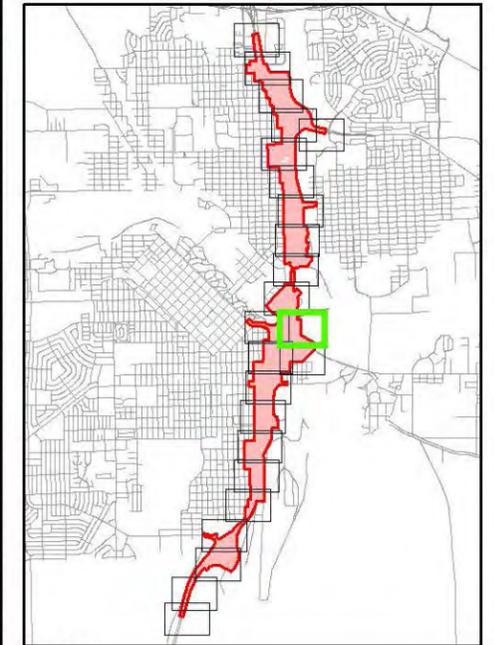
- Area of Potential Effects
- Historic District Boundaries
- NRHP Eligible or Listed Property
- Properties Contributing to a Historic District
- Full Acquisition
- Partial Acquisition
- Historic Properties Not Affected by the Proposed Project
- Proposed Noise Walls
- Existing Alternative
- Modified Alternative



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

Notes:  
This is a draft document and  
subject to change.  
Atlas updated 12/14/2009



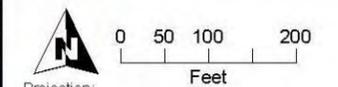


Key Map

### Historic Properties within the Area of Potential Effects

#### Legend

- Area of Potential Effects
- Historic District Boundaries
- NRHP Eligible or Listed Property
- Properties Contributing to a Historic District
- Full Acquisition
- Partial Acquisition
- Historic Properties Not Affected by the Proposed Project
- Proposed Noise Walls
- Existing Alternative
- Modified Alternative

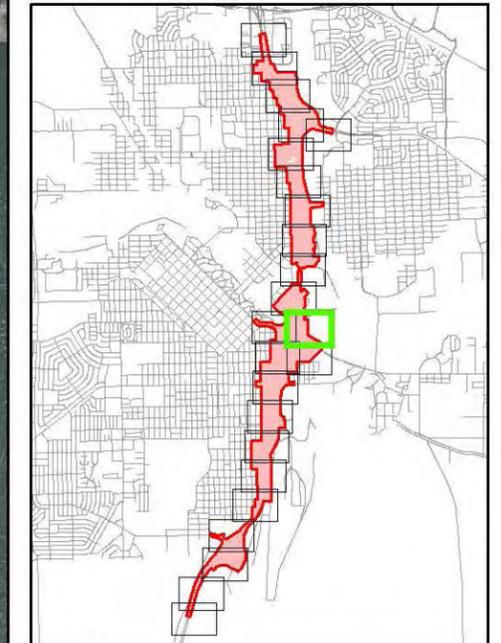


Projection:  
Colorado State Plane Grid  
South Zone, NAD83  
Aerial Photography 2004

Notes:  
This is a draft document and  
subject to change.  
Atlas updated 12/14/2009



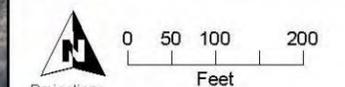
# 13M



Key Map

## Historic Properties within the Area of Potential Effects Legend

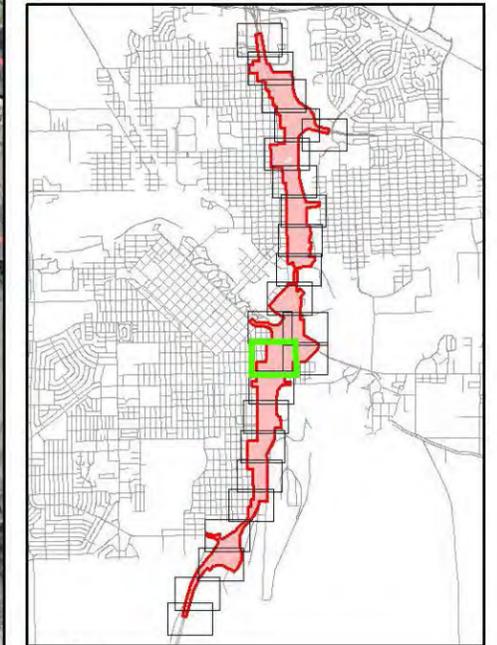
- Area of Potential Effects
- Historic District Boundaries
- NRHP Eligible or Listed Property
- Properties Contributing to a Historic District
- Full Acquisition
- Partial Acquisition
- Historic Properties Not Affected by the Proposed Project
- Proposed Noise Walls
- Existing Alternative
- Modified Alternative



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

Notes:  
This is a draft document and  
subject to change.  
Atlas updated 12/14/2009

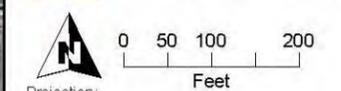




Key Map

### Historic Properties within the Area of Potential Effects Legend

- Area of Potential Effects
- Historic District Boundaries
- NRHP Eligible or Listed Property
- Properties Contributing to a Historic District
- Full Acquisition
- Partial Acquisition
- Historic Properties Not Affected by the Proposed Project
- Proposed Noise Walls
- Existing Alternative
- Modified Alternative

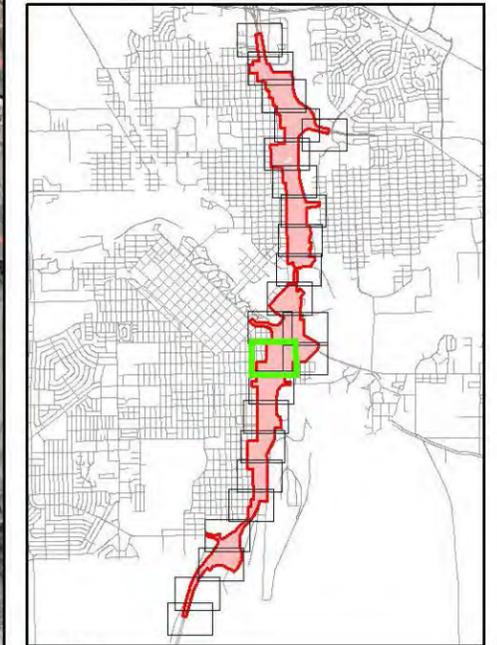
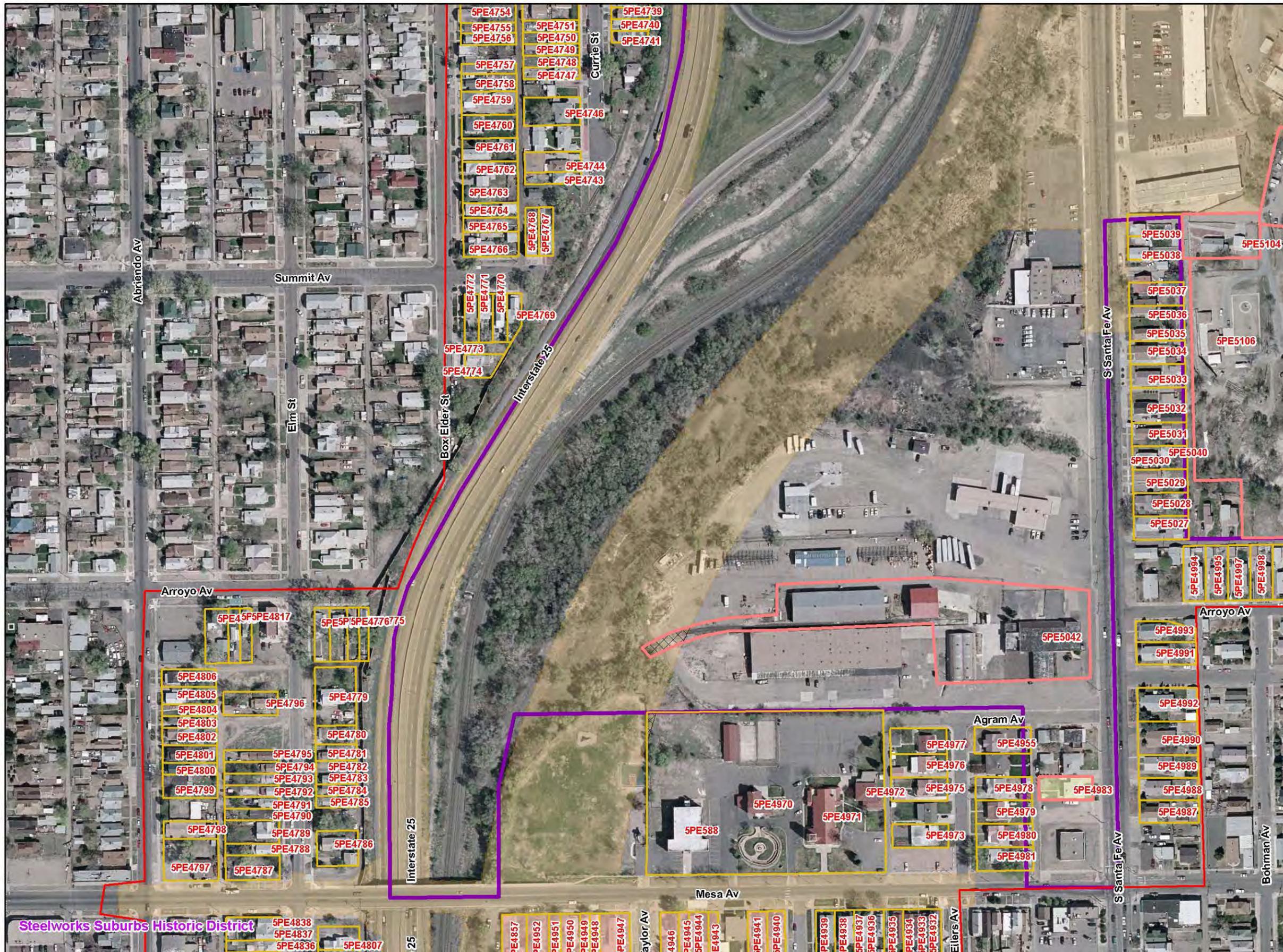


Projection:  
Colorado State Plane Grid  
South Zone, NAD83  
Aerial Photography 2004

Notes:  
This is a draft document and subject to change.  
Atlas updated 1/11/2010



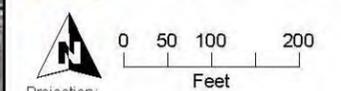
# 14M



Key Map

## Historic Properties within the Area of Potential Effects Legend

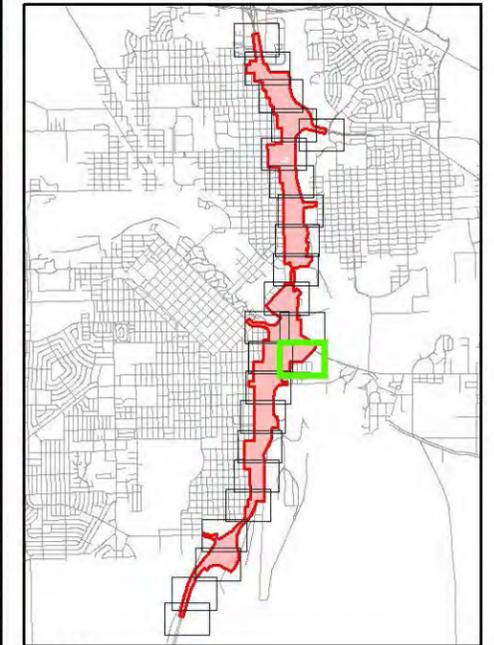
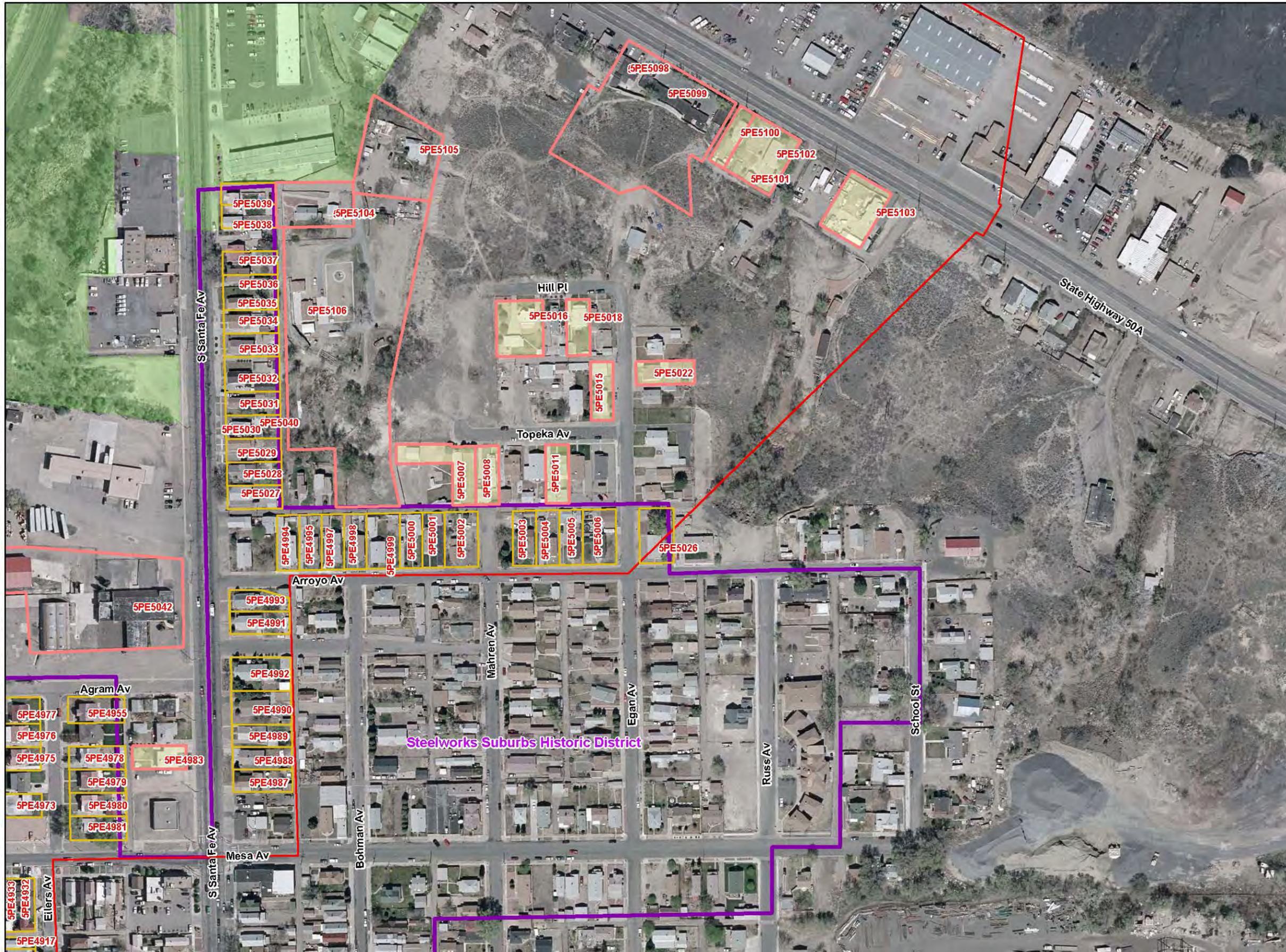
- Area of Potential Effects
- Historic District Boundaries
- NRHP Eligible or Listed Property
- Properties Contributing to a Historic District
- Full Acquisition
- Partial Acquisition
- Historic Properties Not Affected by the Proposed Project
- Proposed Noise Walls
- Existing Alternative
- Modified Alternative



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

Notes:  
This is a draft document and subject to change.  
Atlas updated 1/11/2010

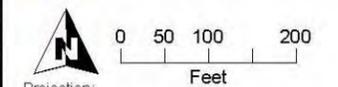




Key Map

### Historic Properties within the Area of Potential Effects Legend

- Area of Potential Effects
- Historic District Boundaries
- NRHP Eligible or Listed Property
- Properties Contributing to a Historic District
- Full Acquisition
- Partial Acquisition
- Historic Properties Not Affected by the Proposed Project
- Proposed Noise Walls
- Existing Alternative
- Modified Alternative

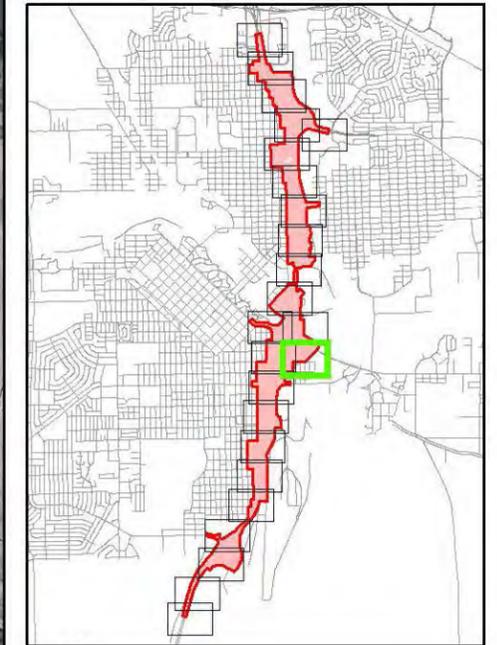
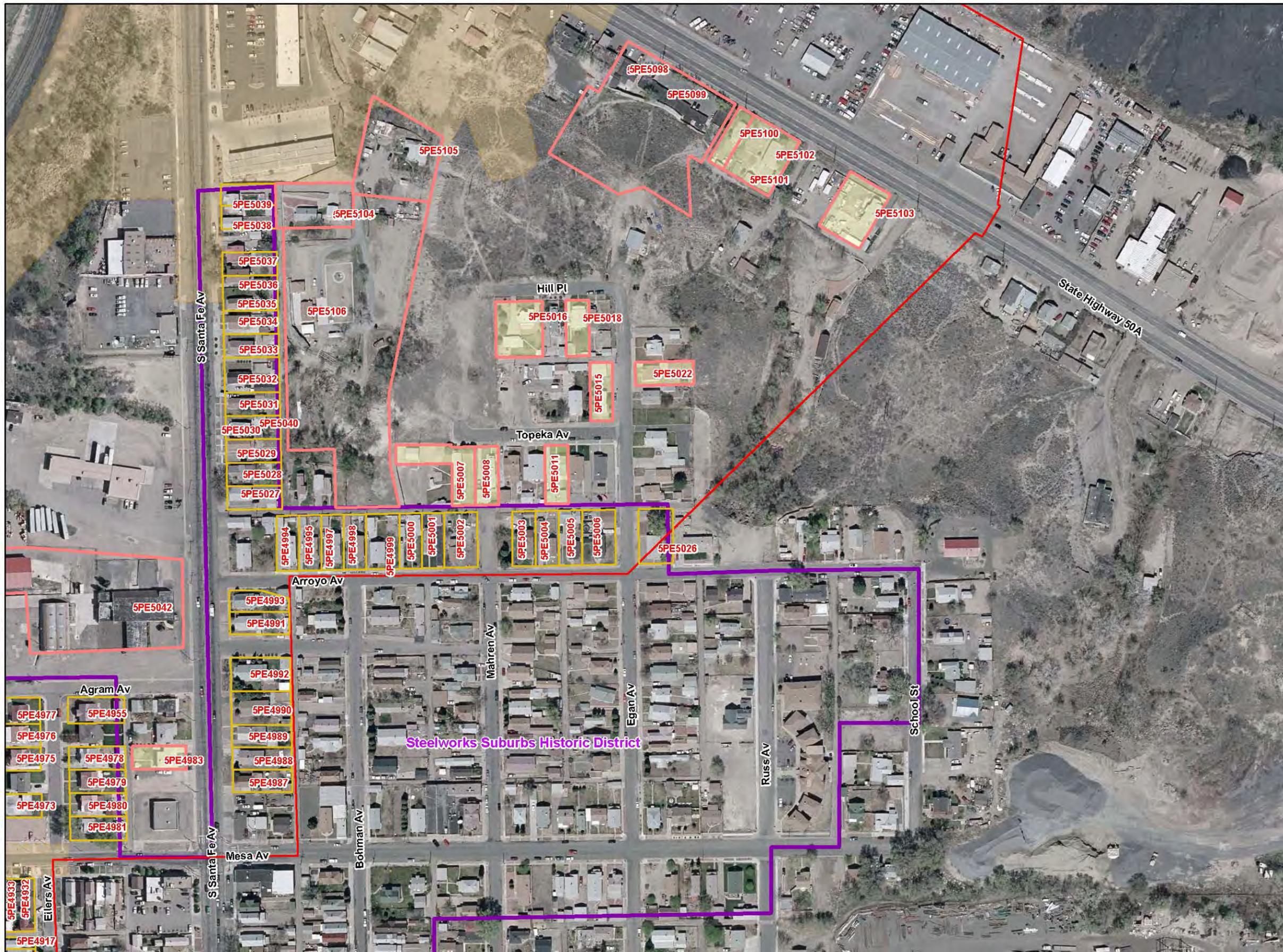


Projection:  
Colorado State Plane Grid  
South Zone, NAD83  
Aerial Photography 2004

Notes:  
This is a draft document and  
subject to change.  
Atlas updated 12/14/2009



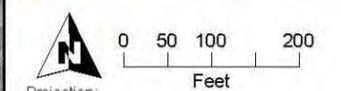
# 15M



Key Map

## Historic Properties within the Area of Potential Effects

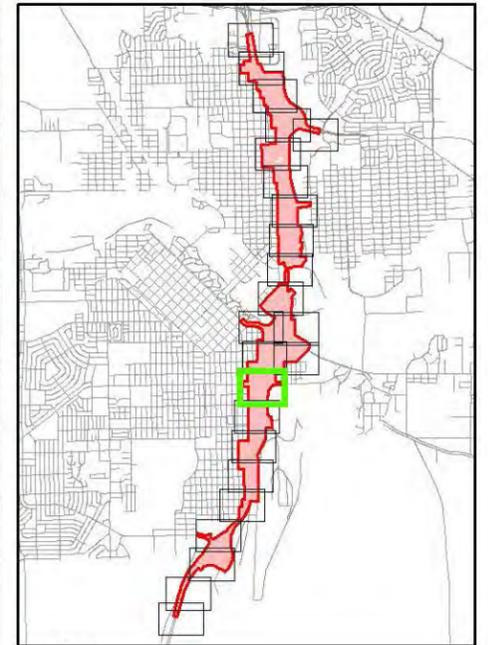
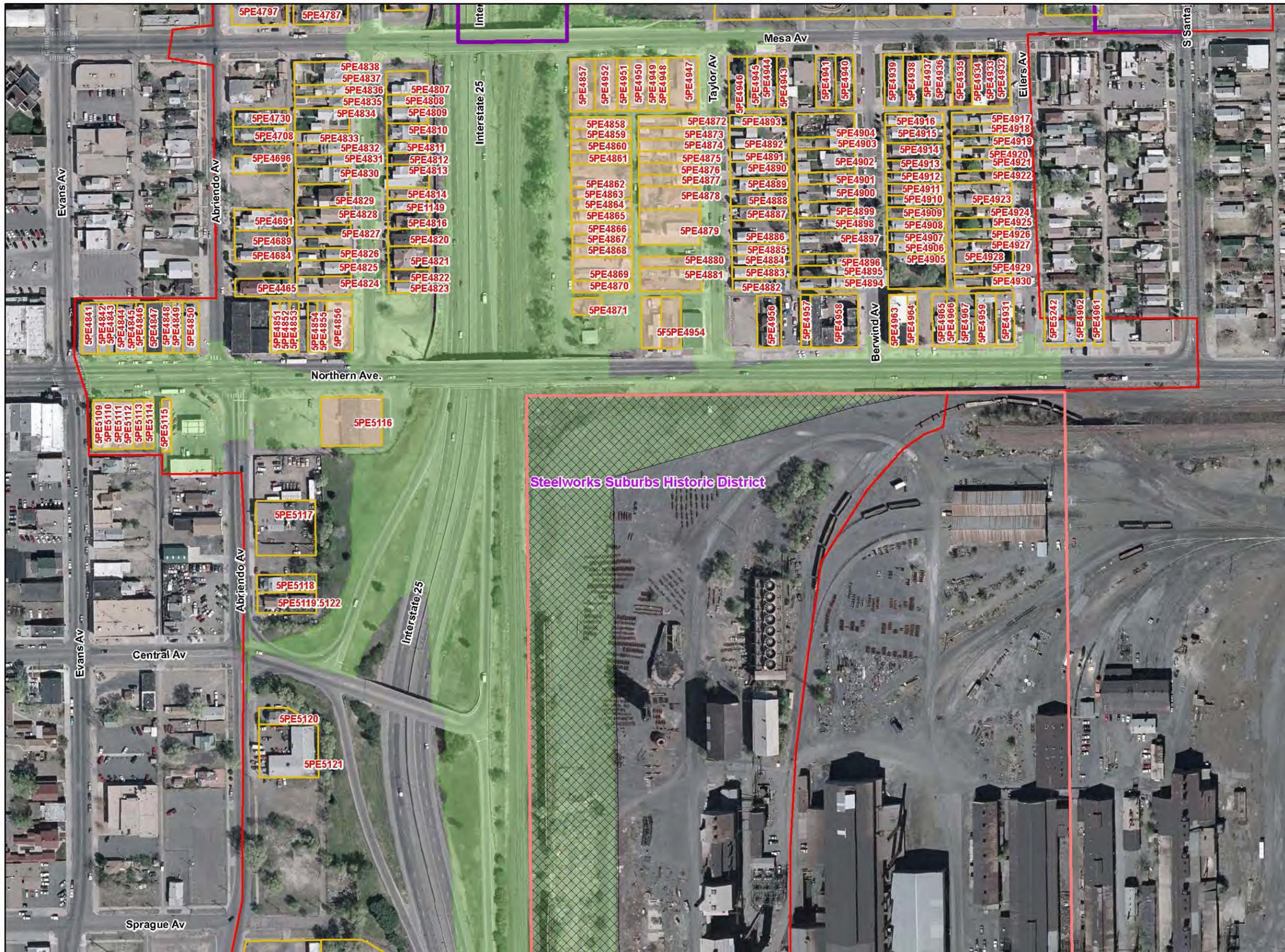
- ### Legend
- Area of Potential Effects
  - Historic District Boundaries
  - NRHP Eligible or Listed Property
  - Properties Contributing to a Historic District
  - Full Acquisition
  - Partial Acquisition
  - Historic Properties Not Affected by the Proposed Project
  - Proposed Noise Walls
  - Existing Alternative
  - Modified Alternative



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

Notes:  
This is a draft document and  
subject to change.  
Atlas updated 12/14/2009

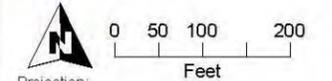




Key Map

### Historic Properties within the Area of Potential Effects Legend

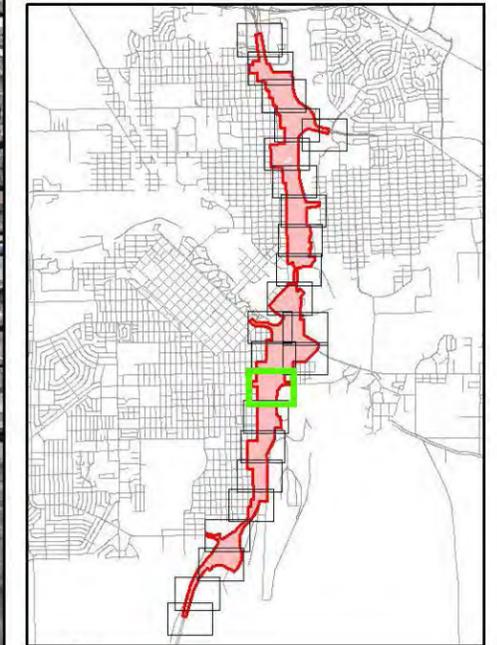
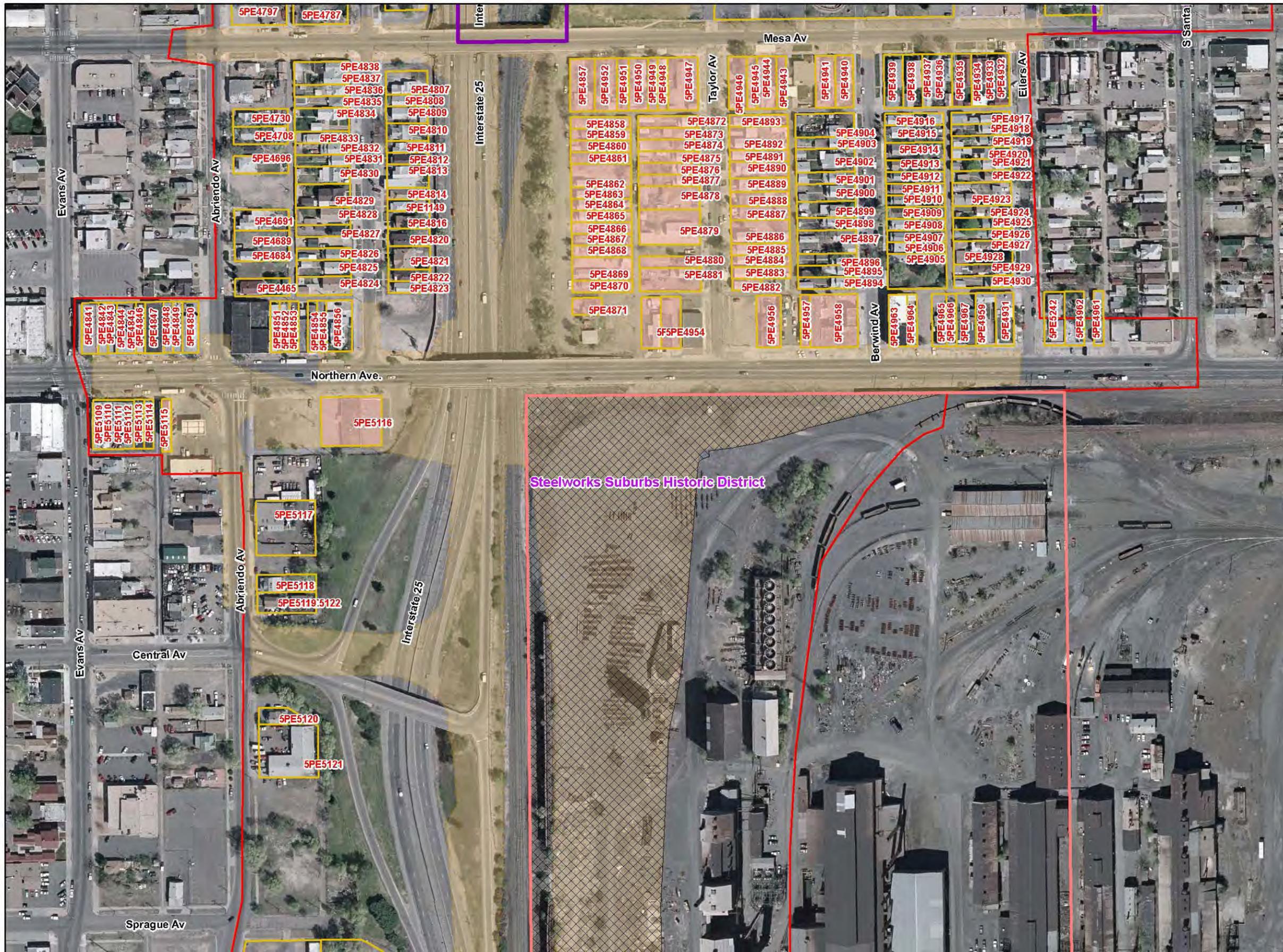
- Area of Potential Effects
- Historic District Boundaries
- NRHP Eligible or Listed Property
- Properties Contributing to a Historic District
- Full Acquisition
- Partial Acquisition
- Historic Properties Not Affected by the Proposed Project
- Proposed Noise Walls
- Existing Alternative
- Modified Alternative



Projection:  
 Colorado State Plane Grid  
 South Zone, NAD83  
 Aerial Photography 2004  
 Notes:  
 This is a draft document and  
 subject to change.  
 Atlas updated 1/11/2010



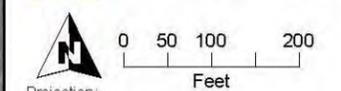
# 16M



Key Map

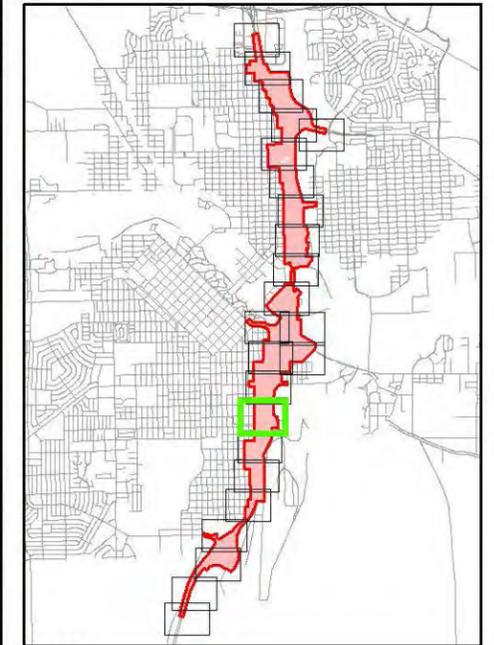
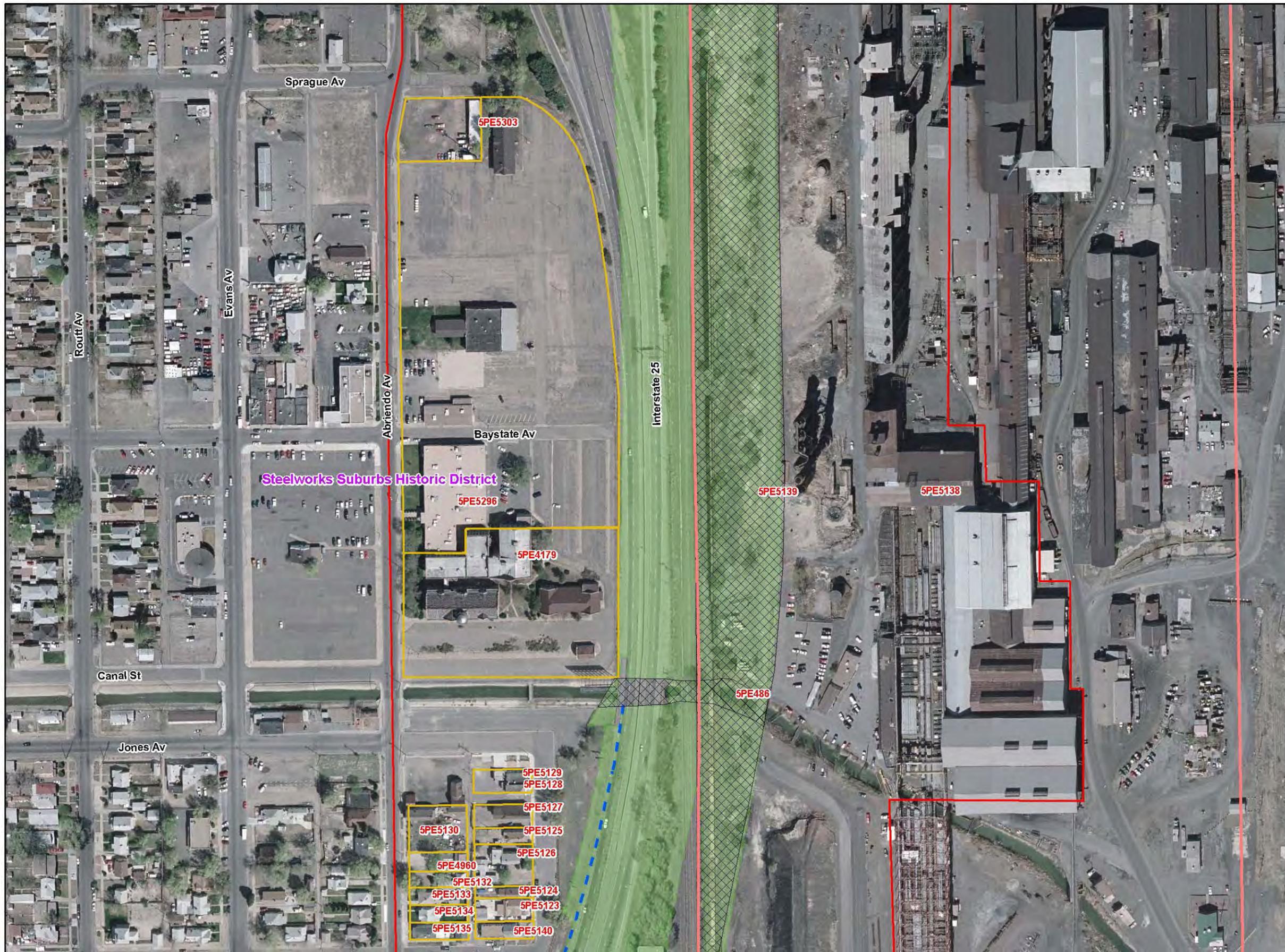
## Historic Properties within the Area of Potential Effects Legend

- Area of Potential Effects
- Historic District Boundaries
- NRHP Eligible or Listed Property
- Properties Contributing to a Historic District
- Full Acquisition
- Partial Acquisition
- Historic Properties Not Affected by the Proposed Project
- Proposed Noise Walls
- Existing Alternative
- Modified Alternative



Projection:  
 Colorado State Plane Grid  
 South Zone, NAD83  
 Aerial Photography 2004  
 Notes:  
 This is a draft document and  
 subject to change.  
 Atlas updated 1/11/2010

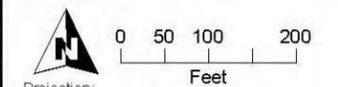




Key Map

### Historic Properties within the Area of Potential Effects Legend

- Area of Potential Effects
- Historic District Boundaries
- NRHP Eligible or Listed Property
- Properties Contributing to a Historic District
- Full Acquisition
- Partial Acquisition
- Historic Properties Not Affected by the Proposed Project
- Proposed Noise Walls
- Existing Alternative
- Modified Alternative

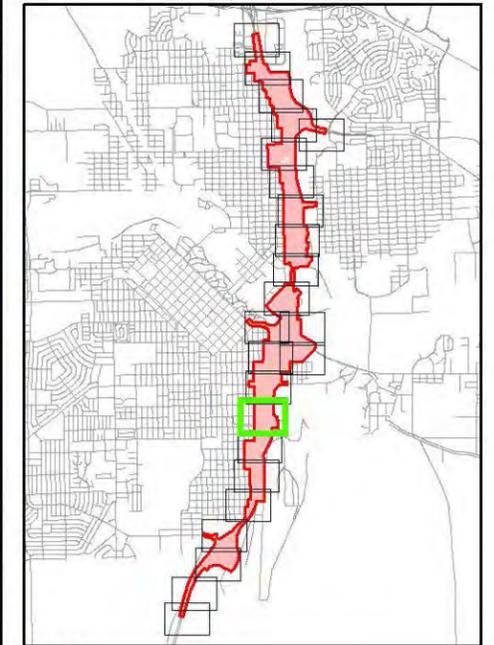
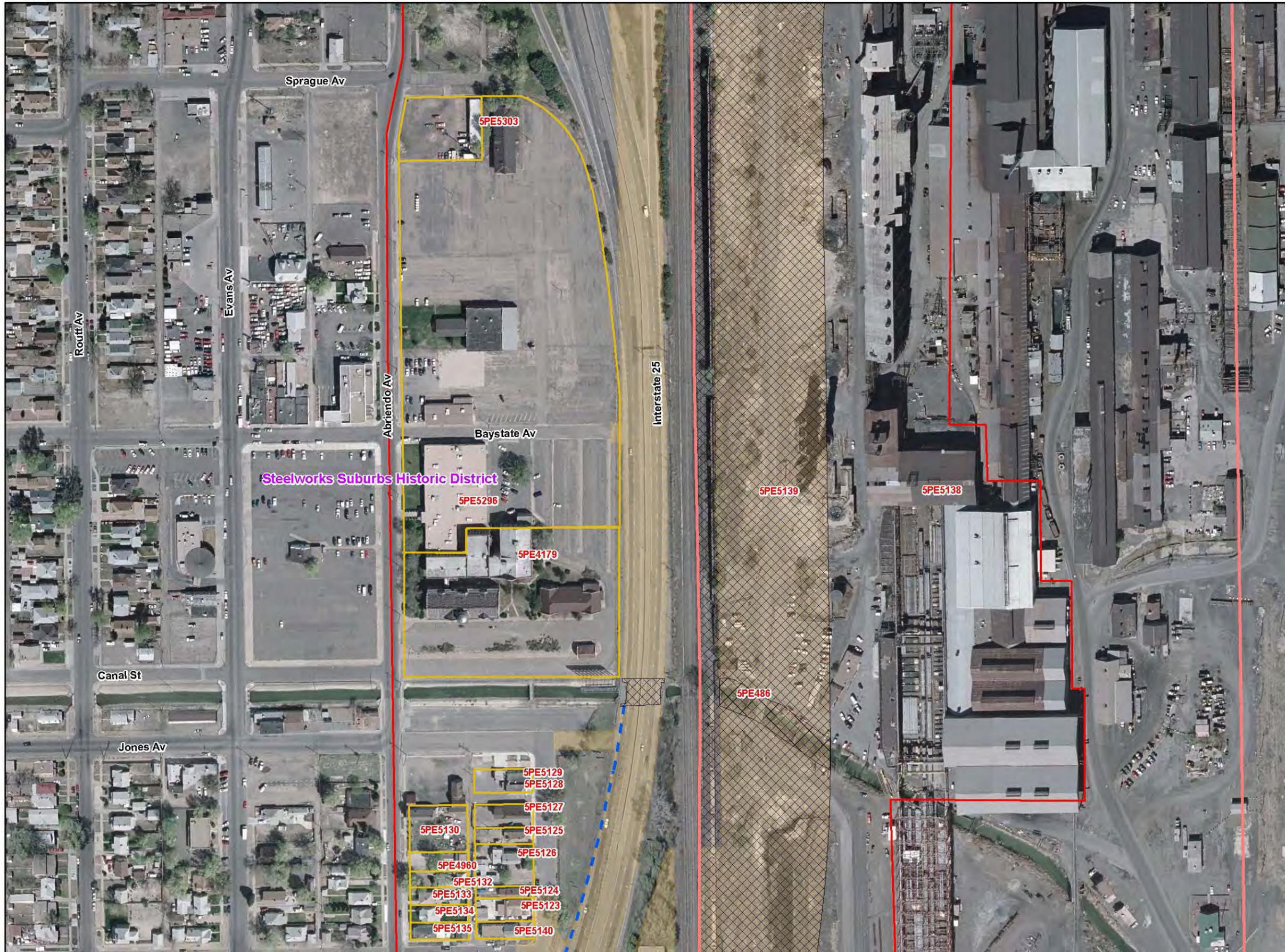


Projection:  
Colorado State Plane Grid  
South Zone, NAD83  
Aerial Photography 2004

Notes:  
This is a draft document and  
subject to change.  
Atlas updated 1/11/2010



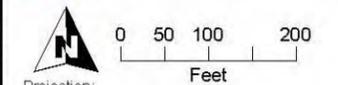
# 17M



Key Map

### Historic Properties within the Area of Potential Effects Legend

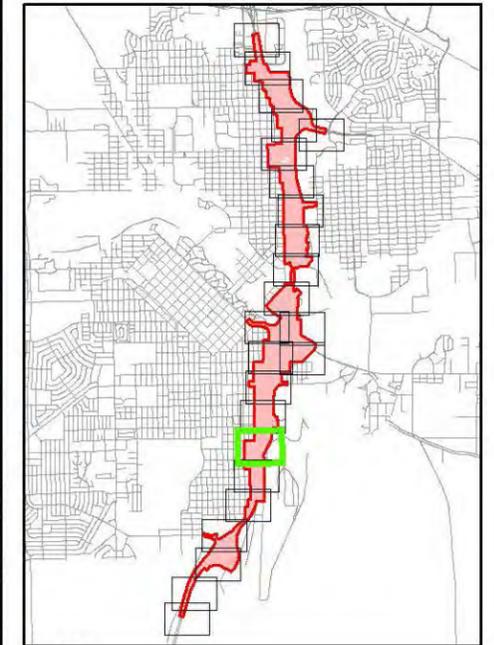
- Area of Potential Effects
- Historic District Boundaries
- NRHP Eligible or Listed Property
- Properties Contributing to a Historic District
- Full Acquisition
- Partial Acquisition
- Historic Properties Not Affected by the Proposed Project
- Proposed Noise Walls
- Existing Alternative
- Modified Alternative



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

Notes:  
This is a draft document and  
subject to change.  
Atlas updated 1/11/2010

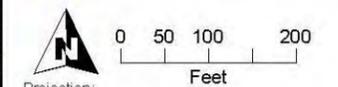




Key Map

### Historic Properties within the Area of Potential Effects Legend

- Area of Potential Effects
- Historic District Boundaries
- NRHP Eligible or Listed Property
- Properties Contributing to a Historic District
- Full Acquisition
- Partial Acquisition
- Historic Properties Not Affected by the Proposed Project
- Proposed Noise Walls
- Existing Alternative
- Modified Alternative

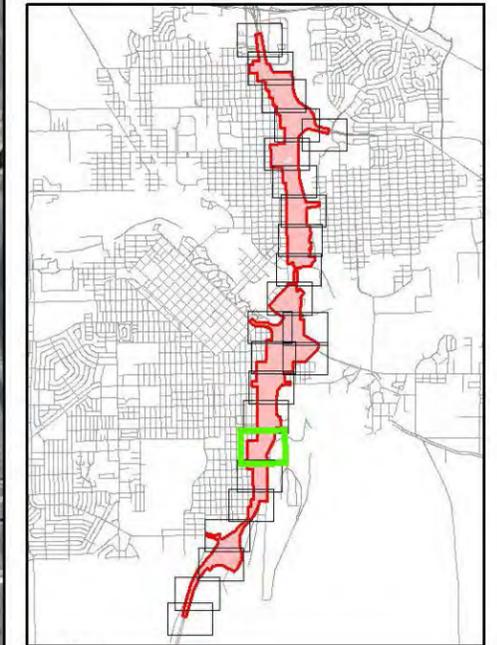
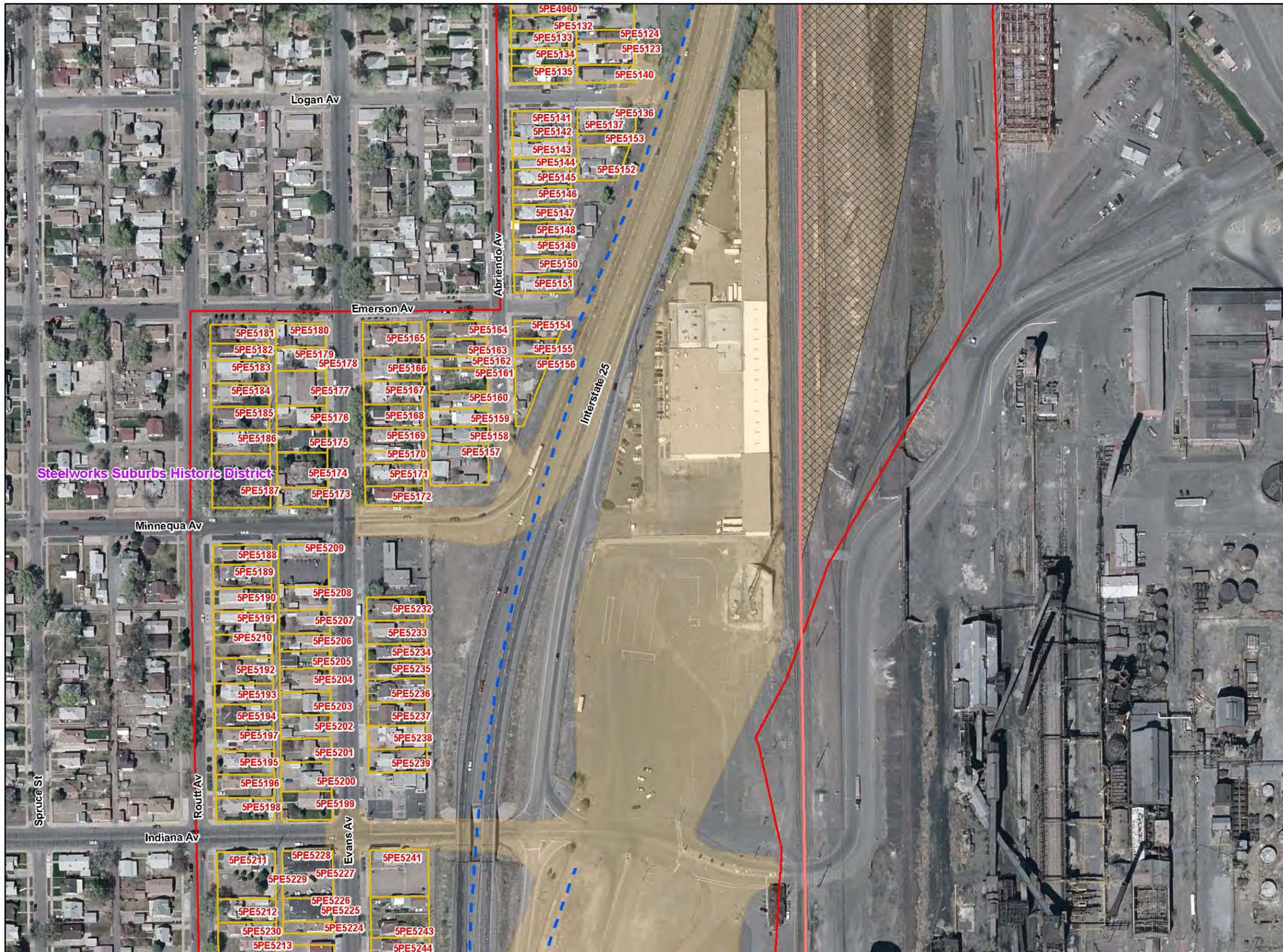


Projection:  
Colorado State Plane Grid  
South Zone, NAD83  
Aerial Photography 2004

Notes:  
This is a draft document and  
subject to change.  
Atlas updated 1/11/2010



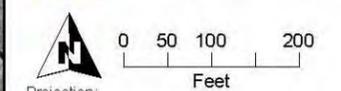
# 18M



Key Map

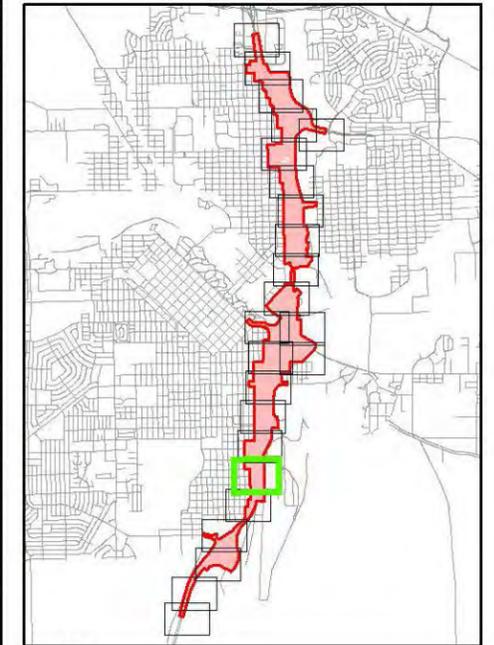
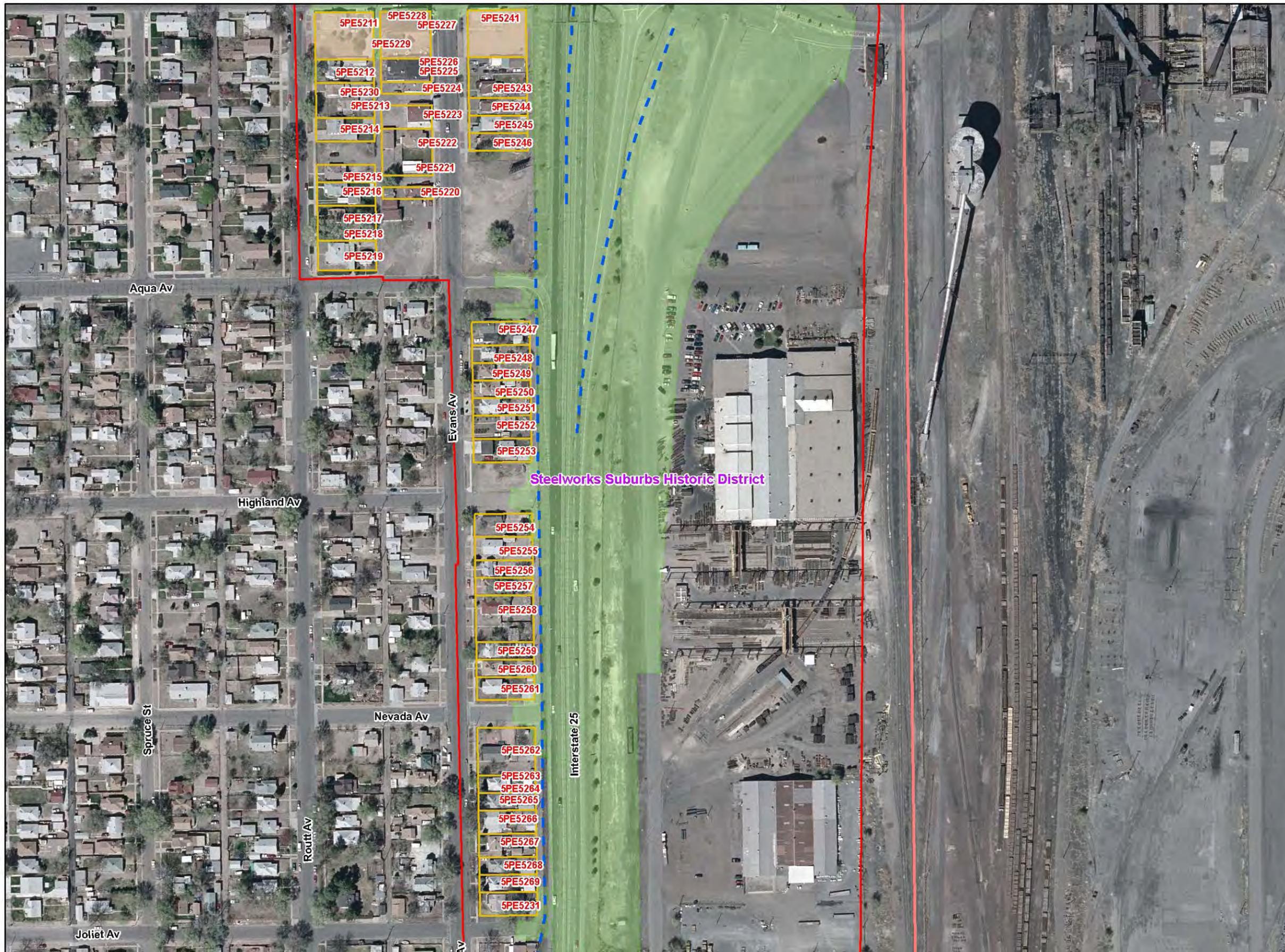
## Historic Properties within the Area of Potential Effects Legend

- Area of Potential Effects
- Historic District Boundaries
- NRHP Eligible or Listed Property
- Properties Contributing to a Historic District
- Full Acquisition
- Partial Acquisition
- Historic Properties Not Affected by the Proposed Project
- Proposed Noise Walls
- Existing Alternative
- Modified Alternative



Projection:  
 Colorado State Plane Grid  
 South Zone, NAD83  
 Aerial Photography 2004  
 Notes:  
 This is a draft document and  
 subject to change.  
 Atlas updated 1/11/2010

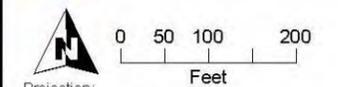




Key Map

### Historic Properties within the Area of Potential Effects Legend

- Area of Potential Effects
- Historic District Boundaries
- NRHP Eligible or Listed Property
- Properties Contributing to a Historic District
- Full Acquisition
- Partial Acquisition
- Historic Properties Not Affected by the Proposed Project
- Proposed Noise Walls
- Existing Alternative
- Modified Alternative

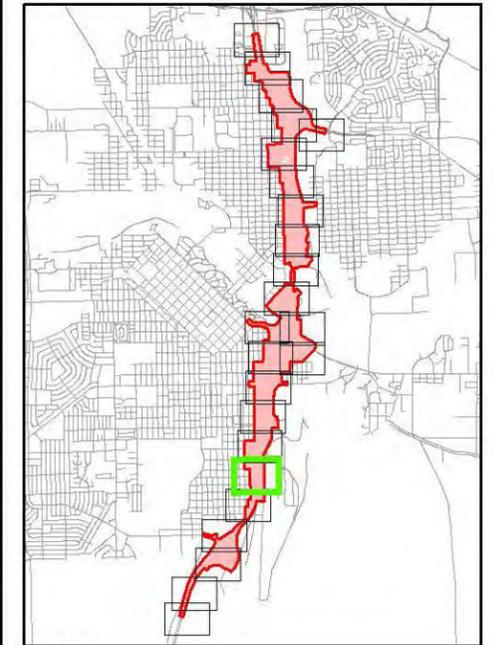
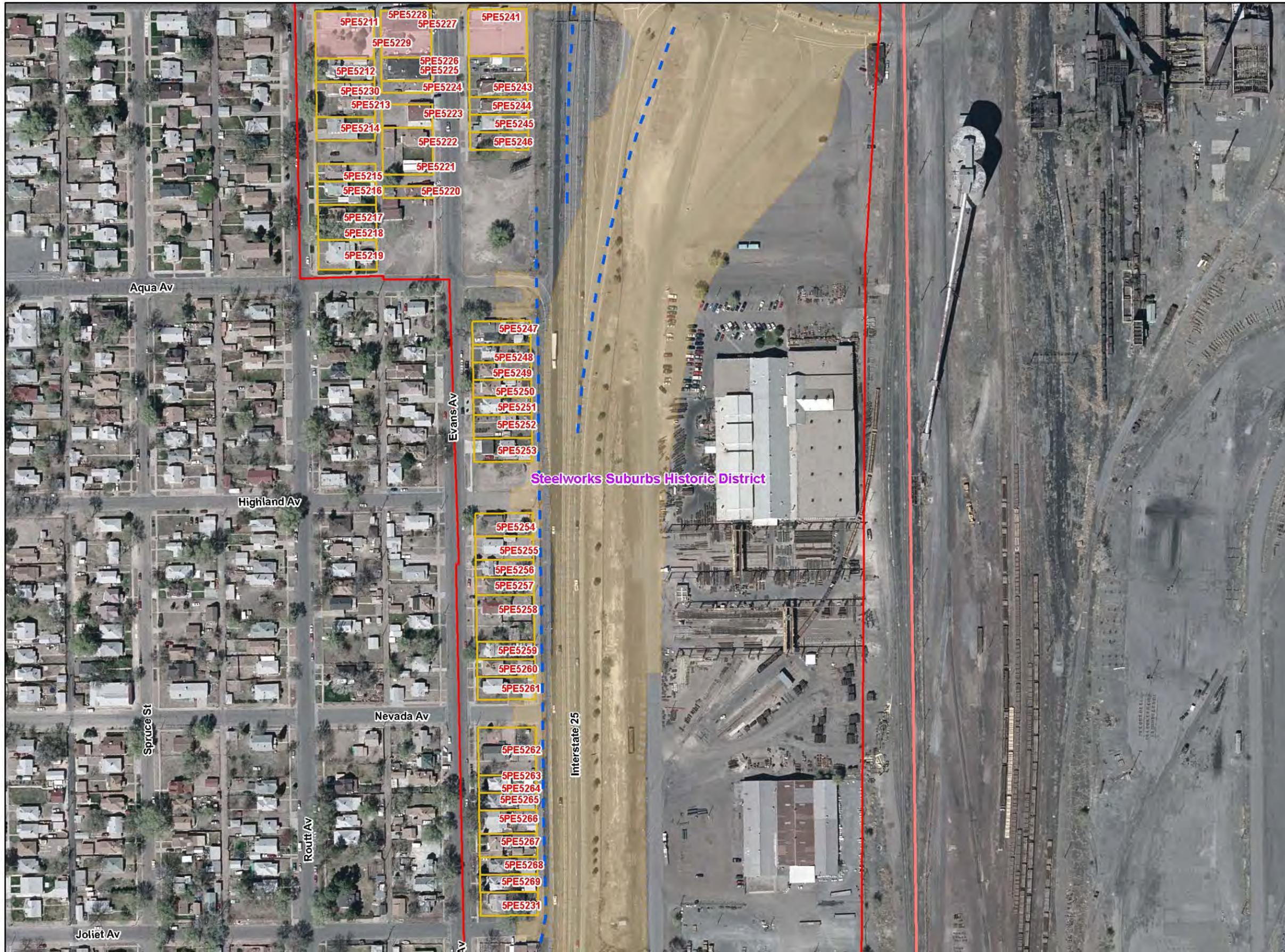


Projection:  
Colorado State Plane Grid  
South Zone, NAD83  
Aerial Photography 2004

Notes:  
This is a draft document and  
subject to change.  
Atlas updated 12/14/2009



# 19M

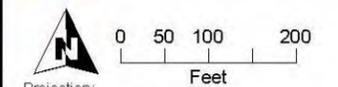


Key Map

## Historic Properties within the Area of Potential Effects

### Legend

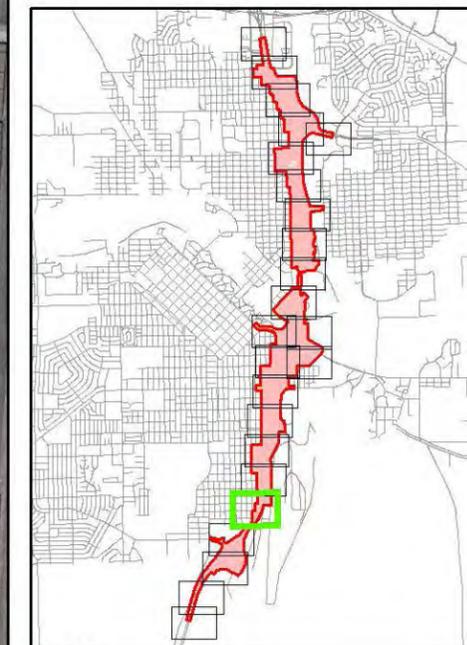
- Area of Potential Effects
- Historic District Boundaries
- NRHP Eligible or Listed Property
- Properties Contributing to a Historic District
- Full Acquisition
- Partial Acquisition
- Historic Properties Not Affected by the Proposed Project
- Proposed Noise Walls
- Existing Alternative
- Modified Alternative



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

Notes:  
This is a draft document and  
subject to change.  
Atlas updated 12/14/2009



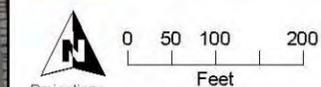


Key Map

### Historic Properties within the Area of Potential Effects

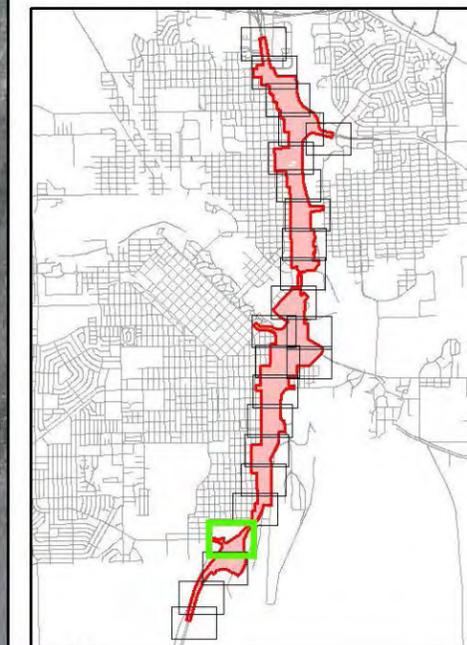
#### Legend

- Area of Potential Effects
- Historic District Boundaries
- NRHP Eligible or Listed Property
- Properties Contributing to a Historic District
- Full Acquisition
- Partial Acquisition
- Historic Properties Not Affected by the Proposed Project
- Proposed Noise Walls
- Existing Alternative
- Modified Alternative



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

Notes:  
This is a draft document and  
subject to change.  
Atlas updated 12/14/2009

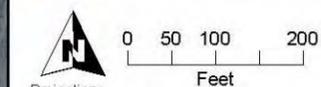


Key Map

### Historic Properties within the Area of Potential Effects

#### Legend

-  Area of Potential Effects
-  Historic District Boundaries
-  NRHP Eligible or Listed Property
-  Properties Contributing to a Historic District
-  Full Acquisition
-  Partial Acquisition
-  Historic Properties Not Affected by the Proposed Project
-  Proposed Noise Walls
-  Existing Alternative
-  Modified Alternative



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

Notes:  
This is a draft document and  
subject to change.  
Atlas updated 12/14/2009

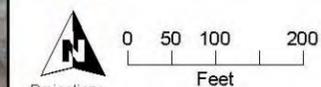


Key Map

## Historic Properties within the Area of Potential Effects

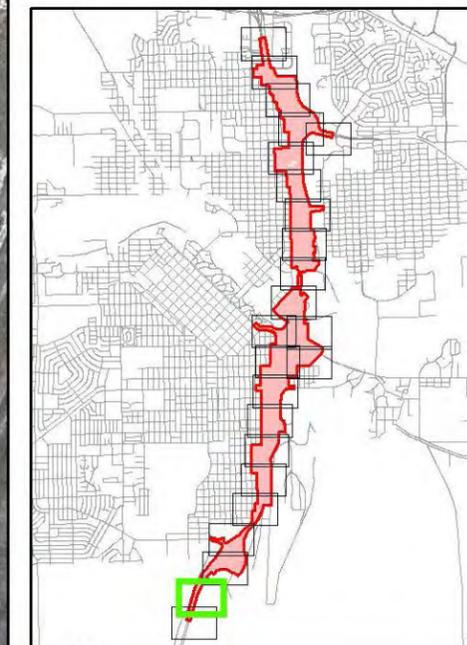
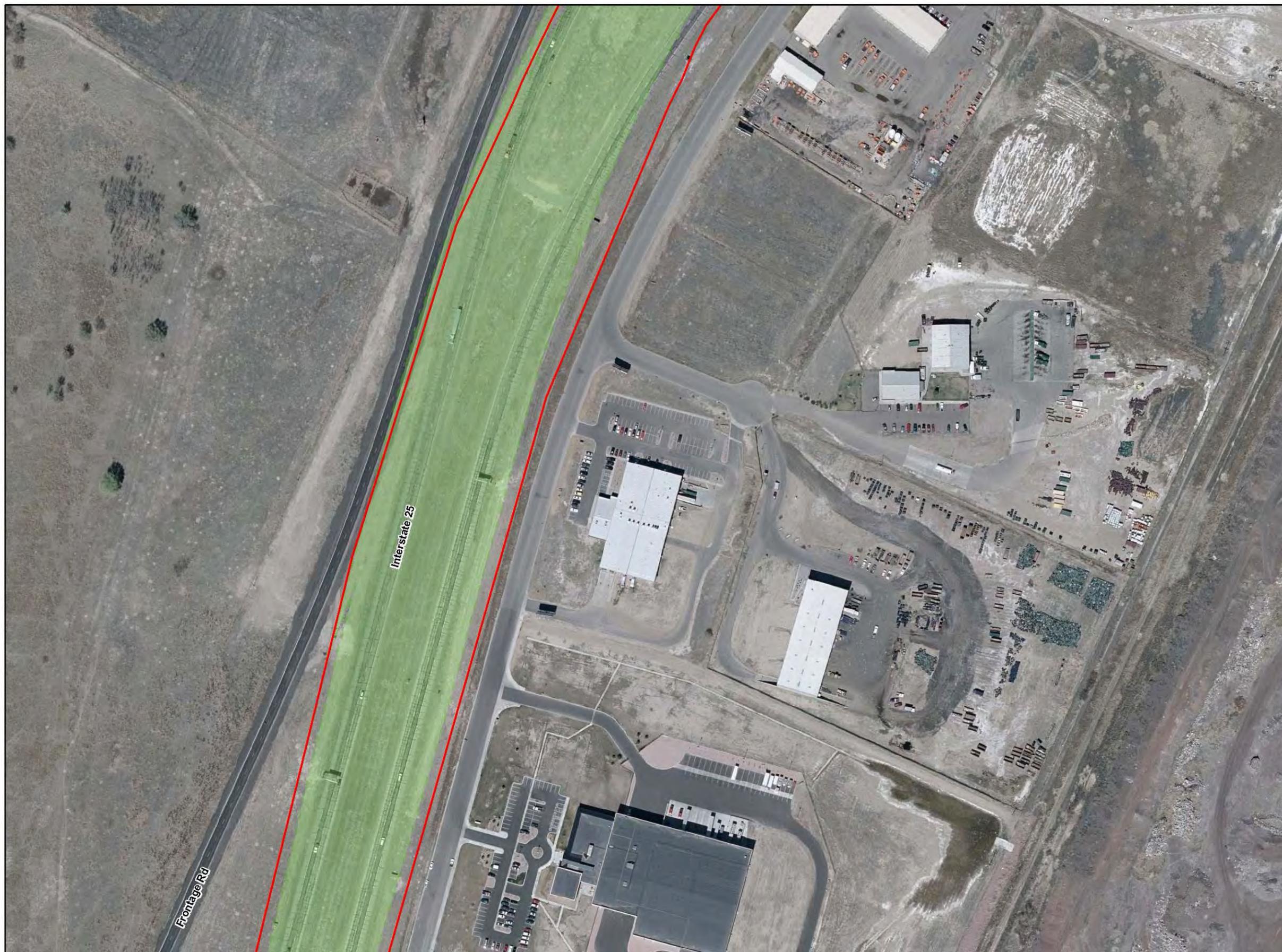
### Legend

- Area of Potential Effects
- Historic District Boundaries
- NRHP Eligible or Listed Property
- Properties Contributing to a Historic District
- Full Acquisition
- Partial Acquisition
- Historic Properties Not Affected by the Proposed Project
- Proposed Noise Walls
- Existing Alternative
- Modified Alternative



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

Notes:  
This is a draft document and  
subject to change.  
Atlas updated 12/14/2009

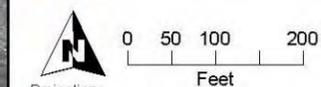


Key Map

### Historic Properties within the Area of Potential Effects

#### Legend

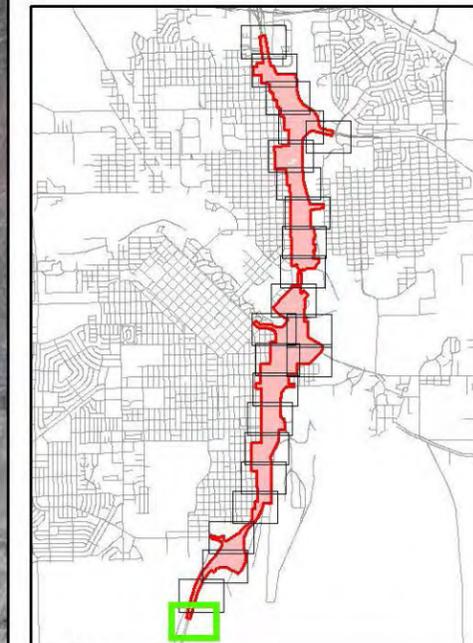
-  Area of Potential Effects
-  Historic District Boundaries
-  NRHP Eligible or Listed Property
-  Properties Contributing to a Historic District
-  Full Acquisition
-  Partial Acquisition
-  Historic Properties Not Affected by the Proposed Project
-  Proposed Noise Walls
-  Existing Alternative
-  Modified Alternative



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

Notes:  
This is a draft document and  
subject to change.  
Atlas updated 12/14/2009

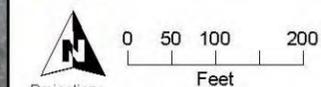




Key Map

### Historic Properties within the Area of Potential Effects Legend

-  Area of Potential Effects
-  Historic District Boundaries
-  NRHP Eligible or Listed Property
-  Properties Contributing to a Historic District
-  Full Acquisition
-  Partial Acquisition
-  Historic Properties Not Affected by the Proposed Project
-  Proposed Noise Walls
-  Existing Alternative
-  Modified Alternative



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

Notes:  
This is a draft document and  
subject to change.  
Atlas updated 12/14/2009





APPENDIX D

**New Pueblo Freeway Aesthetic Guidelines**  
**(submitted under separate cover)**

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