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

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

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

EXHIBIT 1
Historic Properties within the Area of Potential Effects Covered in the Addendum

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

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

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

5PE1776.15 Site Description

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

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

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

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

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

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

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

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

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

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

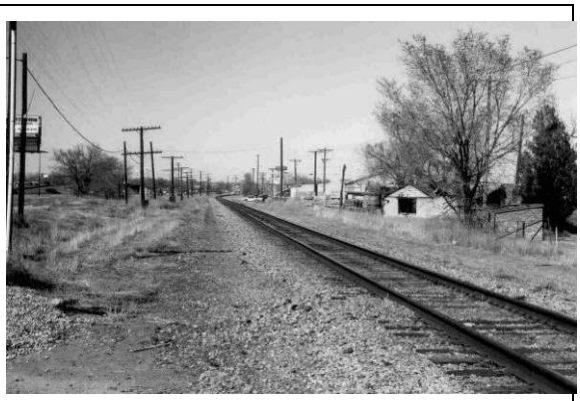
	
5PE1776.1 Union Pacific railroad at 26th Street. View to the south. (2005). This segment is now part of 5PE1776.15.	5PE1776.1 Union Pacific railroad at 26th Street. View to the north. (2005). This segment is now part of 5PE1776.15.
5PE1776.1 Union Pacific railroad bridge at 29th Street. View to the northwest. (2010). This segment is now part of 5PE1776.15.	5PE1776.1 Union Pacific railroad south of 29th Street. View to the southwest. (2010). This segment is now part of 5PE1776.15.

EXHIBIT 2

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

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

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

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

EXHIBIT 3

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

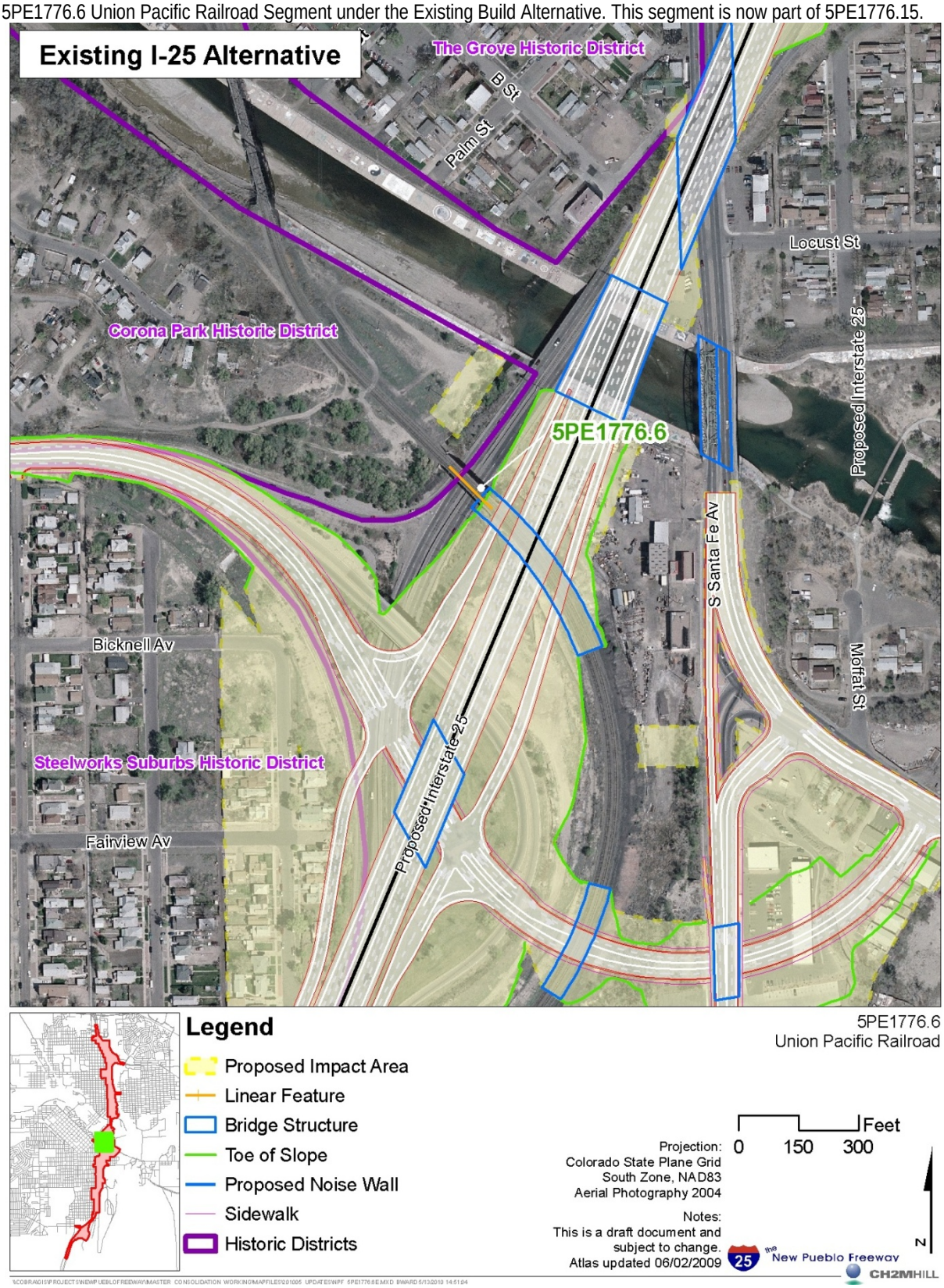


EXHIBIT 4

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

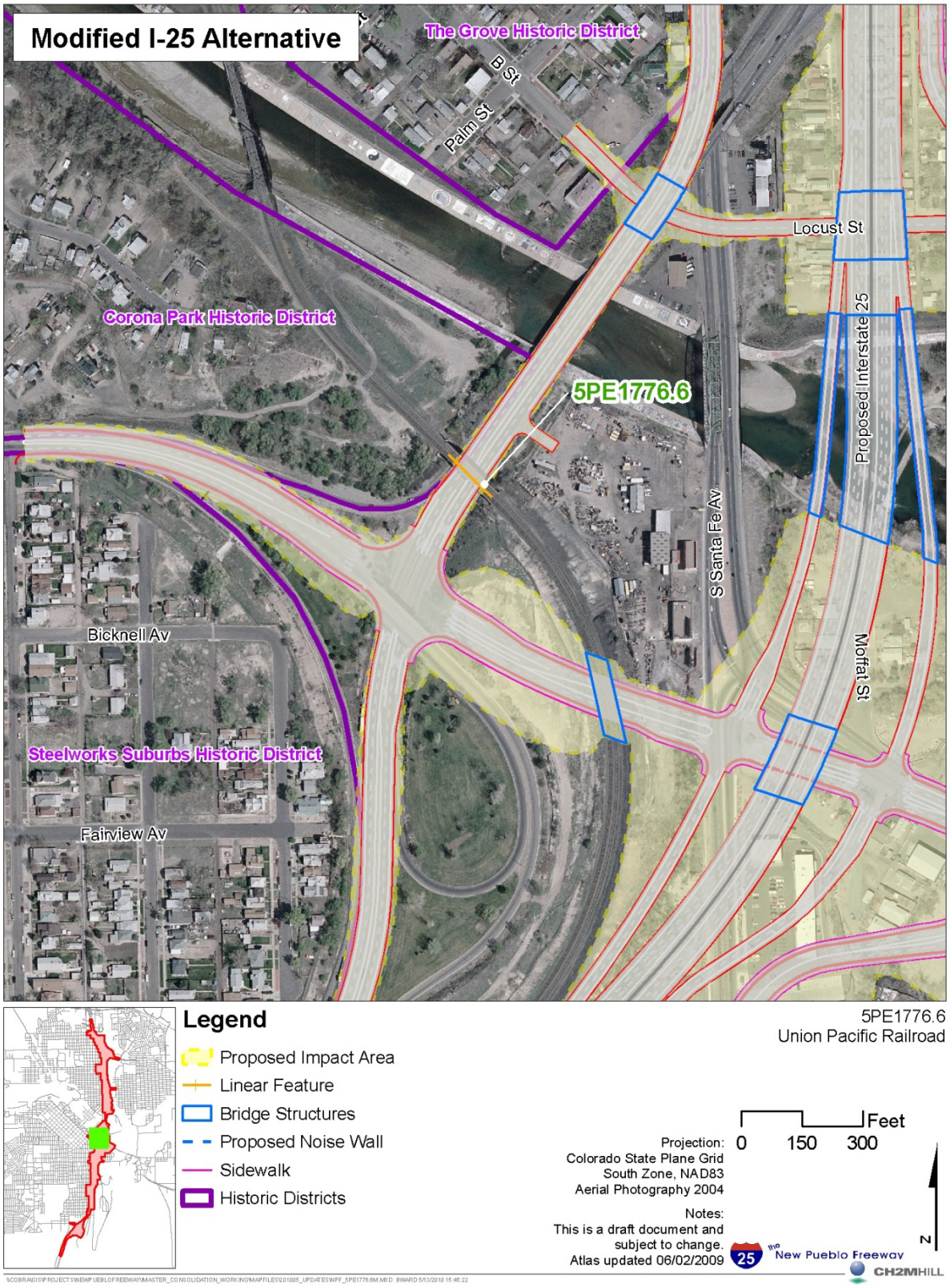
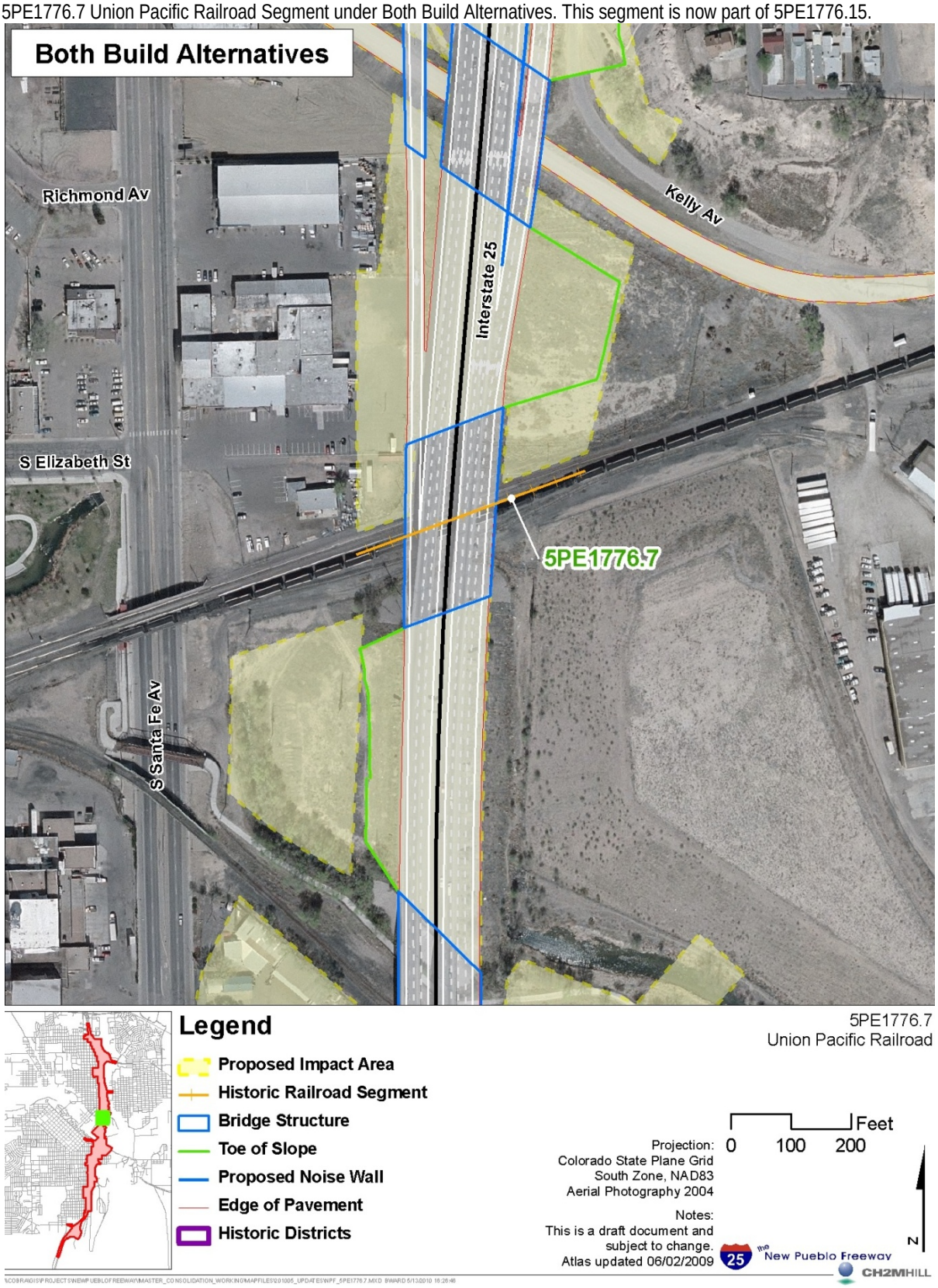


EXHIBIT 5

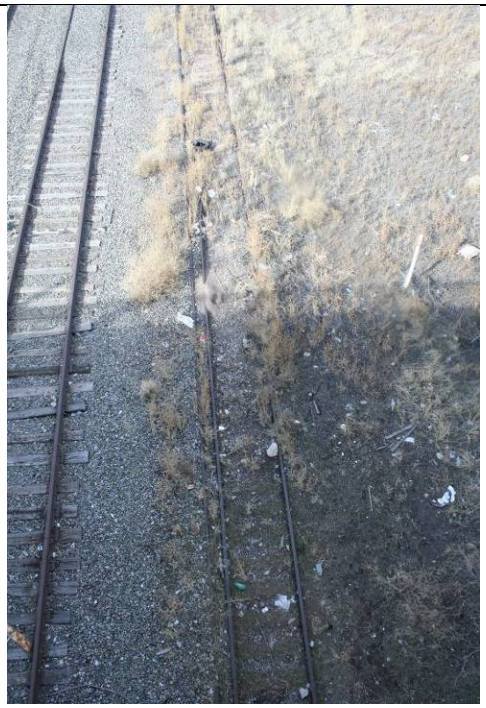
5PE1776.7 Union Pacific Railroad Segment under Both Build Alternatives. This segment is now part of 5PE1776.15.



5PE1776.16 Site Description

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

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



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

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

5PE1776.16 Union Pacific railroad spur from Northern Avenue overpass. Spur is on the far right. View to the north toward Mesa Avenue overpass. (2010)

Eligibility Determination

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

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

Effect Determination

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

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

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

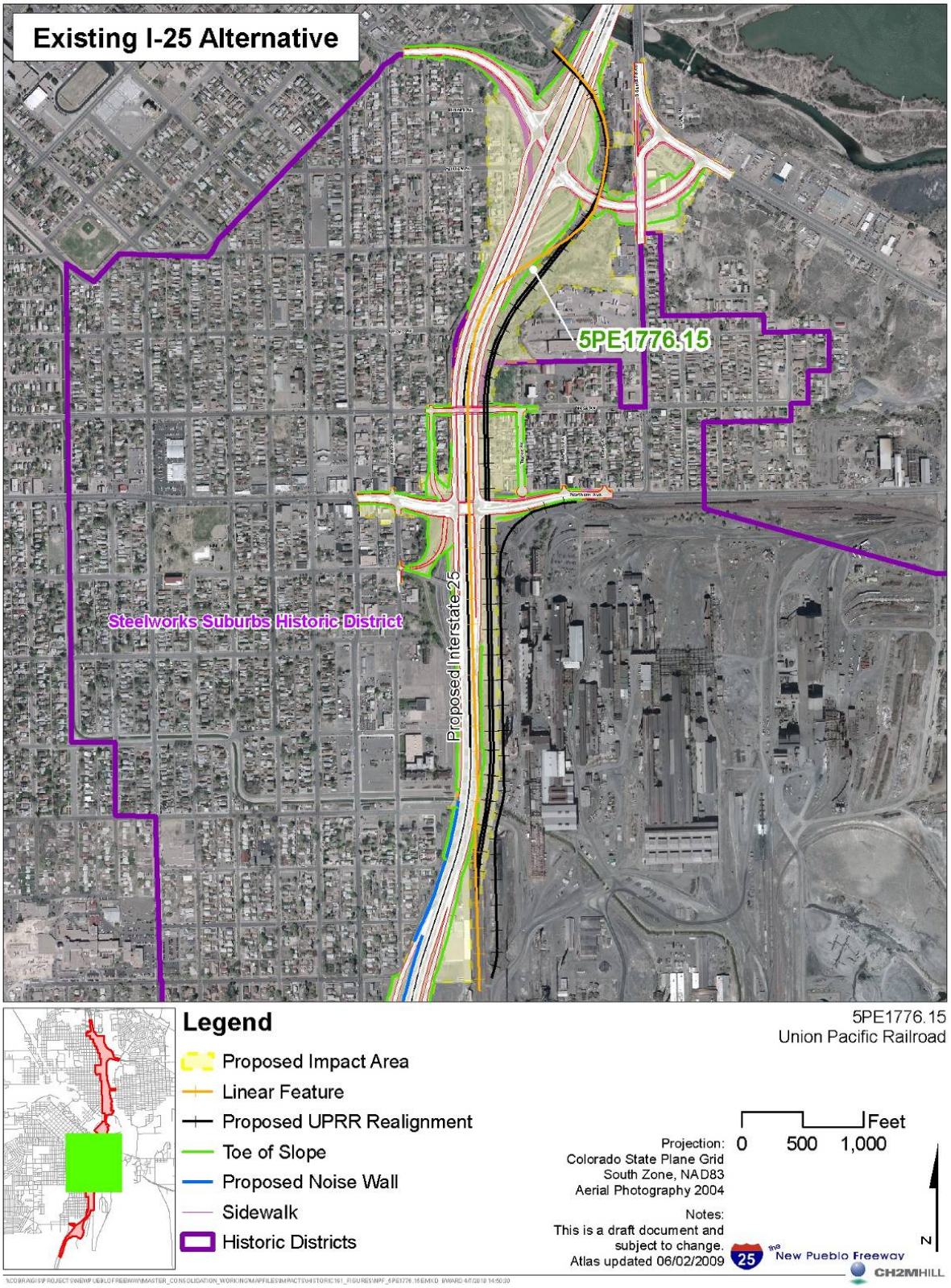
- The previous 5PE1776.6 segment over I-25 would be removed.
- A new 382-foot railroad bridge south of the old bridge would be built over the proposed Abriendo Avenue Extension.
- 1.41 miles of UPRR track would be realigned to the east.
- Segment 5PE1776.16, the UPRR spur would be removed
- The Mesa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

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

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

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

EXHIBIT 7
5PE1776.15 Southern Portion of the Union Pacific Railroad Segment under the Existing I-25 Alternative



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

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

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

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

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

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

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

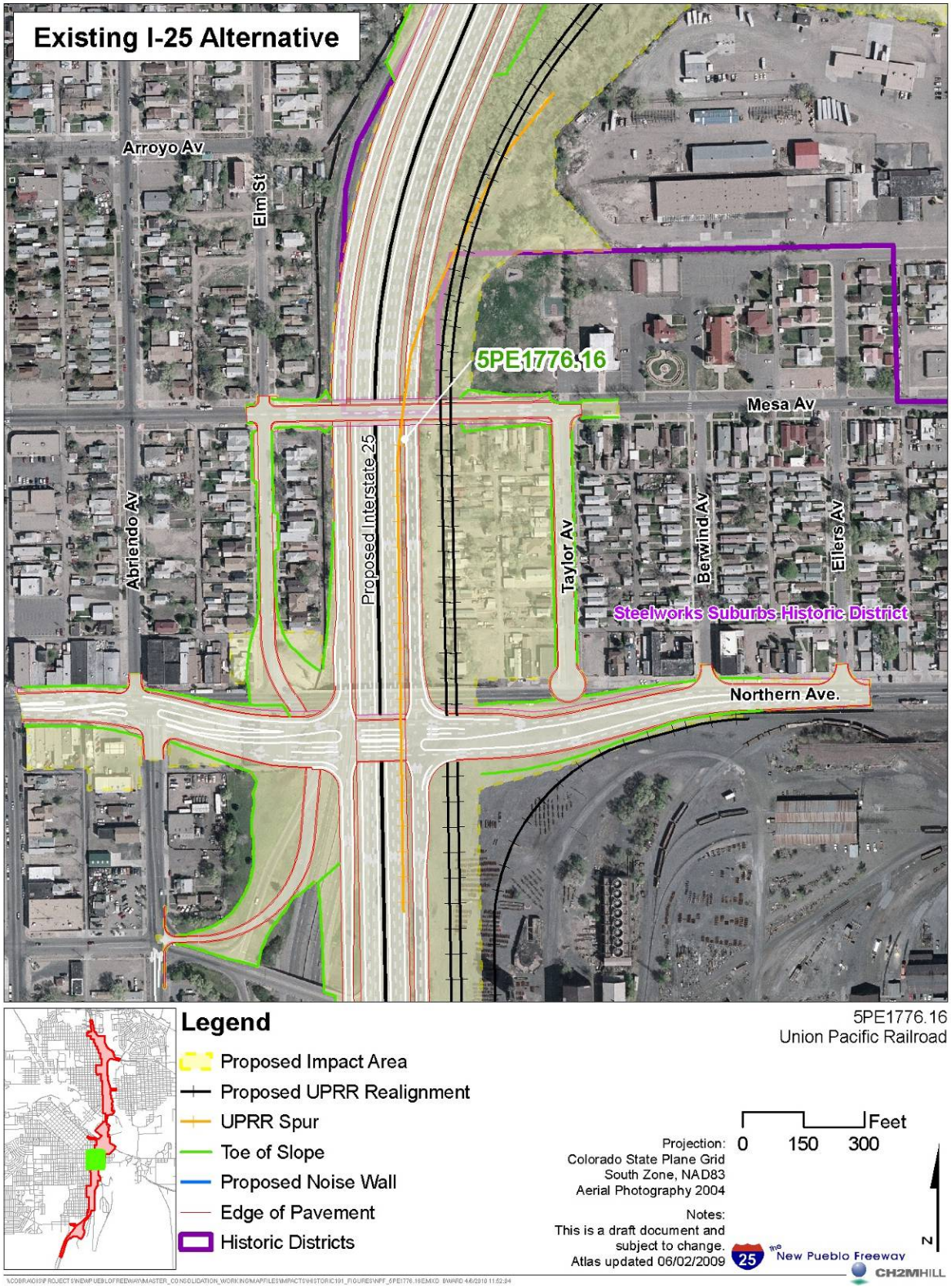
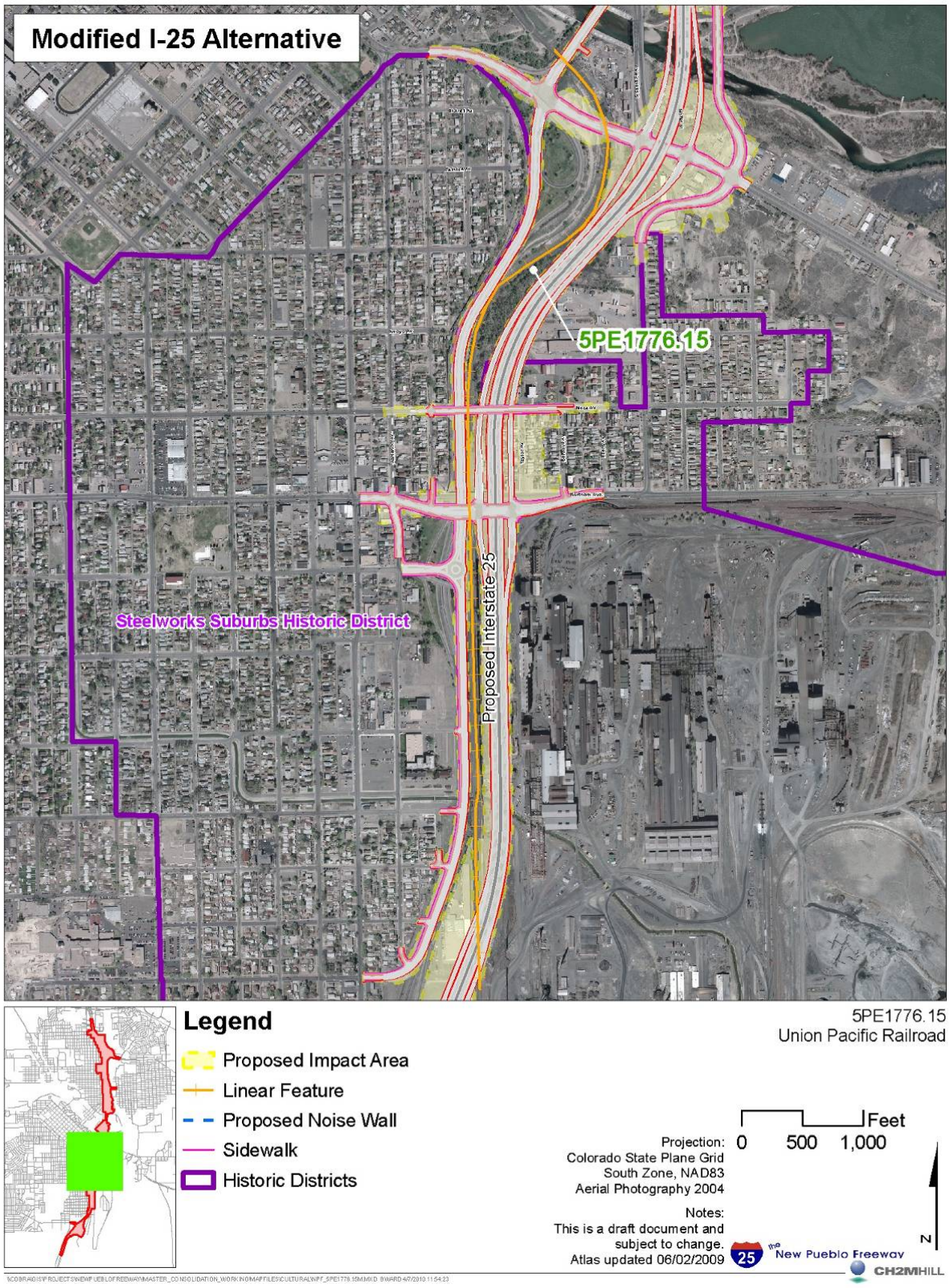


EXHIBIT 9
5PE1776.15 Southern Portion of the Union Pacific Railroad Segment under the Modified I-25 Alternative



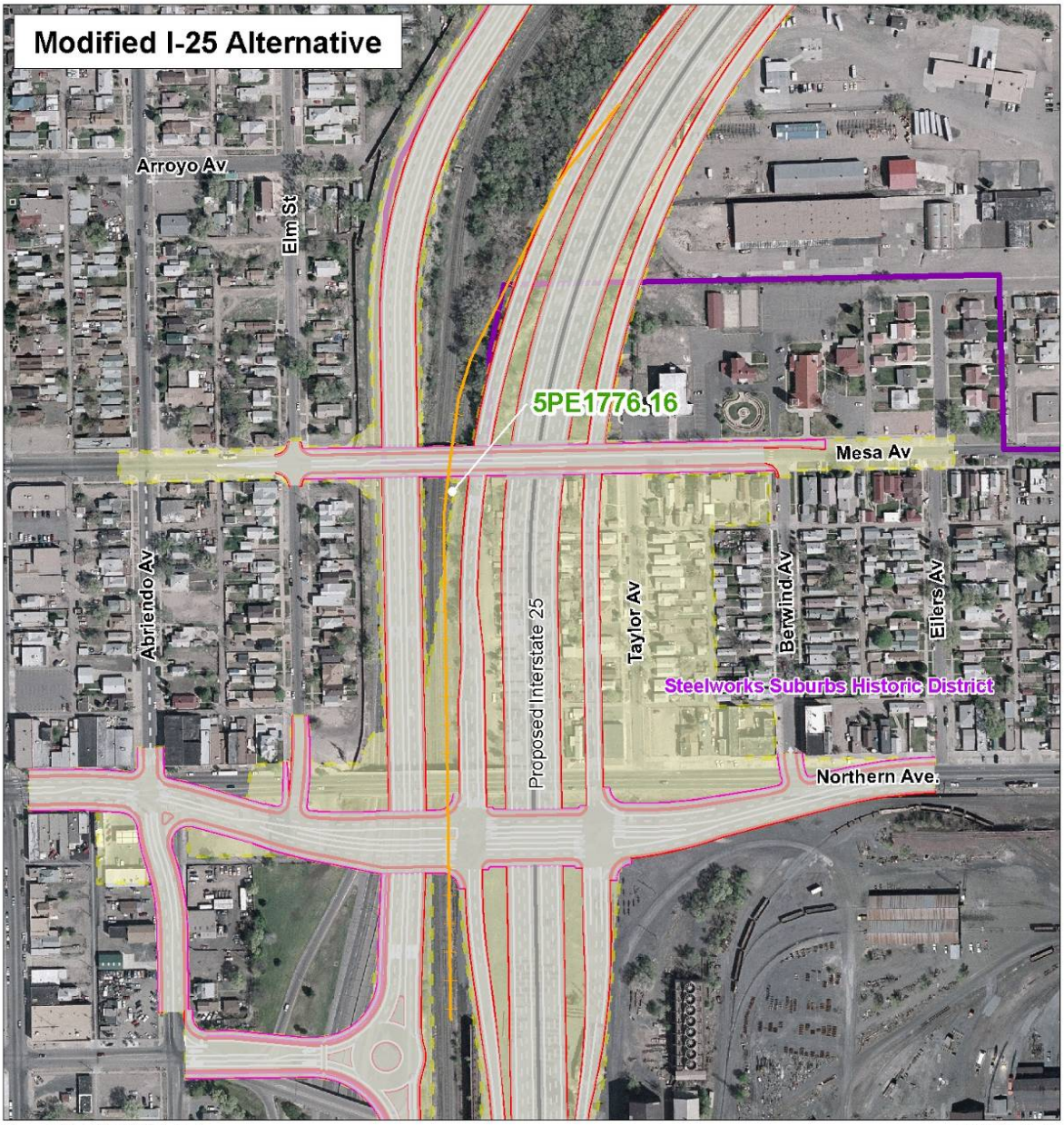
The current Mesa Avenue bridge span is 52 feet and the current Northern Avenue span is 56 feet. Under the Modified I-25 Alternative, the Mesa Avenue bridge over the UPRR would be 68 feet and the Northern Avenue bridge would move to the south and be widened to 180 feet. The abandoned spur with its rails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

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

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

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

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



Legend

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

5PE1776.16
Union Pacific Railroad

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

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

0 150 300 Feet

N

the New Pueblo Freeway

CH2MHILL

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

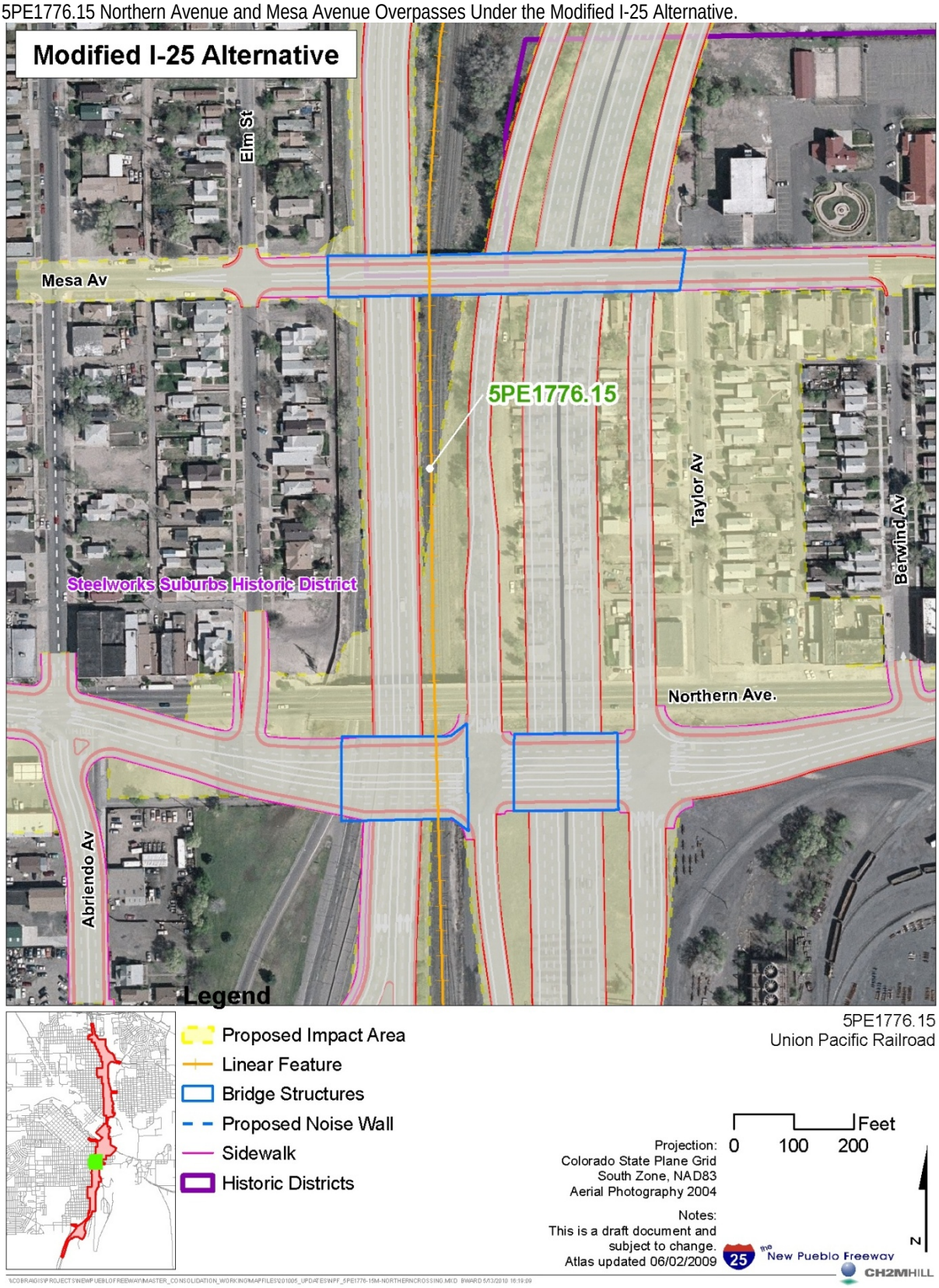
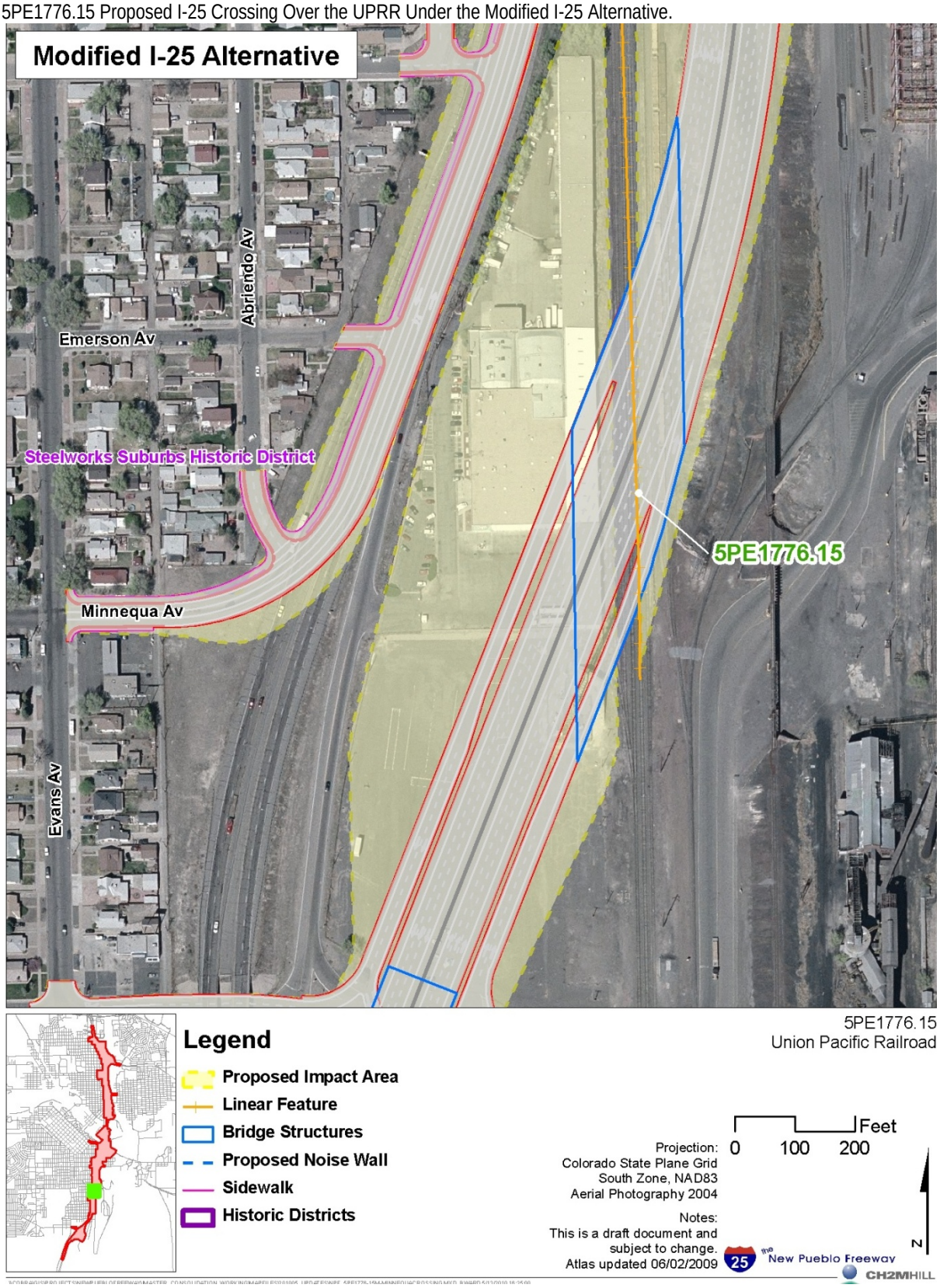


EXHIBIT 12
5PE1776.15 Proposed I-25 Crossing Over the UPRR Under the Modified I-25 Alternative.



5PE1899 Missouri Pacific Railroad

Site Description

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

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

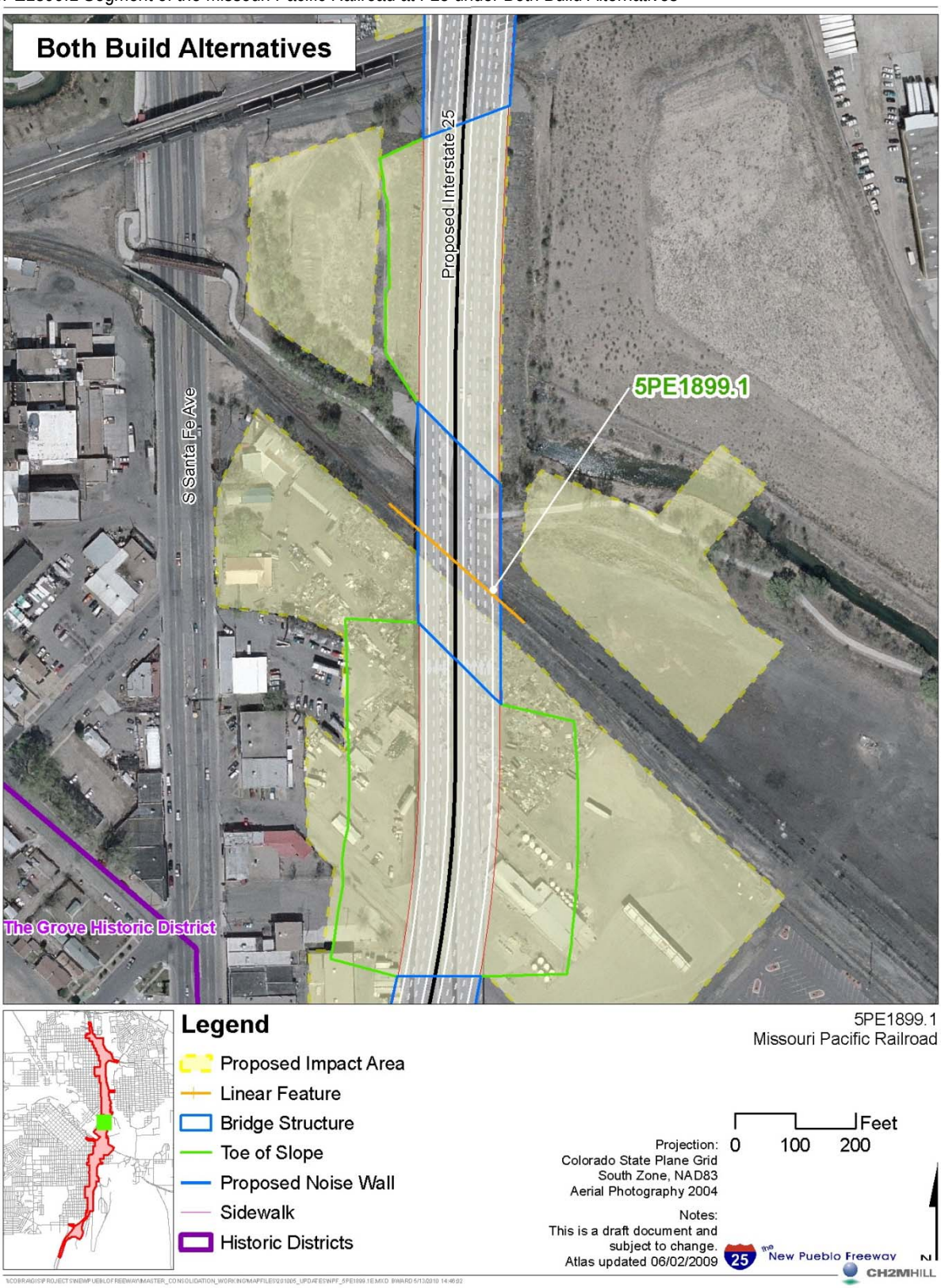
Eligibility Determination

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

Effect Determination

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

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



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

Site Description

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

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

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

Eligibility Determination

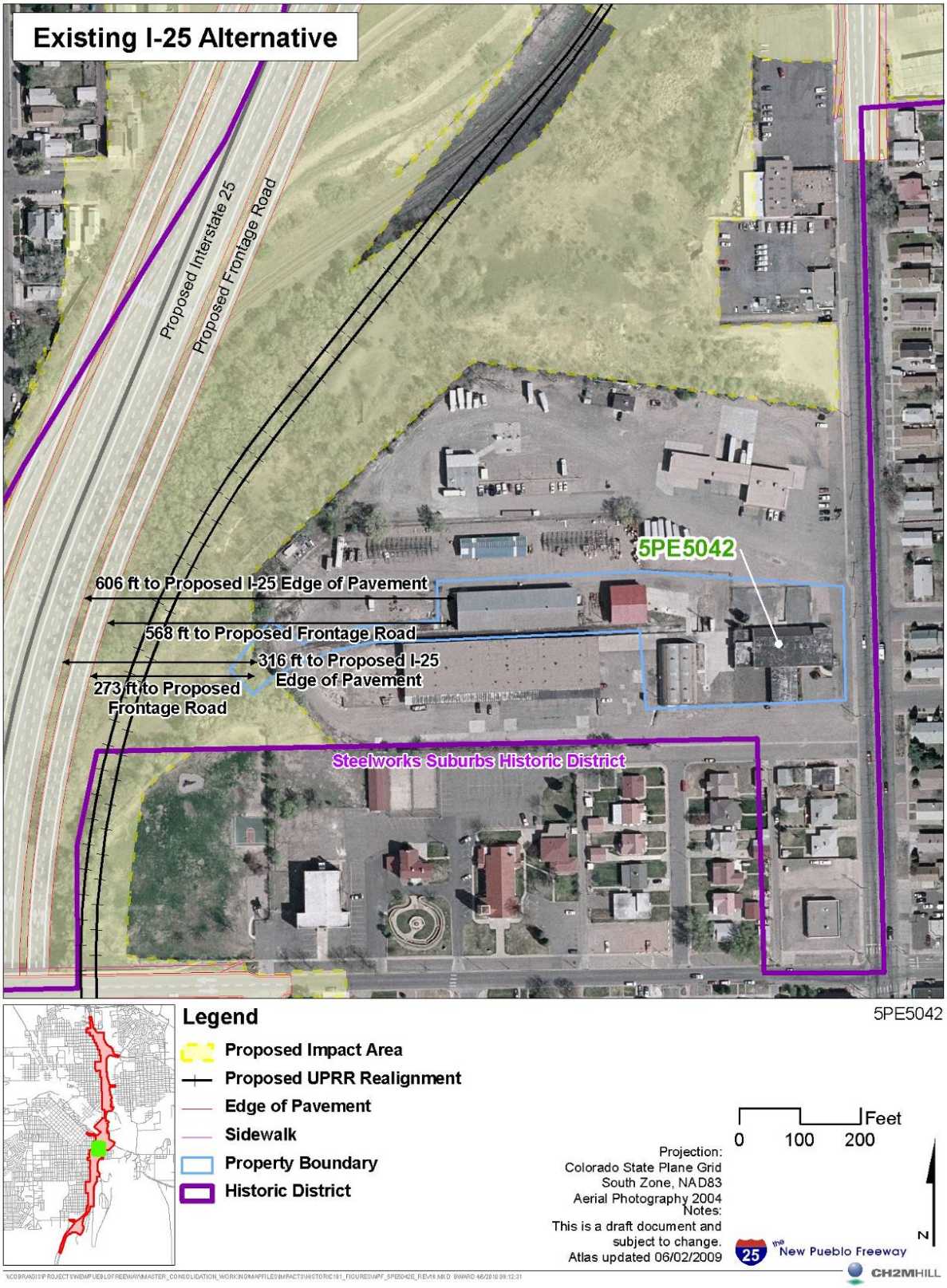
The Newton Lumber Company site (5PE5042) is eligible for the NRHP under Criterion C as a good example of manufacturing/industrial architecture associated with a lumber operation. The period of significance is 1920 to 1960 and it is eligible on the state and local level. The SHPO concurred with the eligibility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

Effect Determination

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

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

EXHIBIT 14
The Former Newton Lumber Site (5PE5042) under the Existing I-25 Alternative



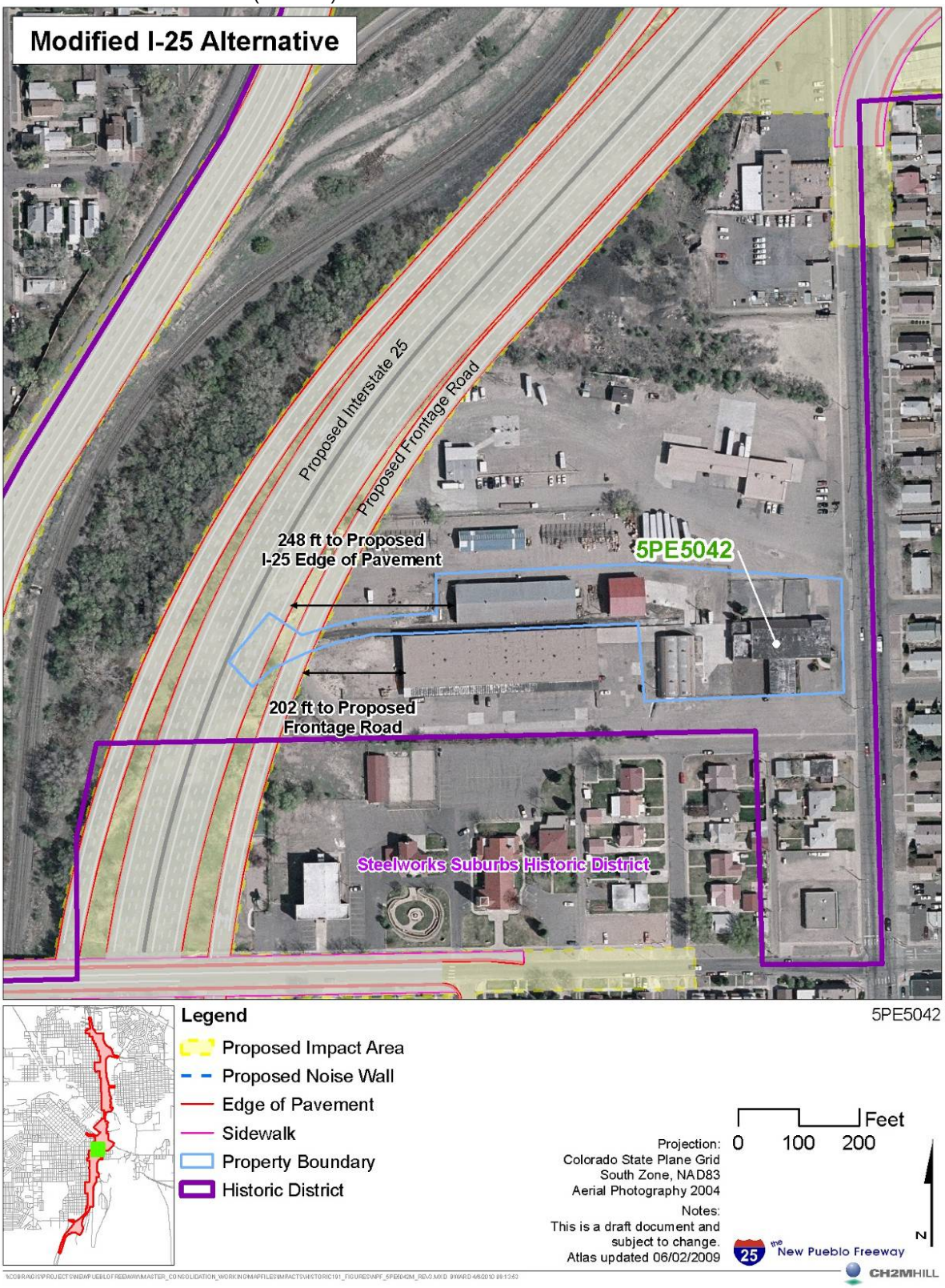
The design, materials, workmanship, and location of this property would not be altered by the railroad and interstate realignments, which would bring them closer to this property. Even with the loss of 46 feet of the rail spurs, the majority of the site would remain intact. The integrity of setting and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

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

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

EXHIBIT 15

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



5PE6937.1 Colorado Smelting Company Retaining Walls

Site Description

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

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

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

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

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

Eligibility Determination

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

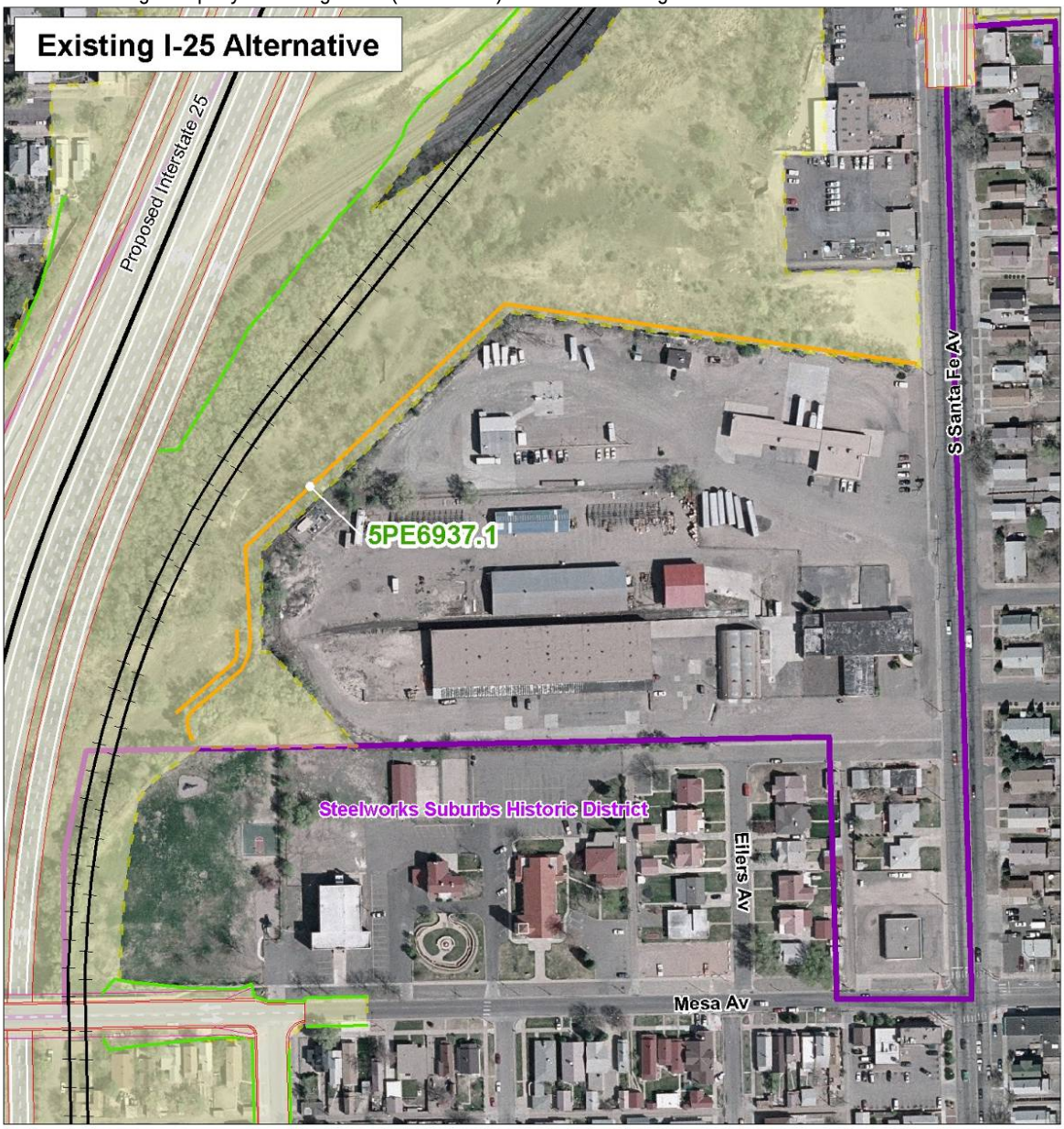
Effect Determination

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

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

EXHIBIT 16

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



Legend

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

5PE6937.1
Retaining Walls

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

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

0 100 200 Feet

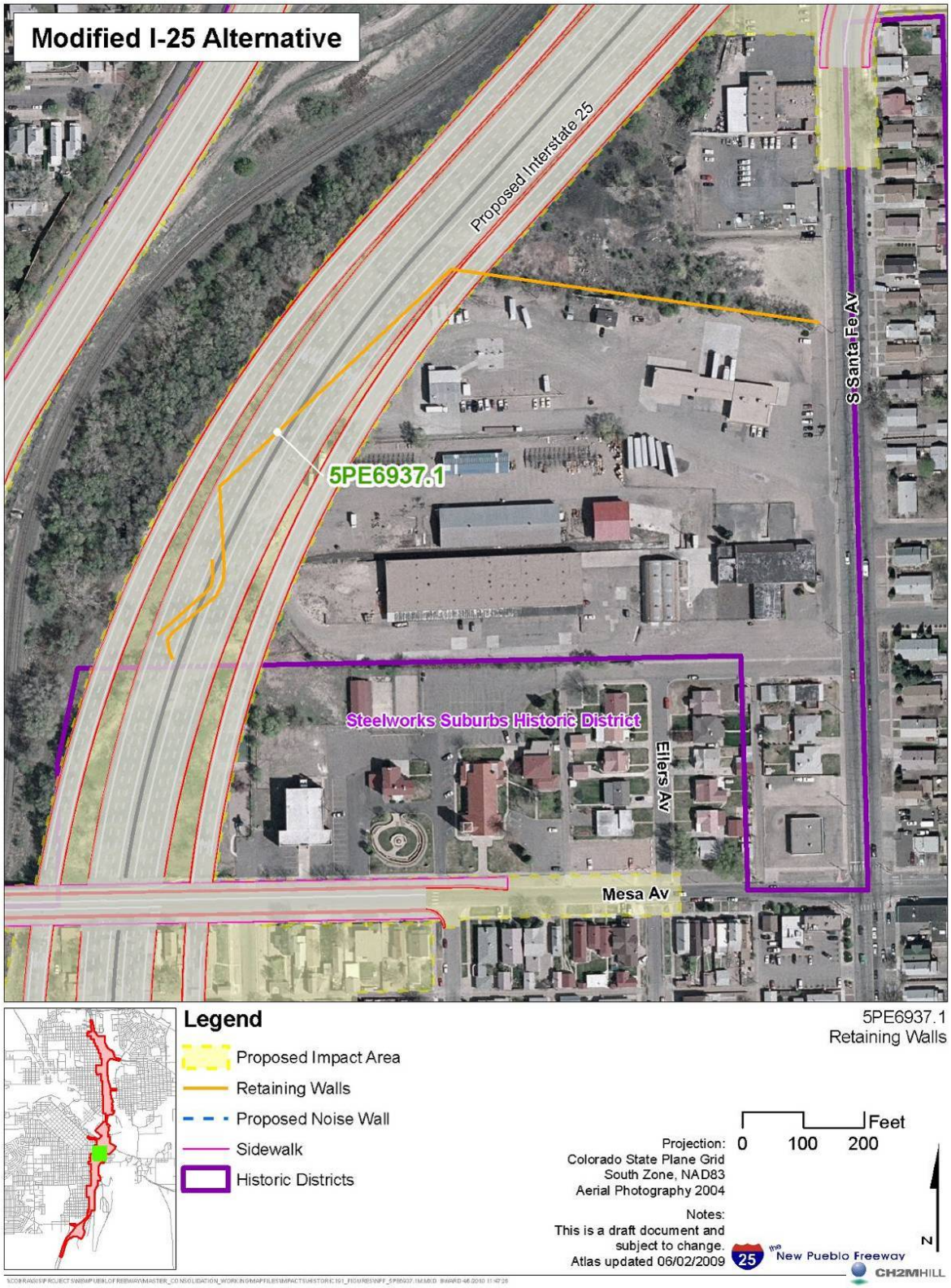
N

the New Pueblo Freeway

CH2MHILL

EXHIBIT 17

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



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

Site Description

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

5PE7261.1 BNSF Railway Company Railroad (on the left) at I-25 crossing. View to the east. (2010)

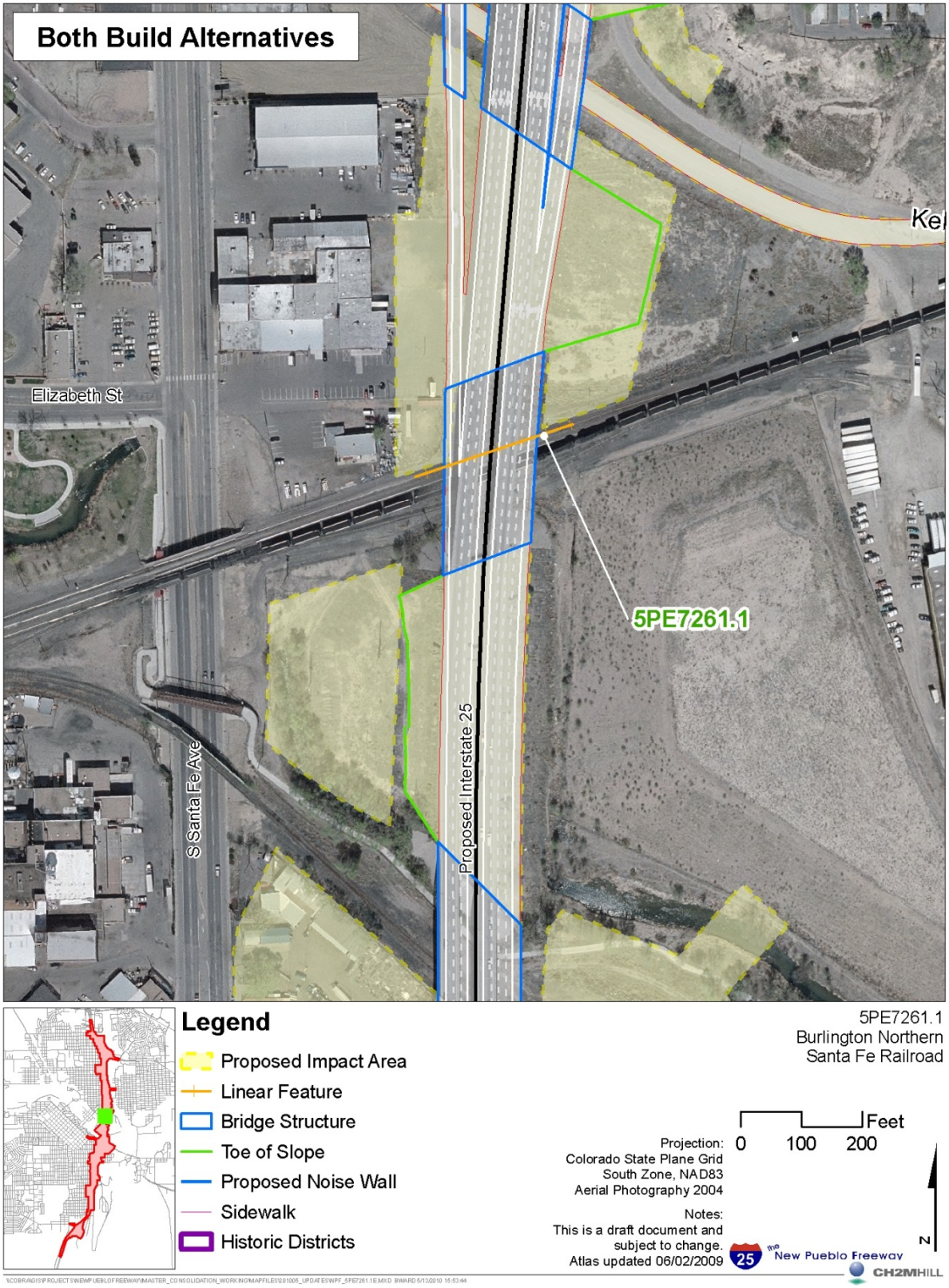
Eligibility Determination

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

Effect Determination

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

EXHIBIT 18
5PE7261.1 Segment of the BNSF Railway Company Railroad at I-25 under Both Build Alternatives



5PE7298 Ace Enterprises (751 South Santa Fe Avenue)

Site Description

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

5PE7298 Ace Enterprises Building #1 (left) and Building #2 (metal shed, right). View to the southwest.

5PE7298 Ace Enterprises Building #3, Wood frame shed. View to the south.

5PE7298 Ace Enterprises Feature #1, concrete chute. View to the southwest.

5PE7298 Ace Enterprises Overview, taken from the railroad grade above the property.

Eligibility Determination

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

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

Effects Determination

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

Addendum Summary

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

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

EXHIBIT 19
Summary of Adverse Effects to Historic Properties

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

Bibliography

Centennial Archaeology, Inc. 1999a. Management Data Form for the Denver & Rio Grande Railroad (5PE1776.7). Office of Archaeology and Historic Preservation. May 12.

Centennial Archaeology, Inc. 1999b. Management Data Form for the Missouri Pacific Railroad (5PE1899.1). Office of Archaeology and Historic Preservation.

CH2M HILL. 2007. *I-25: The New Pueblo Freeway Project Conceptual Structures Report.* January.

Colorado Department of Transportation (CDOT). 1995. Management Data Form for the Denver & Rio Grande Railroad (5PE1776.1). Office of Archaeology and Historic Preservation. July.

Ghost Depot. 2010. Denver & Rio Grande Multimedia Adventure. Website. http://www.ghostdepot.com/rg/ Accessed 2/22/2010.

Union Pacific. 2010. Chronological History. Website. http://www.uprr.com/aboutup/history/uprr-chr.shtml. Accessed 2/22/2010.

Whitney, W. H. 1890. Map of Pueblo, Pueblo County. Prepared Expressly for Dowen-Gibson Investment Company of Pueblo. 1889, 1890. Denver Public Library Western History and Genealogy.

ATTACHMENT A

Office of Archaeology and Historic Preservation Forms

COLORADO CULTURAL RESOURCE SURVEY OAHP1400

Management Data Form Rev. 9/98

The *Management Data Form* should be completed for each cultural resource recorded during an archaeological survey. Exceptions to this are isolated finds and re-evaluations, neither of which require a *Management Data Form*. Please attach the appropriate component forms and use continuation pages if necessary.

1. Resource Number: 5PE1776.15 2. Temporary Resource Number: N/A

3. Attachments (check as many as apply)
   - ___ Prehistoric Archaeological Component
   - ___ Historic Archaeological Component
   - ___ Historic Architectural Component Form
   - ___ Sketch/Instrument Map (required)
   - X U.S.G.S. Map Photocopy (required)
   - X Photograph(s)
   - Other, specify: Linear Component Form

4. Official determination (OAHP use only)
   - _____ Determined Eligible
   - _____ Determined Not Eligible
   - _____ Nominated
   - _____ Need Data
   - _____ Contributing to NR Dist.
   - _____ Not Contributing to NR Dist.

I. IDENTIFICATION

5. Resource Name: Denver & Rio Grande Western Railway (Union Pacific Railroad)

6. Project Name/Number: Addendum to the Determination of Effects to Historic Properties: I-25 New Pueblo Freeway Improvement Project, Pueblo, Colorado

7. Government Involvement: Local_____ State_____ Federal X

   Agency: Colorado Department of Transportation and Federal Highway Administration

8. Site Categories: Check as many as apply

   Prehistoric: archaeological site_____ paleontological site____

   in existing National Register District? yes____ no_____ name:_____

   Historic: archaeology site_____ building(s)_____ structure(s) X object(s)_____

   in existing National Register District? yes X no___ Name: partially in the Steelworks Suburbs HD

9. Owner(s)'s Name and Address: Union Pacific Railroad

10. Boundary Description and Justification: The boundary of the resource is identified by the outside edges of the ballast on either side of the tracks. The portion of the UPRR surveyed for this project is a 5.87-mile segment from Dillon Drive on the north, to Illinois Avenue on the south,

11. Site/Property Dimensions: _____m x _____m Area: _____m^2 (÷4047) _____acres

    Area was calculated as: Length x Width 5.87 miles OR (length X width) X .785 _____
    rectangle/square ellipse

II. LOCATION

12. Legal Location

    PM 6th Township 20S Range 65W Section 24 ____1/4 of ____1/4 of ____1/4 of ____1/4

    PM 6th Township 21S Range 65W Section 12 ____1/4 of ____1/4 of ____1/4 of ____1/4

    if section is irregular, explain alignment method: northern and southern most points

Resource Number: 5PE1776.15

Management Data Form
(page 2 of 5)

13. USGS Quad: Pueblo NE and Pueblo SE 7.5' X 15' _ Date(s): 1974 (attach photocopy)

14. County: Pueblo 15. Other Maps: _____

16. UTM Reference: Check your Datum! _____NAD 27 X NAD 83

A.	1	3	5	3	4	0	0	6	mE	4	2	2	1	7	4	4	mN
B.	1	3	5	3	3	9	9	2	mE	4	2	3	3	2	7	4	mN
C.	1	3	5	3	4	2	4	7	mE	4	2	3	3	6	1	7	mN
D.	1	3	5	3	4	3	4	3	mE	4	2	3	3	8	4	9	mN
E.	1	3	5	3	4	2	0	3	mE	4	2	3	4	1	0	0	mN
F.	1	3	5	3	4	5	0	1	mE	4	2	3	5	1	0	7	mN
G.	1	3	5	3	4	9	2	8	mE	4	2	3	5	3	0	7	mN
H.	1	3	5	3	4	5	5	4	mE	4	2	3	7	0	8	8	mN
I.	1	3	5	3	4	5	3	2	mE	4	2	3	8	0	2	1	mN
J.	1	3	5	3	4	0	6	4	mE	4	2	3	8	9	8	0	mN

17. Address: N/A Lot___ Block___ Addition_____

18. Location/Access: Access to the rail line is limited, but it is visible from overpasses such as Mesa and Northern Avenues, E. 29th Street, from Mineral Palace Park, E. 8th Street and from the bluffs at Goat Hill and Corona Park.

III. NATURAL ENVIRONMENT

19. Topographic Feature(s)

___ mountain	___ ledge	___ playa
___ hill	X terrace/bench	___ talus slope
___ table and/mesa	___ canyon	___ alluvial fan
X ridge	___ valley	___ plain
___ saddle/pass	___ basin	___ dune
___ alcove/rockshelter	X floodplain	___ _____
___ cliff	___ cutbank	___ _____
___ slope	___ arroyo/gully	___ _____

20. Site Topographic Description (mention named landforms): _____

21. Site Elevation: _____feet =(x .3048) _____meters 22. Aspect: _____

23. Degree of Slope on Site: _____ 24. Soil Depth: _____cm

25. Soil Description (character and color): Tan, silt and sand

26. Depositional Environment:

___ Aeolian	___ Colluvial	___ Residual
___ Alluvial	___ Moraine	___ None

___ Other, specify; _____

Resource Number: 5PE1776.15

Management Data Form
(page 3 of 5)

27. Nearest Water: name/nature: Fountain Creek/permanent distance: ____m ___ft.

28. Nearest Permanent Water: name: Arkansas River distance: ____m ___ft.

29. Vegetation on Site (list predominant species): native grasses

30. Vegetation Associations/Communities Surrounding Site: _____

IV. NATIONAL/STATE REGISTER ELIGIBILITY ASSESSMENT

31. Context or Theme: Colorado Southern Frontier Historic Context (Urbanization); Colorado Engineering Historic Context (Railroads)

32. Applicable National Register Criteria:

____ Does not meet any of the below National Register criteria

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

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

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

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

___ Qualifies under exceptions A through G.

Level of Significance: National___ State X Local X

33. Condition

a. Architectural/Structural	b. Archaeological/Paleontological
X Excellent	____ Undisturbed
X Good	____ Light disturbance
____ Fair	____ Moderate disturbance
____ Deteriorated	____ Heavy disturbance
____ Ruins	____ Total disturbance

34. Describe condition: Tracks are in good working order, are well-maintained and are still in service.

35. Vandalism: yes____ no X describe: _____

Resource Number: 5PE1776.15

Management Data Form

36. National Register Eligibility Field Assessment:

    Eligible X Not Eligible___ Need Data____

    Statement of Significance/N.R.H.P. Justification: The Denver & Rio Grande Western Railroad contributed significantly to the development of communities throughout Colorado, including Pueblo. It is associated with events that have made a significant contribution to the industrial and economic growth of Pueblo. Although segments of the route have undergone periodic repair and replacement, the route itself has been preserved and the integrity of design, setting and feeling are intact.

37. Status in an Existing National Register District: This segment is partially in the Steelworks Suburbs Historic District, but the rail line has a distinct history well beyond the boundaries of the district.

    Contributing_____ Non-Contributing X

V. MANAGEMENT AND ADMINISTRATIVE DATA

38. National Register District Potential yes_____ no X discuss: The railroad line does not have district potential, but it is considered a contributing element to the Steelworks Suburbs Historic District for its association with the former CF&I steel mill and the development of the neighborhoods around the steel mill.

39. Threats to Resource: Water erosion____ Wind erosion_____ Grazing_____ Neglect_____

    Vandalism___ Recreation_____ Construction X Other (specify): I-25 improvements

    comments: Portions of the UPRR would be spanned by the new I-25 and some would be realigned.

40. Existing Protection: None_____ Marked X Fenced_____ Patrolled_____ Access controlled X

    other (specify): _____

41. Local landmark designation: No 42. Easement: _____

43. Management Recommendations: Continued use and maintenance

VI. DOCUMENTATION

44. Previous Actions Accomplished at the site:

    a. Excavations: Test_____ Partial_____ Complete_____ Date(s): _____

    b. Stabilization: Date(s): _____

    c. HABS/HAER Documentation: Date(s) & Numbers: _____

    d. Other: _____

45. Known collections/reports/interviews and other references (list): Pueblo City-County Library. Colorado Railroad Museum in Golden, Colorado.

46. Primary Location of Additional Data: _____

Resource Number: 5PE1776.15

Management Data Form
(page 5 of 5)

47. State or Federal Permit Number: _____ Collection Authorized: yes_____ no_____

    Artifact Collection: Yes____ No__X__ Artifact Repository: _____

    Collection Method: Diagnostics____ Grab Sample_____ Random Sample____ Transect

    Other (specify): _____

48. Photograph Numbers: attached Negatives filed at: digital

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

50. Recorder(s): Sara S. Orton Date(s): 5 April 2010

51. Recorder Affiliation: CH2M HILL

    Phone Number: 504-832-9520

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

COLORADO CULTURAL RESOURCE SURVEY OAHP1418
Linear Component Form Rev. 9/98

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

I. RESOURCE IDENTIFICATION

1. Resource Number: (include point number, if applicable): 5PE1776.15
2. Temporary Resource Number: None
3. Resource Name: Denver & Rio Grade Western Railway (Union Pacific Railroad)
4. Record of: Entire resource _____ Segment X

II. RESOURCE DESCRIPTION

5. Resource Type: Road_____ Railroad X Ditch/Canal_____ Trail
   Other (specify): _____
6. Resource Description: The entire length of the Union Pacific Railroad (UPRR) in Pueblo County has not been surveyed. The line continues both north and south of the project area through other parts of Pueblo County. The portion of the UPRR surveyed for this project is a 7-mile segment that extends from Dillon Drive on the north, to Illinois Avenue on the south, Three previously surveyed segments of the UPRR are incorporated into segment 5PE1776.15: 5PE1776.1, 5PE1776.6 and 5PE1776.7.
7. Original use: Railroad
   Current use: Railroad
8. Modifications (describe): Some ties have been replaced with concrete ties, track now features welded rail. In various locations, I-25 now crosses over the tracks.
9. Extent of Resource: The extent of the entire resource is unknown.
10. Associated Artifacts: Unknown.
11. Associated Features or Resources: _____

Resource Number: 5PE1776.15

Linear Component Form

(page 2 of 2)

III. RESEARCH INFORMATION

12. Architect/Engineer: Denver & Rio Grande Railroad

Source of information/justification: UPRR website and Denver & Rio Grande website.

http://www.uprr.com/aboutup/history/uprr-chr.shtml

http://www.ghostdepot.com/rg/mainline/royal%20gorge%20route/pueblo.htm

13. Builder: Denver and Rio Grande Railroad

Source of Information: UPRR website and Denver & Rio Grande website.

14. Date of Construction/Date Range: 1872.

Source of Information: UPRR website and Denver & Rio Grande website.; Tivis E. Wilkins,Colorado Railroads: Chronological Development, Pruett Publishing Company: Boulder, CO, p. 7.

15. Historical/Archival Data: Sanborn Fire Insurance maps.

16. Prehistoric Cultural Affiliation:

IV. MANAGEMENT RECOMMENDATIONS

17. Eligibility of entire resource:

Eligible X Not eligible _____ Need data _____

Is this an official (OAHP) determination? Yes _____ No _____ Date _____

Is this a field determination? Yes _____ No X

Remarks/justification:

The Denver & Rio Grande Western Railroad contributed significantly to the development of communities throughout Colorado, including Pueblo. It is associated with events that have made a significant contribution to the industrial and economic growth of Pueblo.

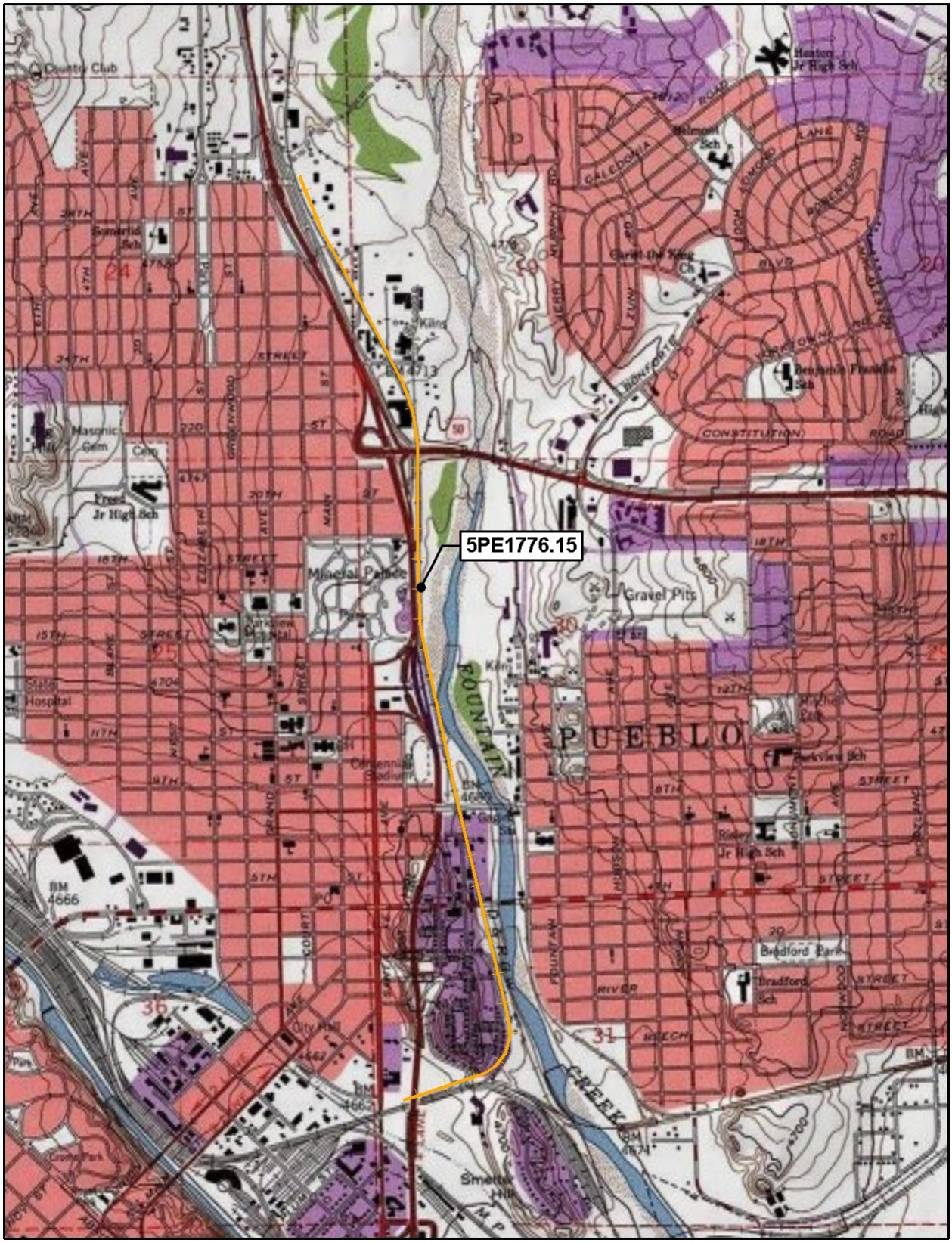
18. Eligibility of the segment being recorded:

Contributing X Non-contributing _____ Not applicable _____

Remarks/justification: Segment 5PE1776.15 retains sufficient integrity to express the significance of the railroad as a whole. The 7-mile segment maintains its original alignment in this north/south route through the City of Pueblo.

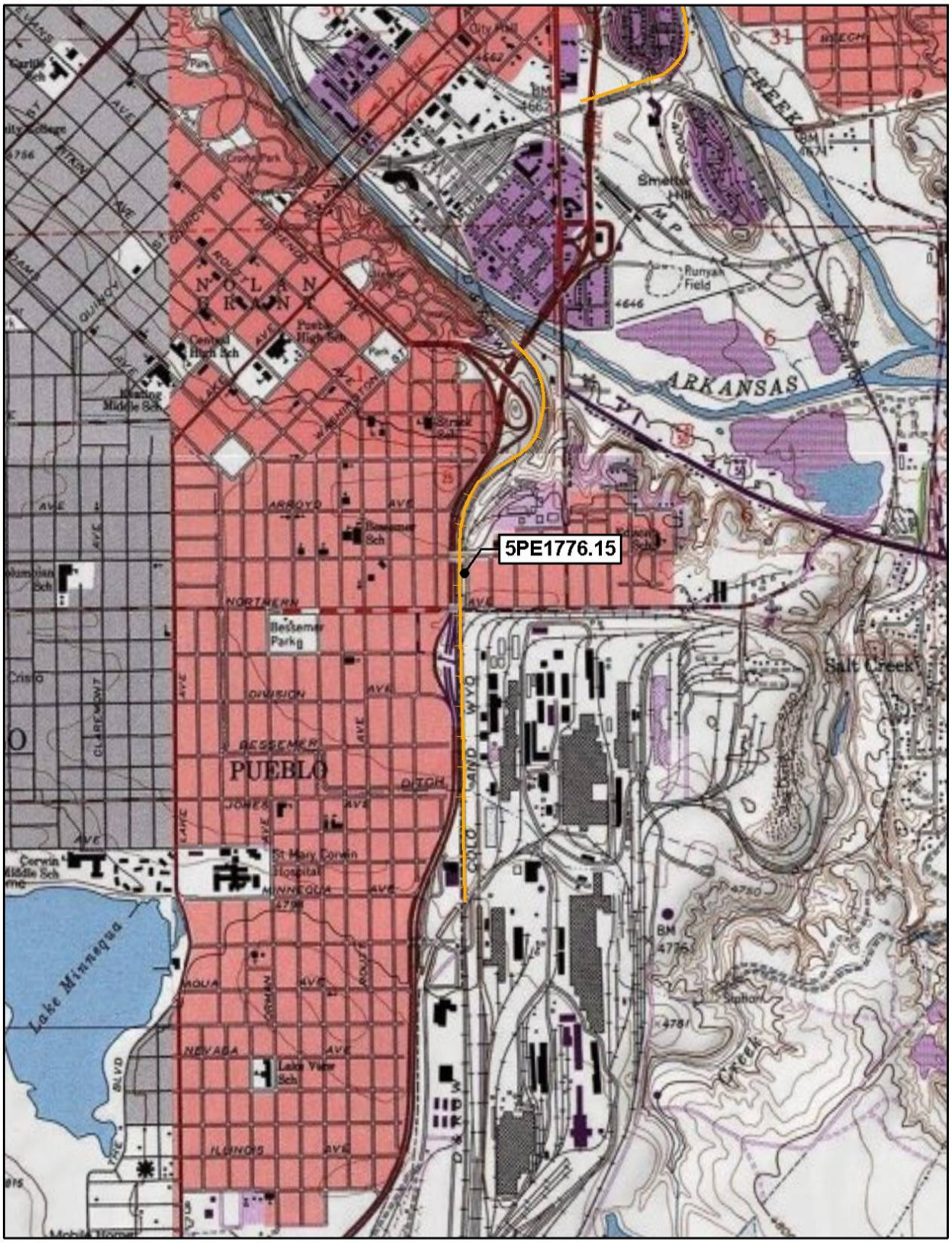
19. Recorder(s): Sara S. Orton 20. Date(s): 5 April 2010

5PE1776.15



Northeast Pueblo, Southeast Pueblo, CO USGS 7.5' Quad 1974

5PE1776.15



Northeast Pueblo, Southeast Pueblo, CO USGS 7.5' Quad 1974

5PE1775.15 Union Pacific Railroad. Rail crossing over E. 29th Street. View to the northwest.

5PE1775.15 Union Pacific Railroad. Rail south of E. 26th Street. View to the south.

5PE1775.15 Union Pacific Railroad. Rail south of E. 23rd Street. View to the south.

5PE1775.15 Union Pacific Railroad at E. 8th Street crossing. View to the south.

5PE1775.15 Union Pacific Railroad under I-25 near the Santa Fe Avenue overpass. View to the east. The UPRR is the tracks on the far right of the three shown. This segment under I-25 was formerly 5PE1776.7

5PE1775.15 Union Pacific Railroad near the Santa Fe Avenue overpass. View to the west toward Union Depot. The UPRR is the tracks on the far left of the three shown.

5PE1775.15 Union Pacific Railroad from Mesa Avenue overpass. View to the north.

5PE1775.15 Union Pacific Railroad from Northern Avenue overpass. View to the south.

5PE1775.15 Union Pacific Railroad the Mesa Avenue overpass. View to the northeast.

5PE1775.15 Union Pacific Railroad rail detail near Santa Fe Avenue overpass. View to the south.

5PE1776.15

5PE1776.15

COLORADO CULTURAL RESOURCE SURVEY OAHP1400

Management Data Form

Rev. 9/98

The *Management Data Form* should be completed for each cultural resource recorded during an archaeological survey. Exceptions to this are isolated finds and re-evaluations, neither of which require a *Management Data Form*. Please attach the appropriate component forms and use continuation pages if necessary.

1. Resource Number: 5PE1776.16 2. Temporary Resource Number: N/A

3. Attachments (check as many as apply)
   - ___ Prehistoric Archaeological Component
   - ___ Historic Archaeological Component
   - ___ Historic Architectural Component Form
   - ___ Sketch/Instrument Map (required)
   - X U.S.G.S. Map Photocopy (required)
   - X Photograph(s)
   - Other, specify: Linear Component Form

4. Official determination (OAHP use only)
   - _____ Determined Eligible
   - _____ Determined Not Eligible
   - _____ Nominated
   - _____ Need Data
   - _____ Contributing to NR Dist.
   - _____ Not Contributing to NR Dist.

I. IDENTIFICATION

5. Resource Name: Denver & Rio Grande Western Railway (Union Pacific Railroad)

6. Project Name/Number: Addendum to the Determination of Effects to Historic Properties: I-25 New Pueblo Freeway Improvement Project, Pueblo, Colorado

7. Government Involvement: Local_____ State_____ Federal X

   Agency: Colorado Department of Transportation and Federal Highway Administration

8. Site Categories: Check as many as apply

   Prehistoric: archaeological site_____ paleontological site____

   in existing National Register District? yes____ no_____ name:_____

   Historic: archaeology site_____ building(s)_____ structure(s) X object(s)_____

   in existing National Register District? yes X no___ Name: partially in the Steelworks Suburbs HD

9. Owner(s)'s Name and Address: Union Pacific Railroad

10. Boundary Description and Justification: The boundary of the resource is identified by the railroad grade in the existing railroad right-of-way. The resource is a spur from the UPRR main line just south of Northern Avenue, north to the vicinity of Newton Lumber. The spur likely went to the Colorado Smelting Company and definitely went onto the Newton Lumber site.

11. Site/Property Dimensions: 2,120 linear feet Area: _____m^2 (÷4047) _____acres

    Area was calculated as: Length x Width _____ (rectangle/square) OR (length X width) X .785 _____ (ellipse)

II. LOCATION

12. Legal Location

    PM 6th Township 21S Range 65W Section 1 ____1/4 of ____1/4 of ___1/4 of ____1/4

    PM_____ Township_____ Range_____ Section_____ _____1/4 of _____1/4 of _____1/4 of _____1/4

    if section is irregular, explain alignment method:_____

Resource Number: 5PE1776.16

Management Data Form

13. USGS Quad: Pueblo NE and Pueblo SE 7.5' X 15' _ Date(s): 1974 (attach photocopy)

14. County: Pueblo 15. Other Maps: _____

16. UTM Reference: Check your Datum! _____NAD 27 X NAD 83

A. 1 3 ; 5 3 4 1 0 9 mE 4 2 3 3 4 3 4 mN

B. 1 3 ; 5 3 4 0 7 1 mE 4 2 3 3 3 8 3 mN

C. 1 3 ; 5 3 4 0 1 3 mE 4 2 3 3 2 6 6 mN

D. 1 3 ; 5 3 3 9 9 0 mE 4 2 3 3 1 4 6 mN

E. 1 3 ; 5 3 3 9 9 4 mE 4 2 3 2 8 1 6 mN

17. Address: N/A Lot____ Block____ Addition_____

18. Location/Access: Access to the spur is limited, but it is visible from overpasses at Mesa and Northern avenues,

III. NATURAL ENVIRONMENT

19. Topographic Feature(s)

___ mountain	___ ledge	___ playa
___ hill	X terrace/bench	___ talus slope
___ table and/mesa	___ canyon	___ alluvial fan
X ridge	___ valley	___ plain
___ saddle/pass	___ basin	___ dune
___ alcove/rockshelter	X floodplain	___ _____
___ cliff	___ cutbank	___ _____
___ slope	___ arroyo/gully	___ _____

20. Site Topographic Description (mention named landforms): _____

21. Site Elevation: _____feet =(x .3048) _____meters 22. Aspect: _____

23. Degree of Slope on Site: _____ 24. Soil Depth: _____cm

25. Soil Description (character and color): Tan, silt and sand

26. Depositional Environment:

____ Aeolian	____ Colluvial	____ Residual
____ Alluvial	____ Moraine	____ None

____ Other, specify; _____

27. Nearest Water: name/nature: Fountain Creek/permanent distance: _____m ___ft.

28. Nearest Permanent Water: name: Arkansas River distance: _____m ___ft.

29. Vegetation on Site (list predominant species): native grasses

30. Vegetation Associations/Communities Surrounding Site: _____

Resource Number: 5PE1776.16

Management Data Form
(page 3 of 4)

IV. NATIONAL/STATE REGISTER ELIGIBILITY ASSESSMENT

31. Context or Theme: Colorado Southern Frontier Historic Context (Urbanization); Colorado Engineering Historic Context (Railroads)

32. Applicable National Register Criteria:

____ Does not meet any of the below National Register criteria

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

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

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

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

___ Qualifies under exceptions A through G.

Level of Significance: National___ State_____ Local X

33. Condition

a. Architectural/Structural	b. Archaeological/Paleontological
_____ Excellent	_____ Undisturbed
X Good	_____ Light disturbance
_____ Fair	_____ Moderate disturbance
_____ Deteriorated	_____ Heavy disturbance
_____ Ruins	_____ Total disturbance

34. Describe condition: The rails are intact but the ties have been removed. The grade is overgrown by vegetation in places and the spur is no longer in service.

35. Vandalism: yes_____ no X describe: _____

36. National Register Eligibility Field Assessment:

Eligible X Not Eligible___ Need Data____

Statement of Significance/N.R.H.P. Justification: The UPRR contributed significantly to the development of communities throughout Colorado, including Pueblo. It is associated with events that have made a significant contribution to the industrial and economic growth of Pueblo. Although segments of the route have undergone periodic repair and replacement, the route itself has been preserved and the integrity of design, setting and feeling are intact.

37. Status in an Existing National Register District: This segment is partially in the Steelworks Suburbs Historic District, but the rail line has a distinct history beyond the boundaries of the district.

Contributing_____ Non-Contributing X

Resource Number: 5PE1776.16

Management Data Form
(page 4 of 4)

38. National Register District Potential yes___ no X discuss: The railroad does not have district potential.

V. MANAGEMENT AND ADMINISTRATIVE DATA

39. Threats to Resource: Water erosion____ Wind erosion____ Grazing____ Neglect_____
Vandalism___ Recreation____ Construction X Other (specify): I-25 improvements
comments: Portions of the spur would be removed for highway improvements.

40. Existing Protection: None____ Marked____ Fenced____ Patrolled____ Access controlled X
other (specify): _____

41. Local landmark designation: No 42. Easement: _____

43. Management Recommendations: Documentation

VI. DOCUMENTATION

44. Previous Actions Accomplished at the site:
    a. Excavations: Test_____ Partial_____ Complete_____ Date(s): _____
    b. Stabilization: Date(s): _____
    c. HABS/HAER Documentation: Date(s) & Numbers: _____
    d. Other: _____

45. Known collections/reports/interviews and other references (list): Pueblo City-County Library. Colorado Railroad Museum in Golden, Colorado.

46. Primary Location of Additional Data: _____

47. State or Federal Permit Number: _____ Collection Authorized: yes_____ no_____
Artifact Collection: Yes____ No X Artifact Repository: _____
Collection Method: Diagnostics____ Grab Sample_____ Random Sample____ Transect
Other (specify): _____

48. Photograph Numbers: attached Negatives filed at: digital

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

50. Recorder(s): Sara S. Orton Date(s): 5 April 2010

51. Recorder Affiliation: CH2M HILL
Phone Number: 504-832-9520

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

COLORADO CULTURAL RESOURCE SURVEY
Linear Component Form

OAHP1418
Rev. 9/98

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

I. RESOURCE IDENTIFICATION

1. Resource Number: (include point number, if applicable): 5PE1776.16
2. Temporary Resource Number: N/A
3. Resource Name: Denver and Rio Grade Western Railway (Union Pacific Railroad)
4. Record of: Entire resource _____ Segment X

II. RESOURCE DESCRIPTION

5. Resource Type: Road _____ Railroad X Ditch/Canal_____ Trail
   Other (specify): _____
6. Resource Description: This segment is a spur from the UPRR main line that extends from just south of Northern Avenue and runs north close to the Newton Lumber property. The line has been abandoned and is largely overgrown with vegetation, but for the majority of the segment, the rails are intact.
7. Original use: Railroad
   Current use: Railroad
8. Modifications (describe): _____
9. Extent of Resource: Total length of this UPRR spur is 2,120 feet
10. Associated Artifacts: Unknown
11. Associated Features or Resources:

III. RESEARCH INFORMATION

12. Architect/Engineer: Denver and Rio Grande Railroad
    Source of information/justification: UPRR website and Denver & Rio Grande website
    http://www.uprr.com/aboutup/history/uprr-chr.shtml
    http://www.ghostdepot.com/rg/mainline/royal%20gorge%20route/pueblo.htm
13. Builder: Denver and Rio Grande Railroad
    Source of Information: UPRR website and Denver & Rio Grande website
14. Date of Construction/Date Range: 1870s (The first DR&G train arrived in Pueblo in 1872.)
    Source of Information: UPRR website and Denver & Rio Grande website
15. Historical/Archival Data: Sanborn Fire Insurance maps
16. Prehistoric Cultural Affiliation: _____

Resource Number: 5PE1776.16

Linear Component Form

IV. MANAGEMENT RECOMMENDATIONS

17. Eligibility of entire resource:

Eligible X Not eligible _____ Need data _____

Is this an official (OAHP) determination? Yes _____ No _____ Date _____

Is this a field determination? Yes _____ No X

Remarks/justification: The Denver & Rio Grande Western Railroad contributed significantly to the development of communities throughout Colorado. It is associated with events that have made a significant contribution to the industrial and economic growth of Pueblo. The UPRR is eligible for the NRHP under Criterion A for its contribution to the development of communities throughout Colorado and to the economic and industrial development of Pueblo.

18. Eligibility of the segment being recorded:

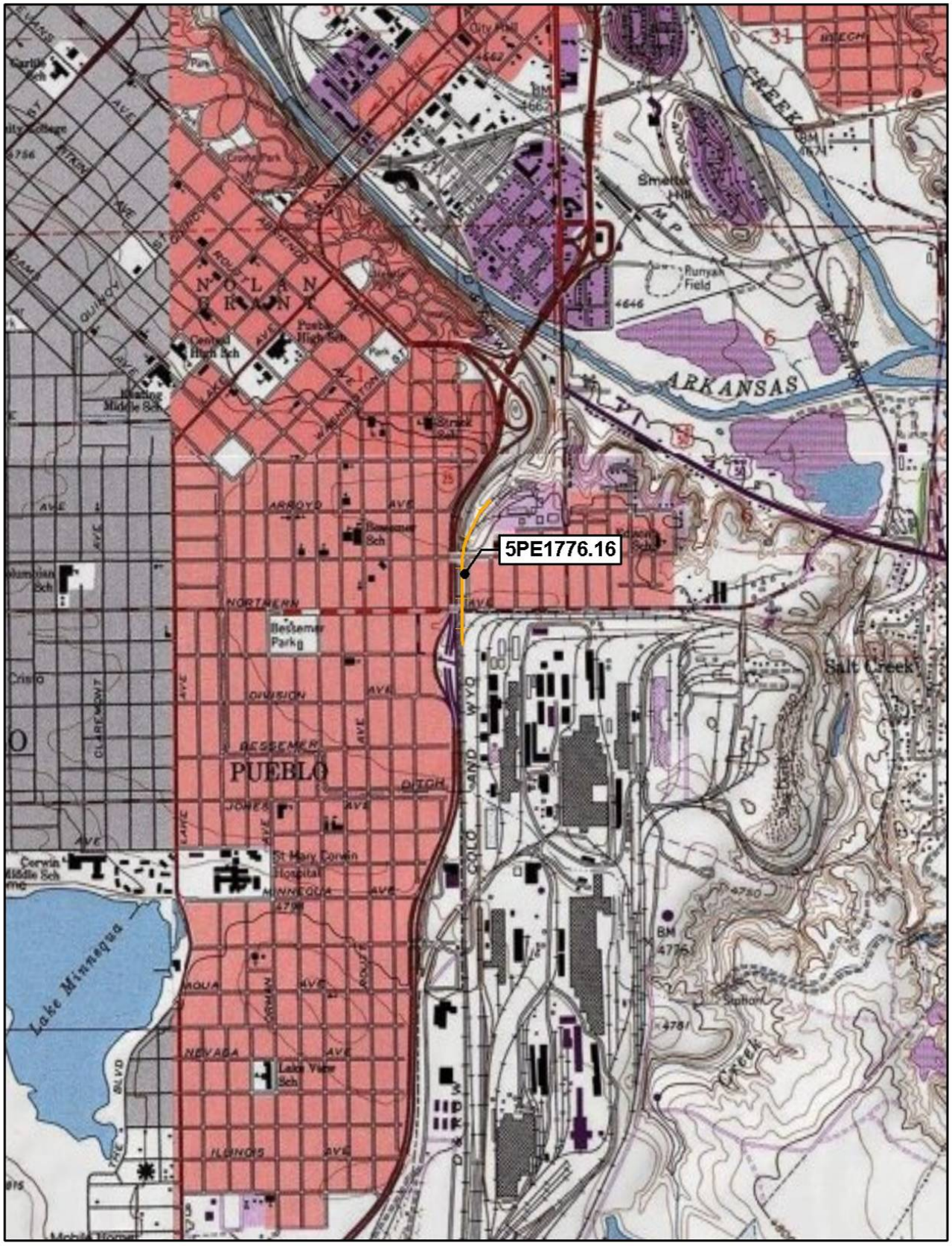
Contributing X Non-contributing _____ Not applicable _____

Remarks/justification: This spur segment of the UPRR (5PE1776.16) retains sufficient integrity to convey the significance of the UPRR rail line as a whole.

19. Recorder(s): Sara S. Orton

20. Date(s): 5 April 2010

5PE1776.16



Northeast Pueblo, Southeast Pueblo, CO USGS 7.5' Quad 1974

5PE1776.16 UPRR rail spur from Mesa Avenue crossing. View to the south.
March 2010.

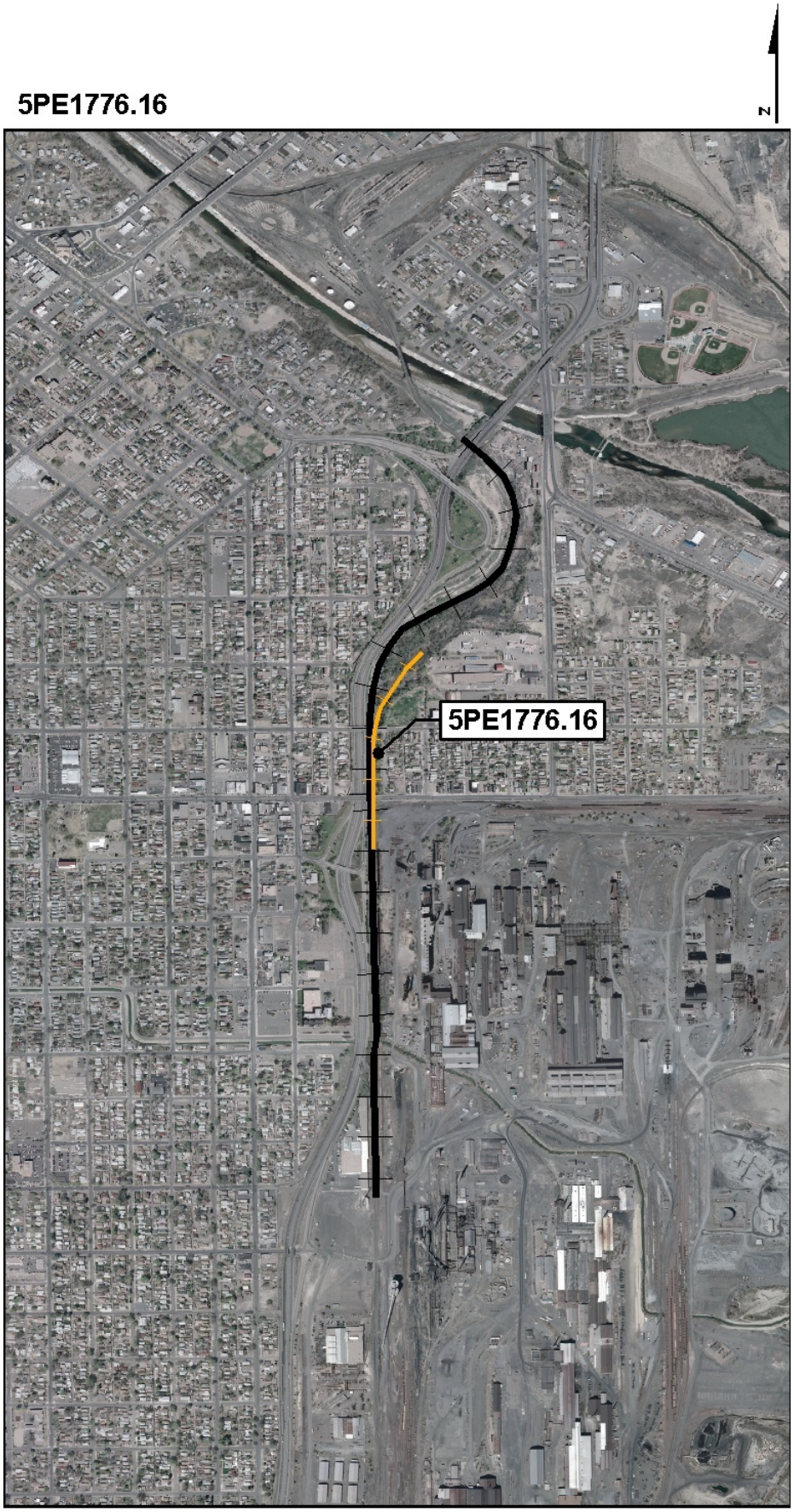
5PE1776.16 UPRR rail spur. Detail from Mesa Avenue crossing. March 2010

5PE1776.16 UPRR rail spur from Mesa Avenue crossing.
View to south toward the Northern Avenue crossing. March 2010

5PE1776.16 UPRR rail spur. Detail from Northern Avenue crossing facing north.
March 2010

5PE1776.16 UPRR rail spur from Northern Avenue crossing.View to the south toward the former CF&I plant. The spur is on the far left in the overgrown area.
March 2010

5PE1776.16



COLORADO CULTURAL RESOURCE SURVEY

Cultural Resource Re-evaluation Form

OAHP1405
Rev. 9/98

1. Resource Number: **5PE1899.1**

2. Temp. Resource Number: N/A

3. Attachments
(check as many as apply)
_X_ Photographs
___ Site sketch map
_X_ U.S.G.S. map photocopy
_X_ Other Aerial
___ Other _____

4. Official determination
(OAHP USE ONLY)
___ Determined Eligible - NR
___ Determined Not Eligible- SR
___ Need Data
___ Nominated
___ Listed
___ Contributing to N.R. District
___ Not Contributing to N.R. Dist

5. Resource Name: **Missouri Pacific Railroad Segment**

6. Purpose of this current site visit (check as many as apply)

_X_ Site is within a current project area
_X_ Resurvey
_X_ Update of previous site form(s)
___ Surface collection
___ Testing to determine eligibility
___ Excavation
___ Other

Describe:

7. Previous Recordings: Centennial Archaeology. 1999. For the CDOT/MFS Network Technologies Statewide Fiber Optic Network.

8. Changes or Additions to Previous Descriptions: This line may no longer be in use.

9. Changes in Condition: The area around the line is more overgrown than in the 1999 photographs.

10. Changes to Location or Size Information: None

11. Changes in Ownership: None

12. Other Changes, Additions, or Observations: None.

Resource Number: 5PE1899.1
Temporary Resource Number: N/A

Cultural Resource Reevaluation Form

13. National Register Eligibility Assessment:

    Eligible __X__ Not eligible _____ Need data_____

    Explain: Centennial Archaeology recommended this property eligible for the National Register under Criterion A in 1999 on the state and local level. No record of OAHP concurrence was found.

    This segment maintains sufficient integrity to convey the significance of the rail line as a whole.

14. Management Recommendations: None

15. Photograph Types and Numbers: CH2M HILL 2010; digital

16. Artifact and Field Documentation Storage Location: N/A

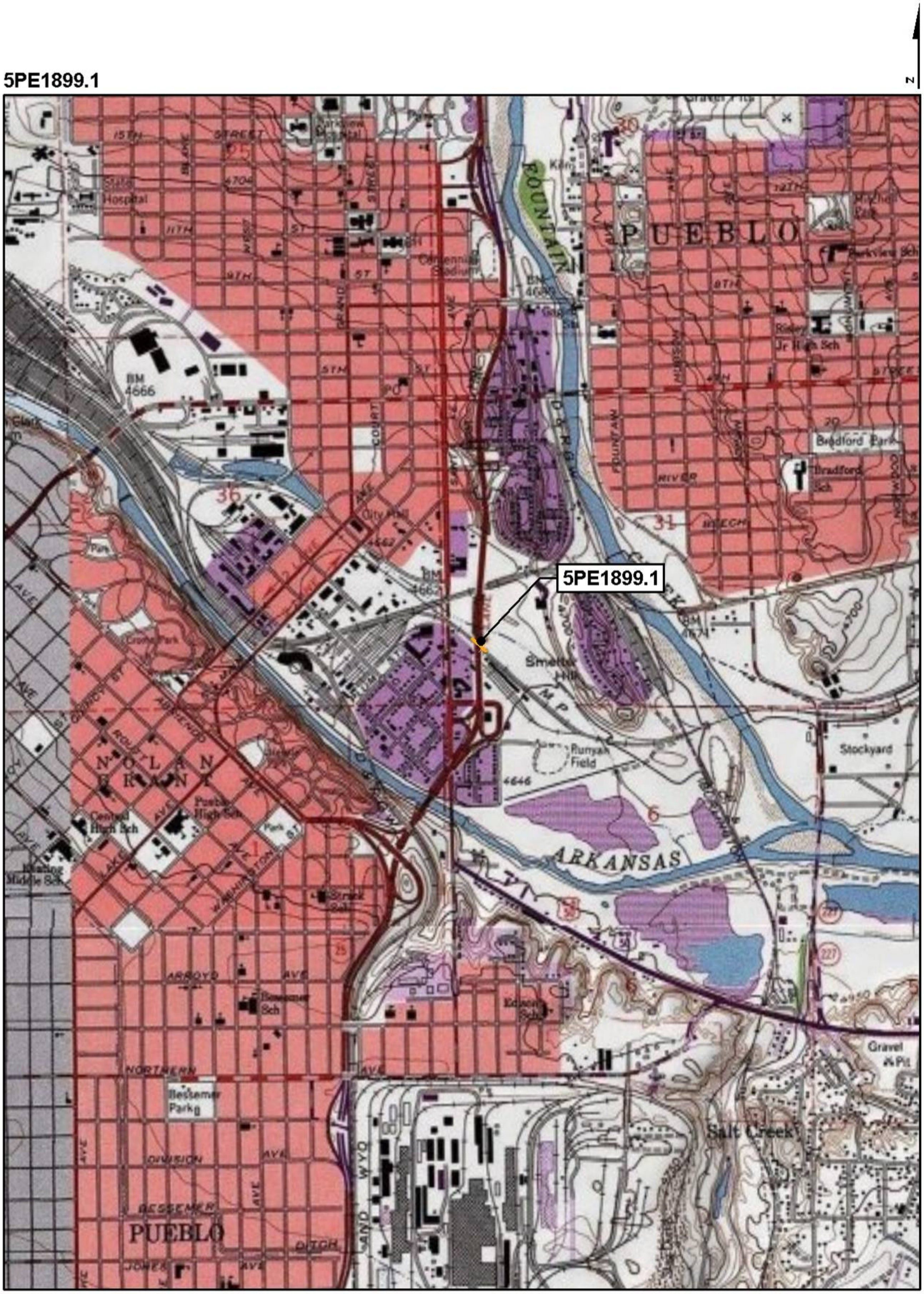
17. Report Title: Determination of Effects to Historic Properties: I-25 New Pueblo Freeway Improvement Project, Pueblo, Colorado, March 2010.

18. Recorder(s): Sara S. Orton

19. Date(s): 5 April 2010

20. Recorder Affiliation: CH2M HILL

5PE1899.1



Northeast Pueblo, Southeast Pueblo, CO USGS 7.5' Quad 1974

5PE1899.1 Missouri Pacific Railroad Segment. View to the East under Interstate 25. 3/10/2010.

5PE1899.1 Missouri Pacific Railroad Segment. view to the South. 3/10/2010

5PE1899.1

COLORADO CULTURAL RESOURCE SURVEY

OAHP1405

Cultural Resource Re-evaluation Form

Rev. 9/98

1. Resource Number: **5PE5042**

2. Temp. Resource Number: N/A

3. Attachments
(check as many as apply)
X Photographs
___ Site sketch map
X U.S.G.S. map photocopy
X Other Aerial
___ Other _____

4. Official determination
(OAHP USE ONLY)
___ Determined Eligible - NR
___ Determined Not Eligible- SR
___ Need Data
___ Nominated
___ Listed
___ Contributing to N.R. District
___ Not Contributing to N.R. Dist

5. Resource Name: Newton Lumber Company (1103-07 S. Santa Fe Avenue)

6. Purpose of this current site visit (check as many as apply)

X Site is within a current project area
___ Resurvey
X Update of previous site form(s)
___ Surface collection
___ Testing to determine eligibility
___ Excavation
___ Other

Describe:

7. Previous Recordings: WCRM. A Cultural Resource Inventory of the New Pueblo Freeway Area of Potential Effect, Pueblo County, Colorado. March 23, 2004.

8. Changes or Additions to Previous Descriptions: The boundaries of 5PE5042 (1103-07 S. Santa Fe Avenue) have been slightly altered on the western edge of the property. The revised boundary incorporates two associated rail spurs that cross the western legal parcel boundary of the Newton Lumber Company property.

9. Changes in Condition: None

10. Changes to Location or Size Information: See above.

11. Changes in Ownership: None

Cultural Resource Reevaluation Form

12. Other Changes, Additions, or Observations: None

13. National Register Eligibility Assessment:

    Eligible __X__ Not eligible _____ Need data_____

    Explain: The former Newton Lumber Company (5PE5042) is eligible for the NRHP under Criterion C as a good example of manufacturing/industrial architecture associated with a lumber operation. The period of significance is 1920 to 1960 and it is eligible on the state and local level. The SHPO concurred with this eligibility recommendation on August 28, 2009.

14. Management Recommendations: None

15. Photograph Types and Numbers: CDOT 2009, CH2M HILL 2010

16. Artifact and Field Documentation Storage Location: N/A

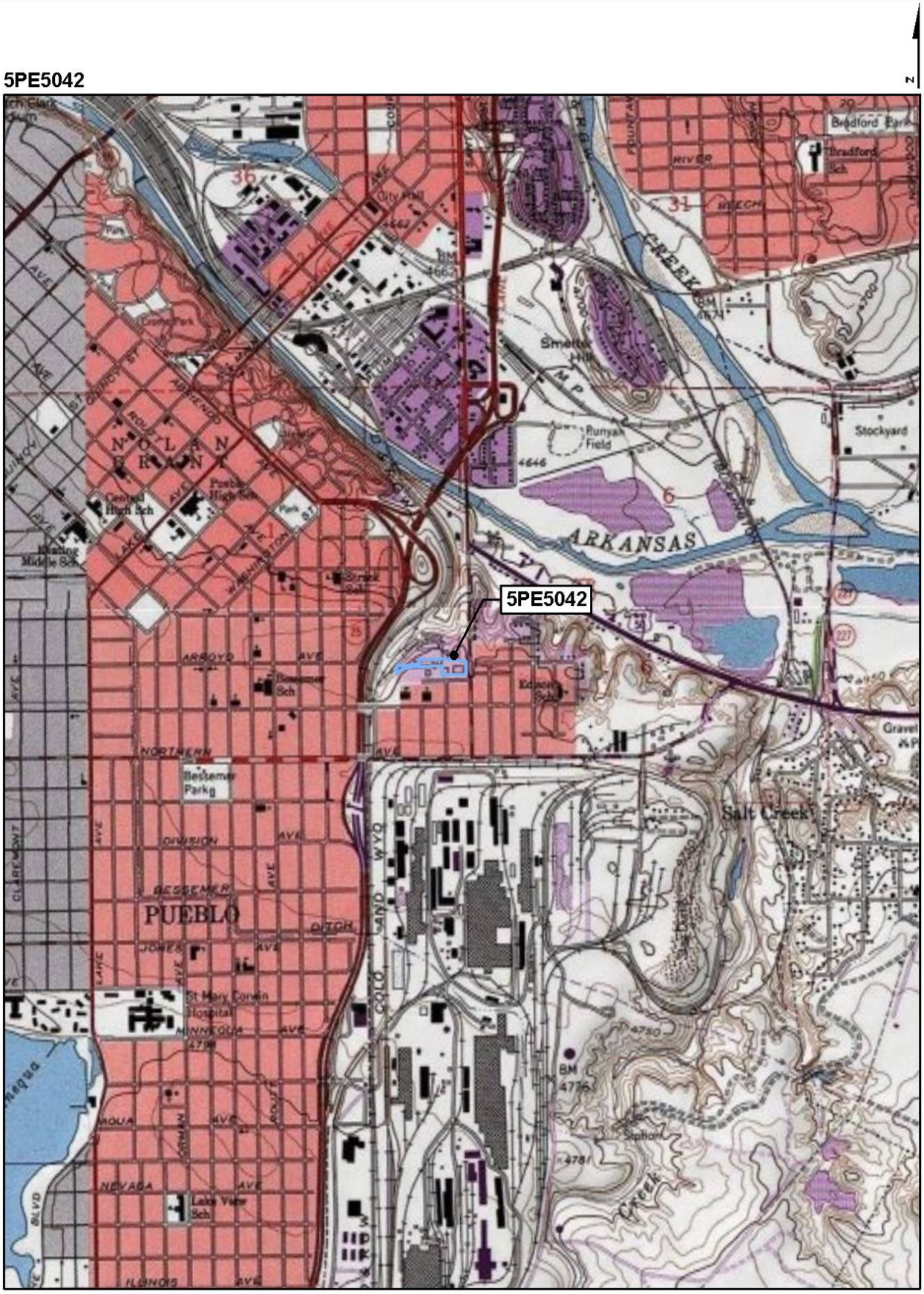
17. Report Title: Addendum to Determination of Effects to Historic Properties: I-25 New Pueblo Freeway Improvement Project, Pueblo, Colorado, March 2010.

18. Recorder(s): Sara S. Orton

19. Date(s): 5 April 2010

20. Recorder Affiliation: CH2M HILL

5PE5042



Northeast Pueblo, Southeast Pueblo, CO USGS 7.5' Quad 1974

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

5PE5042, View to east, looking toward the building supplies warehouse (left). 2009

5PE5042, View to west, rail line on the edge of the Newton Lumber Company property. 2009

5PE5042. Rail spur leading onto the Newton Lumber site.
View to East toward Newton Lumber Company in the distance. 2010.

5PE5042. Rail spur leading onto the Newton Lumber site to the north of the other rail spur. View to Northeast. 2010.

5PE5042

COLORADO CULTURAL RESOURCE SURVEY OAHP1400

Management Data Form Rev. 9/98

The *Management Data Form* should be completed for each cultural resource recorded during an archaeological survey. Exceptions to this are isolated finds and re-evaluations, neither of which require a *Management Data Form*. Please attach the appropriate component forms and use continuation pages if necessary.

1. Resource Number: 5PE6937.1

2. Temporary Resource Number: N/A

3. Attachments (check as many as apply)
   - ___ Prehistoric Archaeological Component
   - ___ Historic Archaeological Component
   - ___ Historic Architectural Component Form
   - ___ Sketch/Instrument Map (required)
   - X U.S.G.S. Map Photocopy (required)
   - X Photograph(s)
   - Other, specify: Linear Component Form

4. Official determination (OAHP use only)
   - _____ Determined Eligible
   - _____ Determined Not Eligible
   - _____ Nominated
   - _____ Need Data
   - _____ Contributing to NR Dist.
   - _____ Not Contributing to NR Dist.

I. IDENTIFICATION

5. Resource Name: Colorado Smelting Company Retaining Walls

6. Project Name/Number: Addendum to the Determination of Effects to Historic Properties: I-25 New Pueblo Freeway Improvement Project, Pueblo, Colorado

7. Government Involvement: Local_____ State_____ Federal X

   Agency: Colorado Department of Transportation and Federal Highway Administration

8. Site Categories: Check as many as apply

   Prehistoric: archaeological site_____ paleontological site____

   in existing National Register District? yes____ no_____ name:_____

   Historic: archaeology site_____ building(s)_____ structure(s) X object(s)_____

   in existing National Register District? yes___ no X Name:_____

9. Owner(s)'s Name and Address: Unknown

10. Boundary Description and Justification: The resource is located between the mainline of the UPRR and the St. Mary's School and the former Newton Lumber Company. Two parallel walls extend for about 100 feet along the northern boundary of the park adjacent to Benedict Park. A single wall extends around the west, northwest, and north sides of the Newton Lumber site and the parcel just north. The property boundary consists of the extent of the linear resource.

11. Site/Property Dimensions: _____m x _____m Area: _____m^2 (÷4047) _____acres

    Area was calculated as: Length x Width _____ (rectangle/square) OR (length X width) X .785 _____ (ellipse)

II. LOCATION

12. Legal Location

    PM 6th Township 21S Range 65W Section 1 ___1/4 of ___1/4 of ___1/4 of ___1/4

    PM_____ Township_____ Range_____ Section_____ ____1/4 of ____1/4 of ____1/4 of ____1/4

    if section is irregular, explain alignment method:_____

Resource Number: 5PE6937.1

Management Data Form
(page 2 of 4)

13. USGS Quad: Pueblo NE and Pueblo SE 7.5' X 15' _ Date(s): 1974 (attach photocopy)

14. County: Pueblo 15. Other Maps: _____

16. UTM Reference: Check your Datum! _____NAD 27 X NAD 83

A. 1 3 ; 5 3 4 4 0 5 mE 4 2 3 3 4 7 9 mN

B. 1 3 ; 5 3 4 2 2 1 mE 4 2 3 3 5 0 6 mN

C. 1 3 ; 5 3 4 1 0 3 mE 4 2 3 3 3 9 6 mN

D. 1 3 ; 5 3 4 0 7 4 mE 4 2 3 3 3 1 8 mN

17. Address: N/A Lot____ Block____ Addition_____

18. Location/Access: Access to the retaining wall is limited, but is possible from the northwest corner of Benedict Park.

III. NATURAL ENVIRONMENT

19. Topographic Feature(s)

___ mountain	___ ledge	___ playa
___ hill	X terrace/bench	___ talus slope
___ table and/mesa	___ canyon	___ alluvial fan
X ridge	___ valley	___ plain
___ saddle/pass	___ basin	___ dune
___ alcove/rockshelter	X floodplain	___ _____
___ cliff	___ cutbank	___ _____
___ slope	___ arroyo/gully	___ _____

20. Site Topographic Description (mention named landforms): _____

21. Site Elevation: _____feet =(x .3048) _____meters 22. Aspect: _____

23. Degree of Slope on Site: _____ 24. Soil Depth: _____cm

25. Soil Description (character and color): Tan, silt and sand

26. Depositional Environment:

____ Aeolian	____ Colluvial	____ Residual
____ Alluvial	____ Moraine	____ None

____ Other, specify; _____

27. Nearest Water: name/nature: Fountain Creek/permanent distance: _____m ____ft.

28. Nearest Permanent Water: name: Arkansas River distance: _____m ____ft.

29. Vegetation on Site (list predominant species): native grasses

30. Vegetation Associations/Communities Surrounding Site: _____

Resource Number: 5PE6937.1

Management Data Form
(page 3 of 4)

IV. NATIONAL/STATE REGISTER ELIGIBILITY ASSESSMENT

31. Context or Theme: The retaining walls are associated with the growth and development of the smelting industry in Pueblo.

32. Applicable National Register Criteria:
____ Does not meet any of the below National Register criteria

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

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

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

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

___ Qualifies under exceptions A through G.

Level of Significance: National___ State_____ Local_X_

33. Condition

a. Architectural/Structural	b. Archaeological/Paleontological
_____ Excellent	_____ Undisturbed
_X_ Good	_____ Light disturbance
_____ Fair	_____ Moderate disturbance
_____ Deteriorated	_____ Heavy disturbance
_____ Ruins	_____ Total disturbance

34. Describe condition: The walls are in an access restricted area, although the area appears to be used for habitation. The majority of the segments viewed were in good condition, but the area is strewn with trash and is not maintained.

35. Vandalism: yes_____ no_X_ describe: _____

36. National Register Eligibility Field Assessment:

Eligible_X_ Not Eligible___ Need Data____

Statement of Significance/N.R.H.P. Justification: The retaining walls from the former Colorado Smelting Company are being treated as eligible for the NRHP under Criterion C for their workmanship and use of materials. The walls were not surveyed to the intensive level, but roughly half of the walls were reviewed in the field and photographed.

37. Status in an Existing National Register District:_N/A._ Contributing_____ Non-Contributing____

38. National Register District Potential yes_____ no_X_ discuss: There is no district potential for this resource.

Resource Number: 5PE6937.1

Management Data Form
(page 4 of 4)

V. MANAGEMENT AND ADMINISTRATIVE DATA

39. Threats to Resource: Water erosion____ Wind erosion____ Grazing____ Neglect_____
Vandalism___ Recreation____ Construction_X_ Other (specify): I-25 improvements
comments: As a part of the proposed I-25 improvements, interstate lanes could impact the retaining walls.

40. Existing Protection: None____ Marked____ Fenced_X_ Patrolled____ Access controlled ____
other (specify): _____

41. Local landmark designation: No 42. Easement: _____

43. Management Recommendations: _____

VI. DOCUMENTATION

44. Previous Actions Accomplished at the site:
    a. Excavations: Test_____ Partial_____ Complete_____ Date(s): _____
    b. Stabilization: Date(s): _____
    c. HABS/HAER Documentation: Date(s) & Numbers: _____
    d. Other: _____

45. Known collections/reports/interviews and other references (list): Pueblo City-County Library. Sanborn Fire Insurance Maps.

46. Primary Location of Additional Data: _____

47. State or Federal Permit Number: _____ Collection Authorized: yes_____ no_____
Artifact Collection: Yes____ No_X_ Artifact Repository: _____
Collection Method: Diagnostics____ Grab Sample_____ Random Sample____ Transect
Other (specify): _____

48. Photograph Numbers: attached Negatives filed at: digital

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

50. Recorder(s): Sara S. Orton Date(s): 5 April 2010

51. Recorder Affiliation: CH2M HILL
Phone Number: 504-832-9520

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

COLORADO CULTURAL RESOURCE SURVEY OAHP1418

Linear Component Form Rev. 9/98

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

I. RESOURCE IDENTIFICATION

1. Resource Number: (include point number, if applicable): 5PE6937.1
2. Temporary Resource Number: N/A
3. Resource Name: Colorado Smelting Company Retaining Walls
4. Record of: Entire resource X Segment X

II. RESOURCE DESCRIPTION

5. Resource Type: Road____ Railroad____ Ditch/Canal____ Trail

   Other (specify): Stone retaining wall
6. Resource Description: The resource consists of a network of roughly-squared stone retaining walls that range from four to fourteen courses high. Parallel walls create a narrow corridor and open up into larger area where a single stretch of wall extends. The walls are located between the mainline of the Denver & Rio Grande Railroad and the St. Mary's School and former Newton Lumber Company properties. The wall corridor extends for about 100 feet along the northern boundary of the park adjacent to St. Mary's School complex.
7. Original use: Retaining wall possibly associated with former Colorado Smelting Company

   Current use: Abandoned
8. Modifications (describe): It is not known if the walls have been modified.
9. Extent of Resource: Sanborn Fire Insurance maps indicate that there were several retaining walls along the west boundary of the Colorado Smelting Company. The entire extent of extant stone walls along the western boundary is unknown.
10. Associated Artifacts: Unknown
11. Associated Features or Resources: Two rails spurs from the Newton Lumber site extend over the portion of the resource where there are two parallel walls.

III. RESEARCH INFORMATION

12. Architect/Engineer: Unknown

    Source of information/justification:
13. Builder: Unknown

    Source of Information:

Resource Number: 5PE6937.1
Temporary Resource Number: N/A

Linear Component Form
(page 2 of 2)

14. Date of Construction/Date Range: circa 1890s

Source of Information: _____

15. Historical/Archival Data: Sanborn Fire Insurance maps

16. Prehistoric Cultural Affiliation: N/A

IV. MANAGEMENT RECOMMENDATIONS

17. Eligibility of entire resource:

Eligible X Not eligible _____ Need data _____

Is this an official (OAHP) determination? Yes _____ No X Date _____

Is this a field determination? Yes X No _

Remarks/justification: For the purposes of Section 106 and this project, the retaining walls are being treated as eligible for the NRHP under Criterion C for design, method of construction, and use of materials. The walls were not surveyed to the intensive level for this project and more field survey would be recommended to determine the full extent and condition of the retaining walls. Roughly half of the walls were examined on the reconnaissance level.

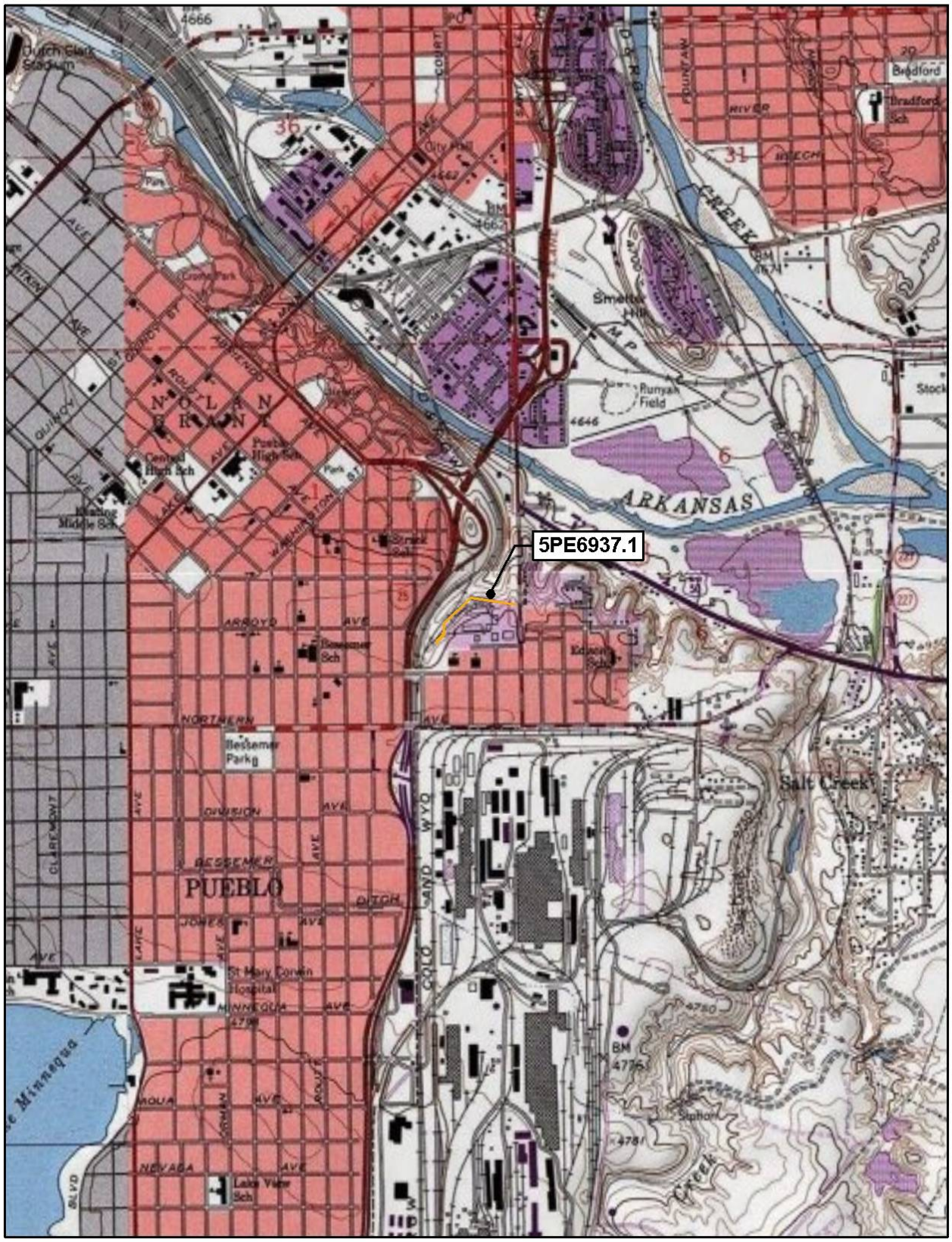
18. Eligibility of the segment being recorded:

Contributing X Non-contributing _____ Not applicable _____

Remarks/justification: The retaining walls retain sufficient integrity to convey the significance of the full extent of the walls around the former smelter site.

19. Recorder(s): Sara S. Orton 20. Date(s): 5 April 2010

5PE6937.1



Northeast Pueblo, Southeast Pueblo, CO USGS 7.5' Quad 1974

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

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

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

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

5PE6937.1

COLORADO CULTURAL RESOURCE SURVEY OAHP1400

Management Data Form Rev. 9/98

The *Management Data Form* should be completed for each cultural resource recorded during an archaeological survey. Exceptions to this are isolated finds and re-evaluations, neither of which require a *Management Data Form*. Please attach the appropriate component forms and use continuation pages if necessary.

1. Resource Number: 5PE7261.1

2. Temporary Resource Number: N/A

3. Attachments (check as many as apply)
   - ___ Prehistoric Archaeological Component
   - ___ Historic Archaeological Component
   - ___ Historic Architectural Component Form
   - ___ Sketch/Instrument Map (required)
   - X U.S.G.S. Map Photocopy (required)
   - X Photograph(s)
   - Other, specify: Linear Component Form

4. Official determination (OAHP use only)
   - _____ Determined Eligible
   - _____ Determined Not Eligible
   - _____ Nominated
   - _____ Need Data
   - _____ Contributing to NR Dist.
   - _____ Not Contributing to NR Dist.

I. IDENTIFICATION

5. Resource Name: BNSF Railway (formerly Atchison Topeka & Santa Fe Railroad)

6. Project Name/Number: Addendum to the Determination of Effects to Historic Properties: I-25 New Pueblo Freeway Improvement Project, Pueblo, Colorado

7. Government Involvement: Local_____ State_____ Federal X

   Agency: Colorado Department of Transportation and Federal Highway Administration

8. Site Categories: Check as many as apply

   Prehistoric: archaeological site_____ paleontological site____

   in existing National Register District? yes____ no____ name:_____

   Historic: archaeology site_____ building(s)_____ structure(s) X object(s)_____

   in existing National Register District? yes____ no X Name:_____

9. Owner(s)'s Name and Address: BNSF Railway Company

10. Boundary Description and Justification: This segment of the BNSF crosses under both northbound and southbound lanes of I-25. It is located at milepost 98.3 of I-25 as it crosses under the interstate. The interstate span is 68 feet and the surveyed segment is 275 feet. The width of the segment is the slightly elevated railbed, approximately two feet on either side of the rails.

11. Site/Property Dimensions: 275 feet m x _____m Area: _____m^2 (÷4047) _____acres

    Area was calculated as: Length x Width _____ (rectangle/square) OR (length X width) X .785 _____ (ellipse)

II. LOCATION

12. Legal Location

    PM 6th Township 20S Range 64W Section 31 ___1/4 of ___1/4 of ___1/4 of ___1/4

    if section is irregular, explain alignment method:_____

Resource Number: 5PE7261.1

Management Data Form
(page 2 of 4)

13. USGS Quad: Pueblo NE and Pueblo SE 7.5' X 15' _ Date(s): 1974 (attach photocopy)

14. County: Pueblo 15. Other Maps: _____

16. UTM Reference: Check your Datum! _____NAD 27 X NAD 83

A. 1 3 ; 5 3 4 5 8 1 mE 4 2 3 5 1 2 7 mN

B. 1 3 ; 5 3 4 5 4 2 mE 4 2 3 5 1 1 6 mN

C. 1 3 ; 5 3 4 5 0 1 mE 4 2 3 5 1 0 3 mN

17. Address: N/A Lot____ Block____ Addition_____

18. Location/Access: Access to the railroad is limited, but the grade is visible from the railroad overpass over Santa Fe Avenue

III. NATURAL ENVIRONMENT

19. Topographic Feature(s)

___ mountain	___ ledge	___ playa
___ hill	X terrace/bench	___ talus slope
___ table and/mesa	___ canyon	___ alluvial fan
X ridge	___ valley	___ plain
___ saddle/pass	___ basin	___ dune
___ alcove/rockshelter	X floodplain	___ _____
___ cliff	___ cutbank	___ _____
___ slope	___ arroyo/gully	___ _____

20. Site Topographic Description (mention named landforms): _____

21. Site Elevation: _____feet =(x .3048) _____meters 22. Aspect: _____

23. Degree of Slope on Site: _____ 24. Soil Depth: _____cm

25. Soil Description (character and color): Tan, silt and sand

26. Depositional Environment:

____ Aeolian	____ Colluvial	____ Residual
____ Alluvial	____ Moraine	____ None

____ Other, specify; _____

27. Nearest Water: name/nature: Fountain Creek/permanent distance: _____m ___ft.

28. Nearest Permanent Water: name: Arkansas River distance: _____m ___ft.

29. Vegetation on Site (list predominant species): native grasses

30. Vegetation Associations/Communities Surrounding Site: _____

Resource Number: 5PE7261.1

Management Data Form

(page 3 of 4)

IV. NATIONAL/STATE REGISTER ELIGIBILITY ASSESSMENT

31. Context or Theme: Colorado Southern Frontier Historic Context (Urbanization); Colorado Engineering Historic Context (Railroads)

32. Applicable National Register Criteria:

____ Does not meet any of the below National Register criteria

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

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

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

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

___ Qualifies under exceptions A through G.

Level of Significance: National___ State_X_ Local_____

33. Condition

a. Architectural/Structural	b. Archaeological/Paleontological
_X_ Excellent	_____ Undisturbed
_X_ Good	_____ Light disturbance
_____ Fair	_____ Moderate disturbance
_____ Deteriorated	_____ Heavy disturbance
_____ Ruins	_____ Total disturbance

34. Describe condition: This segment of the BNSF Railroad is within the I-25 ROW and is well-maintained and still in use.

35. Vandalism: yes_____ no_X_ describe: _____

36. National Register Eligibility Field Assessment:

Eligible_X_ Not Eligible___ Need Data____

Statement of Significance/N.R.H.P. Justification: The BNSF Railway is being treated as eligible for the NRHP under Criterion A for its contribution to the development of communities throughout Colorado and to the economic and industrial development of Pueblo. This segment of the BNSF (5PE7261.1) retains sufficient integrity to convey the significance of the rail line as a whole.

37. Status in an Existing National Register District: _____

Contributing_____ Non-Contributing___

38. National Register District Potential yes_____ no_X_ discuss: _____

Resource Number: 5PE7261.1

Management Data Form
(page 4 of 4)

V. MANAGEMENT AND ADMINISTRATIVE DATA

39. Threats to Resource: Water erosion____ Wind erosion____ Grazing____ Neglect_____
Vandalism___ Recreation_____ Construction_____ Other (specify): _____
comments:_____

40. Existing Protection: None_____ Marked___ Fenced____ Patrolled____ Access controlled X
other (specify): _____

41. Local landmark designation: No 42. Easement: _____

43. Management Recommendations: Continued use and maintenance

VI. DOCUMENTATION

44. Previous Actions Accomplished at the site:
a. Excavations: Test_____ Partial_____ Complete_____ Date(s): _____
b. Stabilization: Date(s): _____
c. HABS/HAER Documentation: Date(s) & Numbers: _____
d. Other: _____

45. Known collections/reports/interviews and other references (list): Pueblo City-County Library. Colorado Railroad Museum in Golden, Colorado.

46. Primary Location of Additional Data: _____

47. State or Federal Permit Number: _____ Collection Authorized: yes_____ no_____
Artifact Collection: Yes____ No X Artifact Repository: _____
Collection Method: Diagnostics_____ Grab Sample_____ Random Sample_____ Transect
Other (specify): _____

48. Photograph Numbers: attached Negatives filed at: digital

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

50. Recorder(s): Sara S. Orton Date(s): 5 April 2010

51. Recorder Affiliation: CH2M HILL
Phone Number: 504-832-9520

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

COLORADO CULTURAL RESOURCE SURVEY OAHP1418

Linear Component Form Rev. 9/98

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

I. RESOURCE IDENTIFICATION

1. Resource Number: (include point number, if applicable): 5PE7261.1
2. Temporary Resource Number: N/A
3. Resource Name: BNSF Railway (formerly Atchison Topeka & Santa Fe Railroad)
4. Record of: Entire resource _____ Segment X

II. RESOURCE DESCRIPTION

5. Resource Type: Road_____ Railroad X Ditch/Canal_____ Trail

   Other (specify): BNSF Railway
6. Resource Description: This segment of the BNSF crosses under both northbound and southbound lanes of I-25. It is located at milepost 98.3 of I-25 as it crosses under the interstate, just north of the Rockwool site. This segment of the railroad is within the I-25 ROW and is well-maintained and still in use. The current I-25 span over this segment of the BNSF is 68 feet. The surveyed segment is 275 feet long and 2 feet on either side of the tracks.
7. Original use: Railroad

   Current use: Railroad
8. Modifications (describe): It is not known if the rails have been modified.
9. Extent of Resource: The entire length of the BNSF in Pueblo County has not been surveyed. The line continues east and west from this segment and goes beyond the project area through other parts of Pueblo County.
10. Associated Artifacts: _____
11. Associated Features or Resources: _____

III. RESEARCH INFORMATION

12. Architect/Engineer: Unknown

    Source of information/justification: _____
13. Builder: Unknown

    Source of Information: _____
14. Date of Construction/Date Range: Prior to 1890

    Source of Information: W. H. Whitney. Map of Pueblo, Pueblo County. Prepared Expressly for Dowen-Gibson Investment Company of Pueblo. 1889, 1890. Denver Public Library Western History and Genealogy.

Resource Number: 5PE7261.1
Temporary Resource Number: N/A

Linear Component Form
(page 2 of 2)

IV. MANAGEMENT RECOMMENDATIONS

15. Historical/Archival Data: _____

16. Prehistoric Cultural Affiliation: N/A

17. Eligibility of entire resource:

Eligible X Not eligible _____ Need data _____

Is this an official (OAHP) determination? Yes _____ No X Date _____

Is this a field determination? Yes X No _

Remarks/justification: The BNSF is being treated as eligible for the NRHP under Criterion A for its contribution to the development of communities throughout Colorado and to the economic and industrial development of Pueblo.

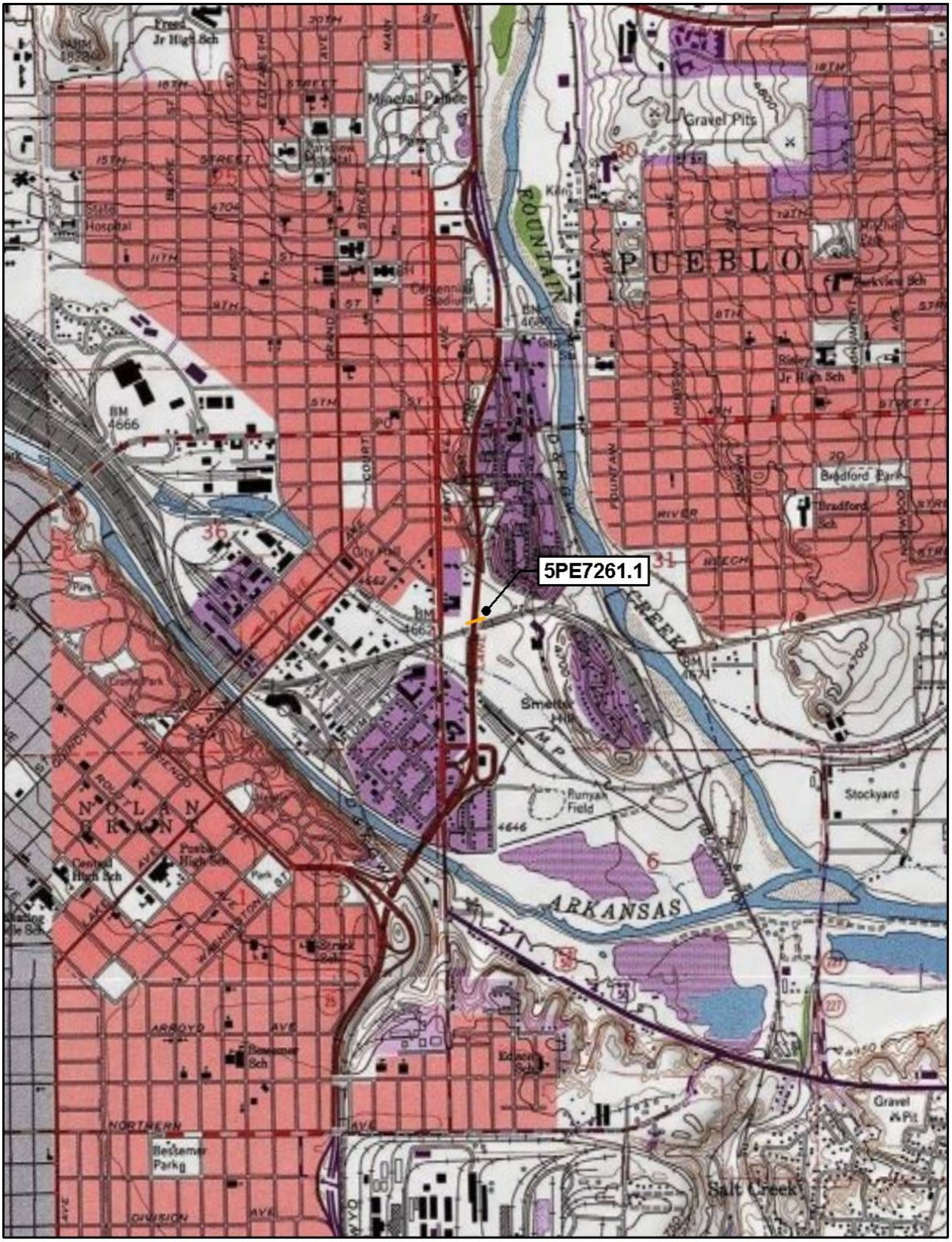
18. Eligibility of the segment being recorded:

Contributing X Non-contributing _____ Not applicable _____

Remarks/justification: This segment of the BNSF (5PE7261.1) is being treated as maintaining sufficient integrity to convey the significance of the rail line as a whole.

19. Recorder(s): Sara S. Orton 20. Date(s): 5 April 2010

5PE7261.1



Northeast Pueblo, Southeast Pueblo, CO USGS 7.5' Quad 1974

5PE7261.1 BNSF Railway at I-25 crossing. View to the east. The BNSF rails are on the far left.

5PE7261.1

Resource Number: 5PE7298
Temporary Resource Number:

Architectural Inventory Form

OAHP1403
Rev. 9/98

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

COLORADO CULTURAL RESOURCE SURVEY

Architectural Inventory Form

I. IDENTIFICATION

1. Resource number: 5PE7298
2. Temporary resource number: _____
3. County: Pueblo
4. City: Pueblo
5. Historic building name: N/A
6. Current building name: Top Notch Trailers and Ace Enterprises
7. Building address: 751 South Santa Fe Avenue
8. Owner name and address: John Starr III, 751 South Santa Fe Avenue, Pueblo CO 81006

II. GEOGRAPHIC INFORMATION

9. P.M. 6th Township 21S Range 65W Section 31 ¼ of ____ ¼ of ____ ¼ of ____ ¼ of section
10. UTM reference NAD 83

Zone 1 3 N ; 5 3 4 2 9 9 mE 4 2 3 4 1 2 4 mN

Zone 1 3 N ; 5 3 4 3 9 6 mE 4 2 3 4 0 8 0 mN

Zone 1 3 N ; 5 3 4 3 9 7 mE 4 2 3 4 0 4 4 mN

Zone 1 3 N ; 5 3 4 3 7 3 mE 4 2 3 4 0 4 4 mN

Zone 1 3 N ; 5 3 4 3 7 4 mE 4 2 3 3 9 4 5 mN

Zone 1 3 N ; 5 3 4 3 4 3 mE 4 2 3 3 9 3 8 mN

Zone 1 3 N ; 5 3 4 3 2 9 mE 4 2 3 3 9 9 0 mN

Zone 1 3 N ; 5 3 4 2 5 8 mE 4 2 3 4 0 6 0 mN

11. USGS quad name: Northeast Pueblo

Year: 1974 Map scale: 7.5' X 15'____ Attach photo copy of appropriate map section.

12. Lot(s): 1 Starr Sub Block:

Addition: _____ Year of Addition: _____

13. Boundary Description and Justification: The boundary of this property consists of the legal parcel as well as a small triangular piece of land to the south and a rectangular strip of land to the north. See attached boundary map.

III. Architectural Description

Resource Number: 5PE7298
Temporary Resource Number:

Architectural Inventory Form

14. Building plan (footprint, shape): irregular

15. Dimensions in feet: Length _____ x Width

16. Number of stories: 1

17. Primary external wall material(s) (enter no more than two): cinderblock/concrete

18. Roof configuration: (enter no more than one): gable and flat

19. Primary external roof material (enter no more than one): metal

20. Special features (enter all that apply): N/A

21. General architectural description: The main building (Building #1) on the property is a rectangular cinderblock warehouse building with a low-pitched metal gable roof . A concrete addition is appended to the south elevation of the cinderblock building and features a flat roof. Cinderblock building: The west facing elevation features three garage bays—one of these is filled in and the other two are still functional. A doorway is located on the south end of this elevation. The north elevation features a door and a small window. The east elevation has three small windows. Concrete addition: The west elevation features two large garage bays. . The south-facing elevation has a single garage bay, and the east facing elevation doesn't appear to have any features and is obscured by the gas station building and pumps.

22. Architectural style/building type: Other: commercial/industrial

23. Landscaping or special setting features: _____

24. Associated buildings, features, or objects: There are two additional buildings and a feature on the property. Building #2 is a rectangular 1-story metal shed. It features a low-pitched metal gable roof and metal awnings on the south and east-facing windows. Building #3 is a rectangular wood frame shed with a low-pitched gable roof that was moved to this property at an unknown date. Feature #1 is a formed concrete chute—its date of construction is unknown. The current owner indicated it may have been a coal chute. See attached photos.

IV. ARCHITECTURAL HISTORY

25. Date of Construction: Estimate Building #1 1971 (addition built in 1980s) Actual _____
Source of information: Pueblo County Assessor Records, online at: http://www.co.pueblo.co.us/cgi-bin/webatrbroker.wsc/ackatr.p

Resource Number: 5PE7298
Temporary Resource Number:

Architectural Inventory Form

26. Architect: Unknown

    Source of information:

27. Builder/Contractor: Unknown

    Source of information:

28. Original owner: Unknown

    Source of information:

29. Construction history (include description and dates of major additions, alterations, or demolitions): Building #1 consists of a cinderblock building (1971) and a concrete addition (1980s). Pueblo County Assessor records indicate that Building #2 (metal shed) was built in 1975, but the property owner indicated it was moved to the property. Building #3 is a wood frame shed with a metal roof that was moved to the property at an unknown date. Feature #1 is a concrete chute (possibly for coal)—its date of construction and purpose are unknown.

30. Original location ____ Moved ____ Date of move(s): See Item 29 for information on relocated buildings

V. HISTORICAL ASSOCIATIONS

31. Original use(s): commerce/trade

32. Intermediate use(s): commerce/trade

33. Current use(s): commerce/trade

34. Site type(s): business

35. Historical background: The property at 751 South Santa Fe is located on a narrow strip of land bordered by the Arkansas River level to the northeast, South Santa Fe to the east, Interstate 25 to the northwest, and a curved segment of the Denver & Rio Grande railroad to the southwest. The property appears to have been part of a larger piece of land associated with the Colorado Smelting Company (1883 to 1908), which later became the location of Newton Lumber Company and St. Mary's School (1920s), both of which were located on the south end of that property just north of Mesa Avenue. It is not clear if there were any smelting operations on this piece of property. Sanborn Maps and other historic maps of Pueblo indicate that this property was vacant of structures or buildings until at least 1946. In the 1950s, the property became a fill area and dump site, and as of 1960, there was no business listing at this address in the Pueblo City Directories. In the mid to late 1970s, the property was occupied by Spitzer Auto Company. Austin and Myrtle Spitzer sold the property to current owner Bill Starr in 1982. Ace Enterprises, a machining and welding business is currently located at this address.

36. Sources of information: Interview with Bill Starr, March 18, 2009; *1975 Pueblo (Pueblo County, Colorado) City Directory*. R.L. Polk & Publishers: Kansas City, MO, 1975; *1979 Pueblo (Pueblo County, Colorado) City Directory*.

Resource Number: 5PE7298
Temporary Resource Number:

Architectural Inventory Form

R.L. Polk & Publishers: Kansas City, MO, 1979; Peach, William (City Engineer). 1926. *Complete Map of the City of Pueblo, Colorado compiled from official records and resurveys;* 1939 Index Map of the City of Pueblo, Colorado. Collected and compiled by the Office of the City Engineer; Pueblo Chamber of Commerce. *1946 Index Map of the City of Pueblo, Colorado*.

VI. SIGNIFICANCE

37. Local landmark designation: Yes ____ No __X__ Date of designation: _____

Designating authority: _____

38. Applicable National Register Criteria:

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

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

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

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

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

__X__ Does not meet any of the above National Register criteria

39. Area(s) of significance: N/A

40. Period of significance: N/A

41. Level of significance: National ____ State ____ Local

42. Statement of significance: Based on historic maps, the property at 751 South Santa Fe appears to historically been part of a larger bottle-shaped property associated with the Colorado Smelting Company and later Newton Lumber and St. Mary's School—the smelter was dismantled after it closed in 1908 and Newton Lumber operations and school activities were limited to land to the south and there is no association between the lumber company or the school and the property at 751 South Santa Fe. The property at 751 South Santa Fe has been the site of an auto company and the current machining and welding business, and there is no indication that these businesses are associated with any important trends or events in business development in this area of Pueblo. For these reasons, the property is not significant under Criterion A. With regard to Criterion B, there is no evidence that any persons significant in Pueblo history were associated with this property. Under Criterion C, the buildings and the concrete chute on the property are

Architectural Inventory Form

examples of functional industrial architecture and equipment, but they have been modified and relocated and are in generally poor condition and are not representative of this type of architecture. Based on this analysis, the property is not eligible under any of the NRHP Criteria.

43. Assessment of historic physical integrity related to significance:

Because the property is not significant, integrity was not evaluated.

Resource Number: 5PE7298
Temporary Resource Number:

Architectural Inventory Form

VII. NATIONAL REGISTER ELIGIBILITY ASSESSMENT

44. National Register eligibility field assessment:

Eligible ____ Not Eligible _X_ Need Data

45. Is there National Register district potential? Yes ____ No _X_ Discuss: The area surrounding the former smelter and the Newton Lumber Company property were evaluated extensively for district potential. Currently the Steelworks Suburb Potential Historic District (5PE5523) includes neighborhoods to the west and east of the former smelter property and includes the St. Mary's School property. The former smelter site, Newton Lumber, and the property at 751 South Santa Fe have separate histories from the steel mill and its associated neighborhoods, so there is no basis for including them in the existing Steelworks Suburb historic district boundary. There is also no historical basis for including the property in any of the neighborhoods to the north, such as Corona Park.

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

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

VIII. RECORDING INFORMATION

47. Photograph numbers: Digital Negatives filed at: CDOT Environmental Programs Branch

48. Report title: "Addendum to the Determination of Effect s to Historic Properties: I-25 New Pueblo Freeway Improvement Project, Pueblo County, Colorado", CDOT Project IM 0251-156

49. Date(s): 3/18/2009 and 5/4/2010 50. Recorder(s): Lisa Schoch

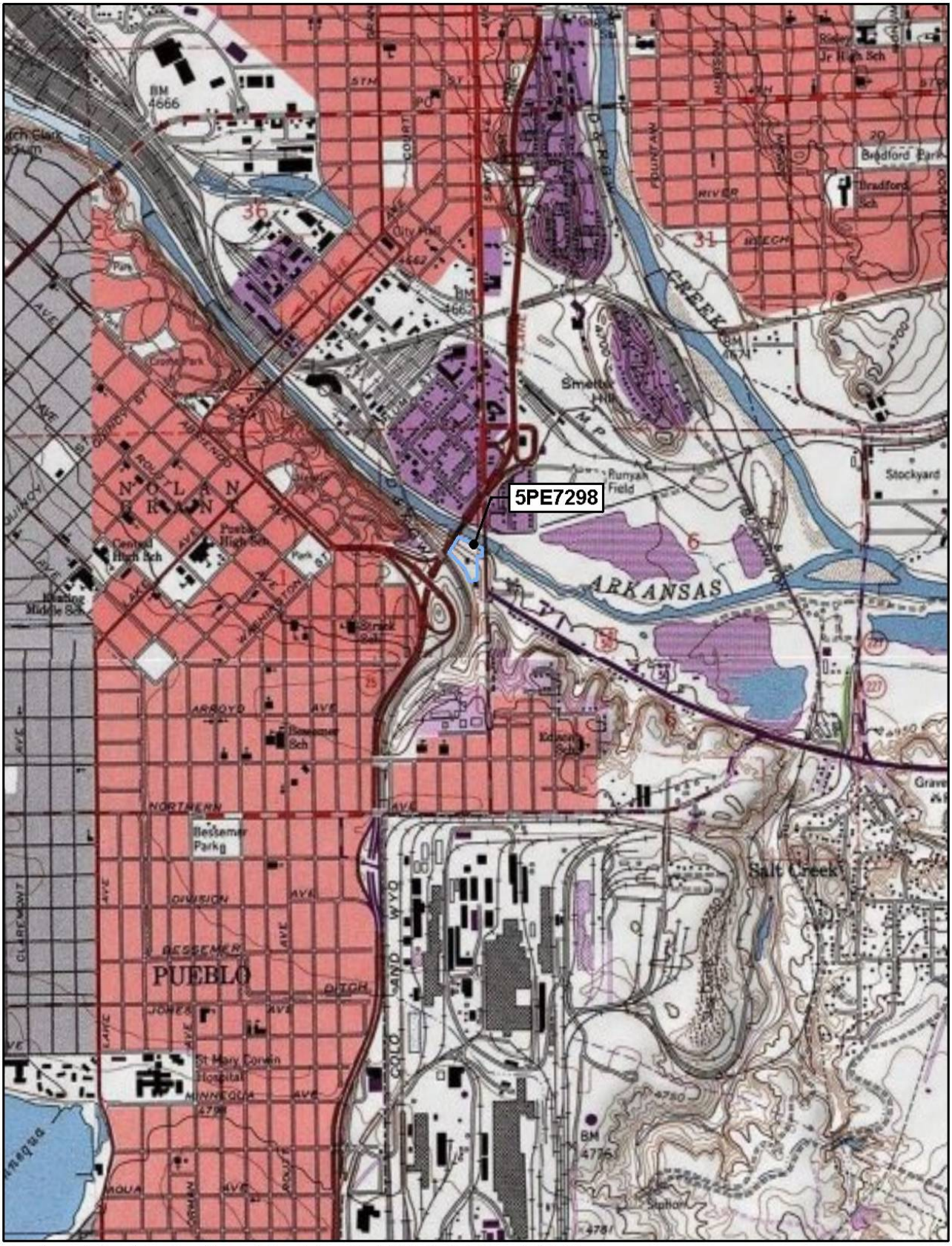
51. Organization: Colorado Department of Transportation

52. Address: 4201 East Arkansas Avenue, Denver, CO 80222

53. Phone number(s): 303-512-4258

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

5PE7298



Northeast Pueblo, Southeast Pueblo, CO USGS 7.5' Quad 1974

Building #1 (left) and Building #2 (metal shed, right), View to SW

Feature #1, concrete chute, View to SW

Building #1, View to east

Building #3, Wood frame shed, View to south

Building #2, Metal Shed, View to NE

Overview of Ace Enterprises, taken from railroad grade above property

5PE7298

Office of Archaeology and Historic Preservation Re-evaluation Forms

COLORADO CULTURAL RESOURCE SURVEY

OAHP1405

Cultural Resource Re-evaluation Form

Rev. 9/98

1. Resource Number: **5PE4505**

2. Temp. Resource Number: N/A

3. Attachments
(check as many as apply)
_X_ Photographs
___ Site sketch map
_X_ U.S.G.S. map photocopy
_X_ Other Aerial
___ Other _____

4. Official determination
(OAHP USE ONLY)
___ Determined Eligible - NR
___ Determined Not Eligible- SR
___ Need Data
___ Nominated
___ Listed
___ Contributing to N.R. District
___ Not Contributing to N.R. Dist

5. Resource Name: Travelers Motel 5PE4505 and City Diner 5PE4508 (both at 1012 N. Santa Fe Avenue)

6. Purpose of this current site visit (check as many as apply)

_X_ Site is within a current project area
___ Resurvey
_X_ Update of previous site form(s)
___ Surface collection
___ Testing to determine eligibility
___ Excavation
___ Other

Describe:

7. Previous Recordings: WCRM. A Cultural Resource Inventory of the New Pueblo Freeway Area of Potential Effect, Pueblo County, Colorado. March 23, 2004.

8. Changes or Additions to Previous Descriptions: There are two buildings, 5PE4505 and 5PE4508 (both at 1012 N. Santa Fe Avenue) on the same legal parcel. The building previously recorded as 5PE4508is being identified under 5PE4505 since they share a legal parcel boundary and may have an association.

9. Changes in Condition: None

10. Changes to Location or Size Information: There are two buildings, 5PE4505) and 5PE4508 (both at 1012 N. Santa Fe Avenue) on the same legal parcel, which are being identified under one resource number (5PE4505).

11. Changes in Ownership: None

Cultural Resource Reevaluation Form

12. Other Changes, Additions, or Observations: None

13. National Register Eligibility Assessment:

    Eligible __X__ Not eligible _____ Need data_____

    Explain: For the purposes of Section 106, The property at 5PE4505 (1012 N. Santa Fe Avenue) 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 property associated with the growing automobile culture of the mid-20th century.

14. Management Recommendations: None

15. Photograph Types and Numbers: WCRM 2004

16. Artifact and Field Documentation Storage Location: N/A

17. Report Title: Determination of Effects to Historic Properties: I-25 New Pueblo Freeway Improvement Project, March 2010.

18. Recorder(s): Sara S. Orton

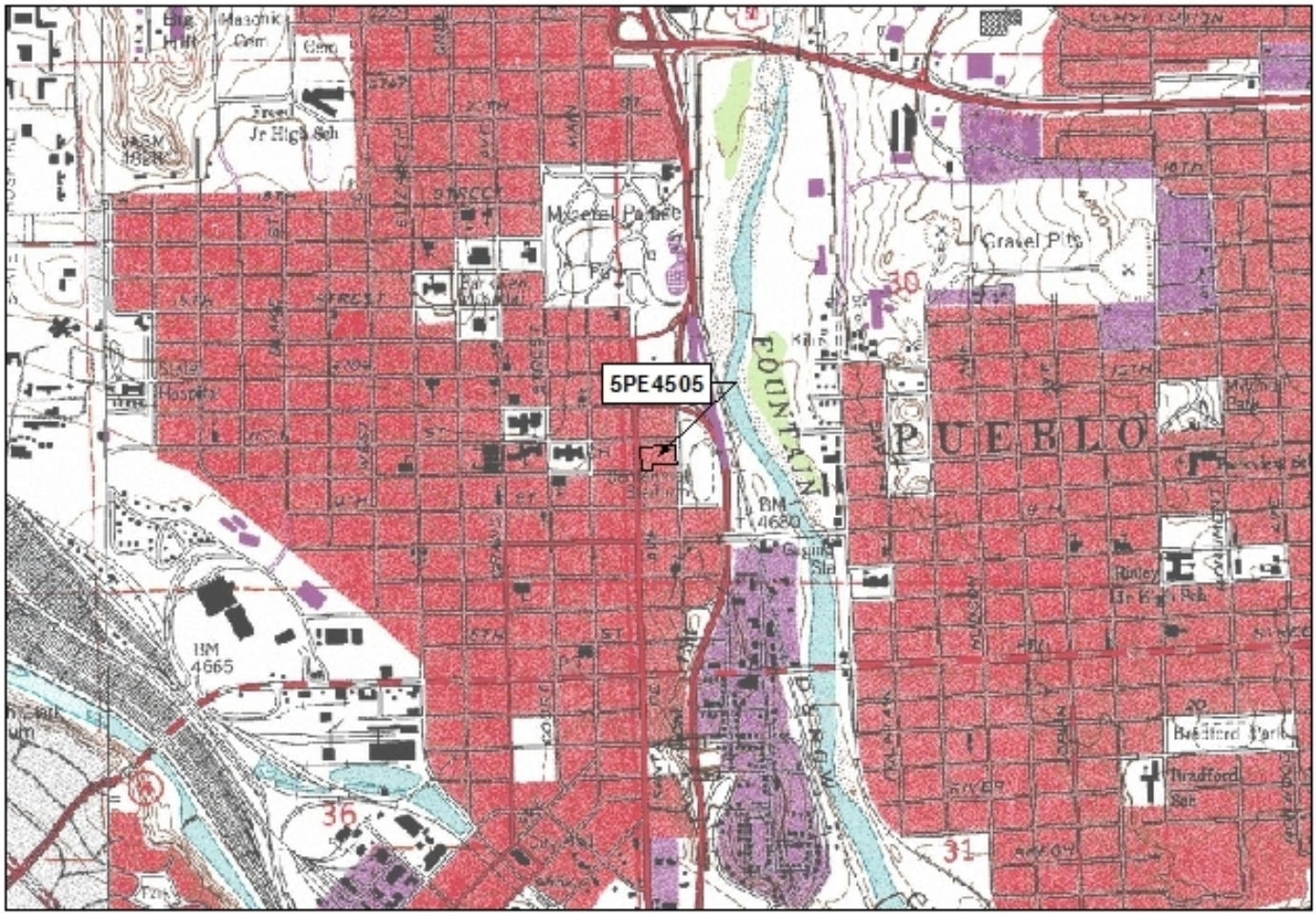
19. Date(s): 5 April 2010

20. Recorder Affiliation: CH2M HILL

Traveler's Motel 5PE4505 (1012 N. Santa Fe Avenue), view to East

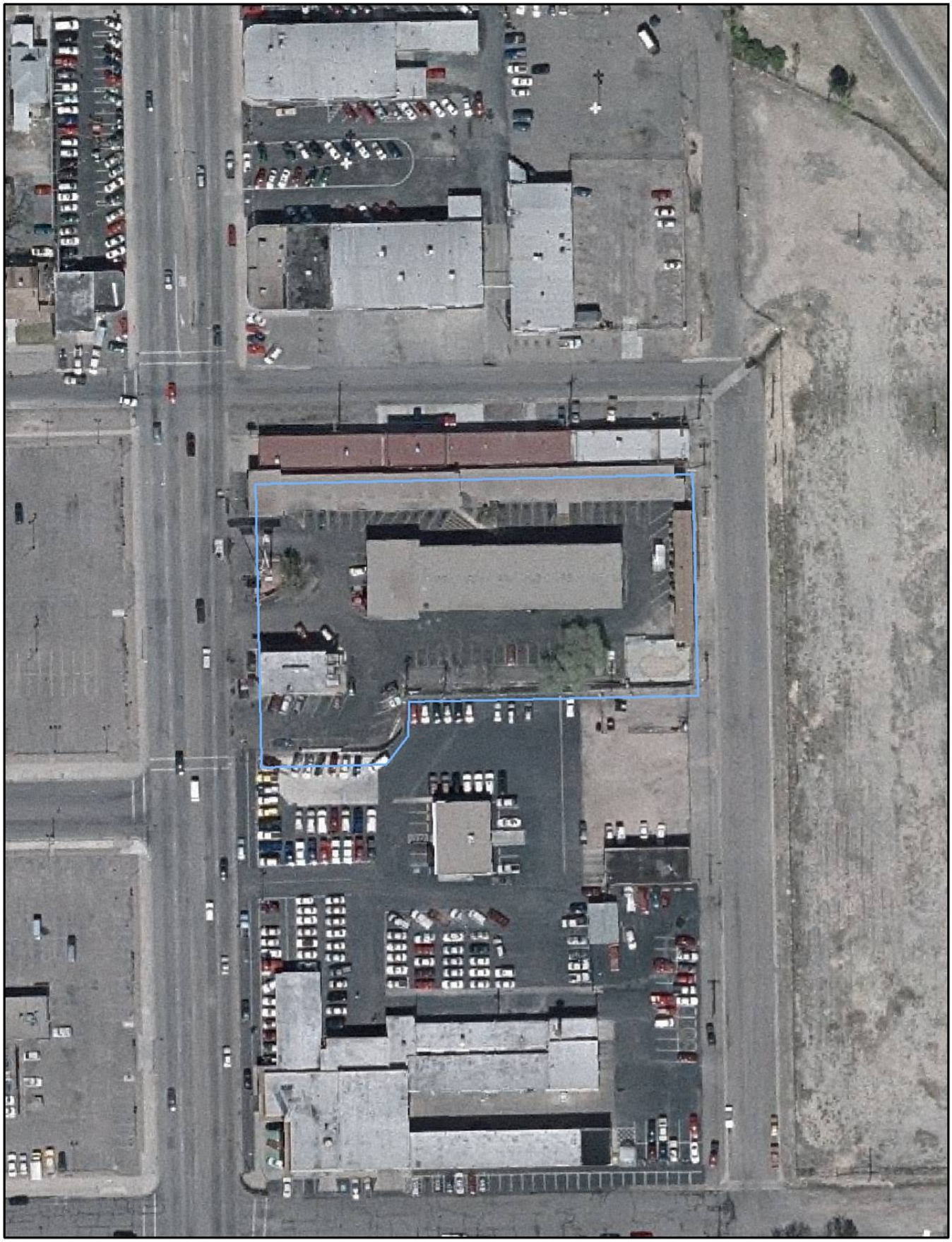
The City Diner, formerly 5PE4508, now part of 5PE4505, (1012 N. Santa Fe Avenue), view to southeast

5PE4505



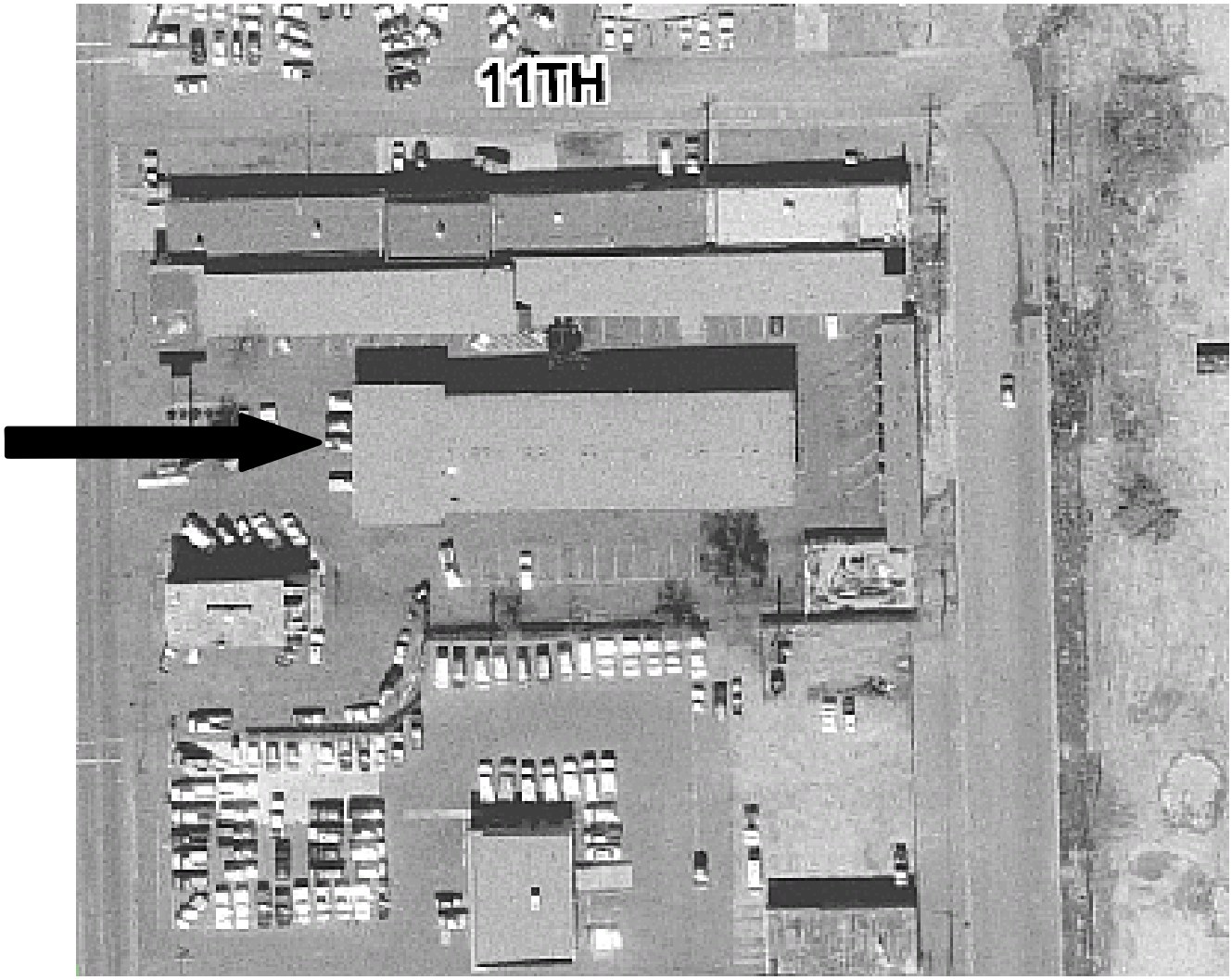
Northeast Pueblo , CO USGS 7.5' Quad 1961, Revised 1974

5PE4505



5PE4505

N



COLORADO CULTURAL RESOURCE SURVEY

OAHP1405

Cultural Resource Re-evaluation Form

Rev. 9/98

1. Resource Number: **5PE4508**

2. Temp. Resource Number: N/A

3. Attachments
(check as many as apply)
_X_ Photographs
____ Site sketch map
_X_ U.S.G.S. map photocopy
_X_ Other Aerial
____ Other _____

4. Official determination
(OAHP USE ONLY)
____ Determined Eligible - NR
____ Determined Not Eligible- SR
____ Need Data
____ Nominated
____ Listed
____ Contributing to N.R. District
____ Not Contributing to N.R. Dist

5. Resource Name: Building 5PE4505 Travelers Motel and Building 5PE4508 (City Diner, both at 1012 N. Santa Fe Avenue

6. Purpose of this current site visit (check as many as apply)

_X_ Site is within a current project area
____ Resurvey
_X_ Update of previous site form(s)
____ Surface collection
____ Testing to determine eligibility
____ Excavation
____ Other

Describe:

7. Previous Recordings: WCRM. A Cultural Resource Inventory of the New Pueblo Freeway Area of Potential Effect, Pueblo County, Colorado. March 23, 2004.

8. Changes or Additions to Previous Descriptions: There are two buildings, 5PE4505 (and 5PE4508 (both at 1012 N. Santa Fe Avenue) on the same legal parcel. The building previously recorded as 5PE4508, has been included under resource numbers 5PE 4505 since they share a legal parcel boundary and may have an association. Resource number 5PE4508 will no longer be used.

9. Changes in Condition: None

10. Changes to Location or Size Information: There are two buildings on the same legal parcel at 1012 N. Santa Fe Avenue: 5PE4505 and 5PE4508 (that are being identified under resource number 5PE4505. . Resource number 5PE4508 will no longer be used.

11. Changes in Ownership: None

Resource Number: 5PE4508
Temporary Resource Number: NPF 650

Cultural Resource Reevaluation Form

12. Other Changes, Additions, or Observations: None

13. National Register Eligibility Assessment:

    Eligible ____ Not eligible ____ Need data_____

    Explain: 5PE4508 is now identified under 5PE4505.

14. Management Recommendations: None

15. Photograph Types and Numbers: WCRM 2004

16. Artifact and Field Documentation Storage Location: N/A

17. Report Title: Determination of Effects to Historic Properties: I-25 New Pueblo Freeway Improvement Project, March 2010.

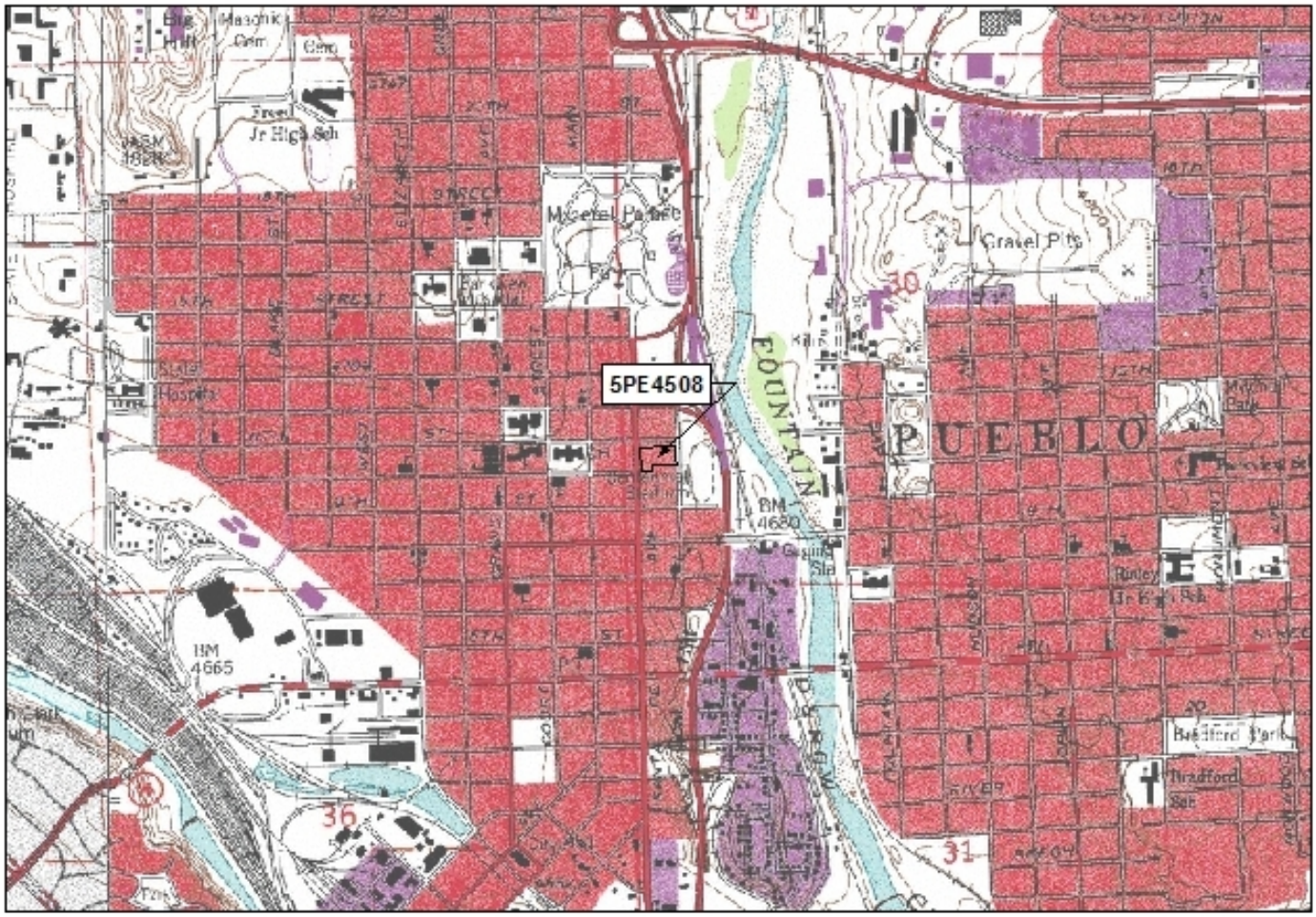
18. Recorder(s): Sara S. Orton

19. Date(s): 5 April 2010

20. Recorder Affiliation: CH2M HILL

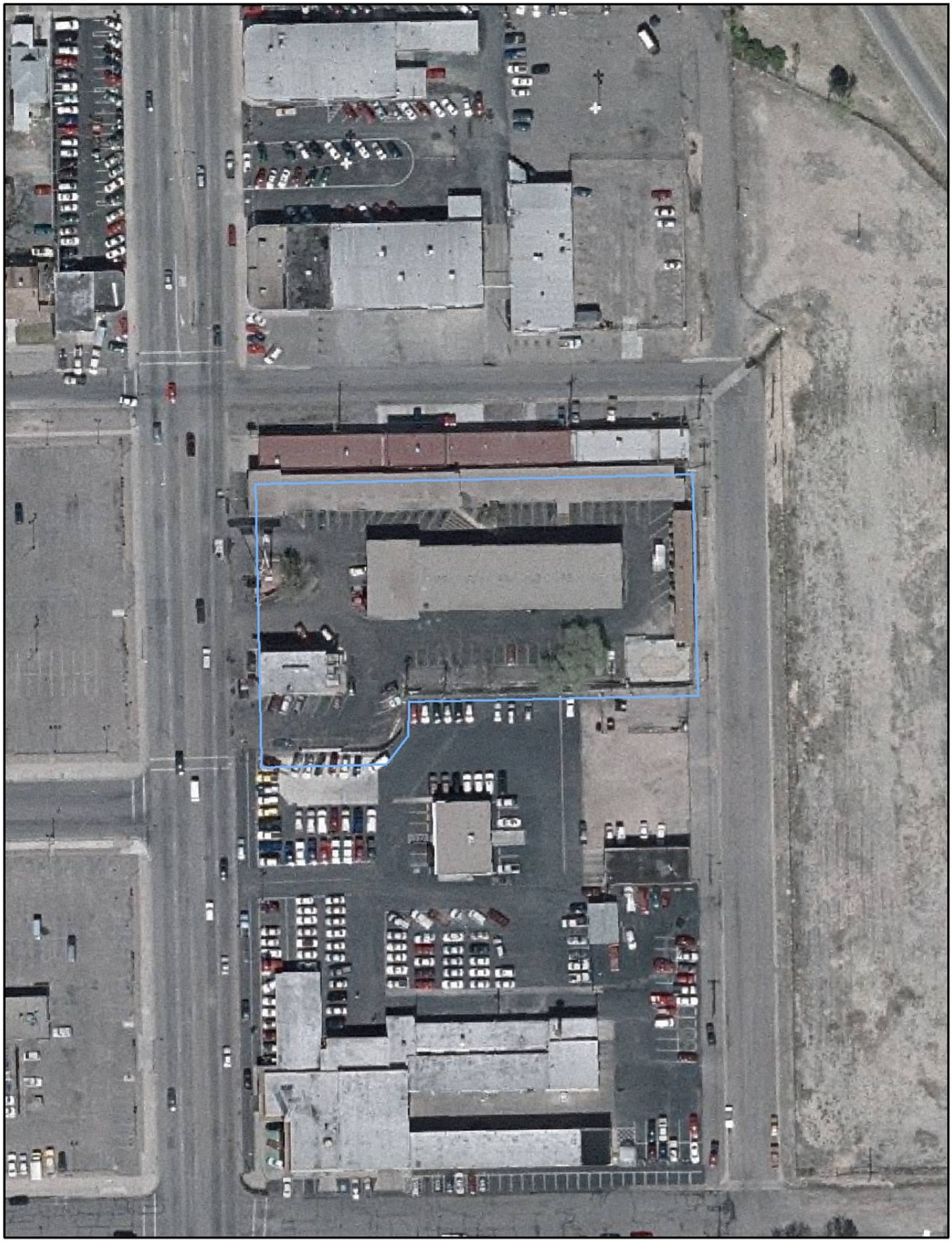
5PE4508 (1012 N. Santa Fe Avenue), view to east southeast.
This property is now incorporated under resource number 5PE4505.

5PE4508



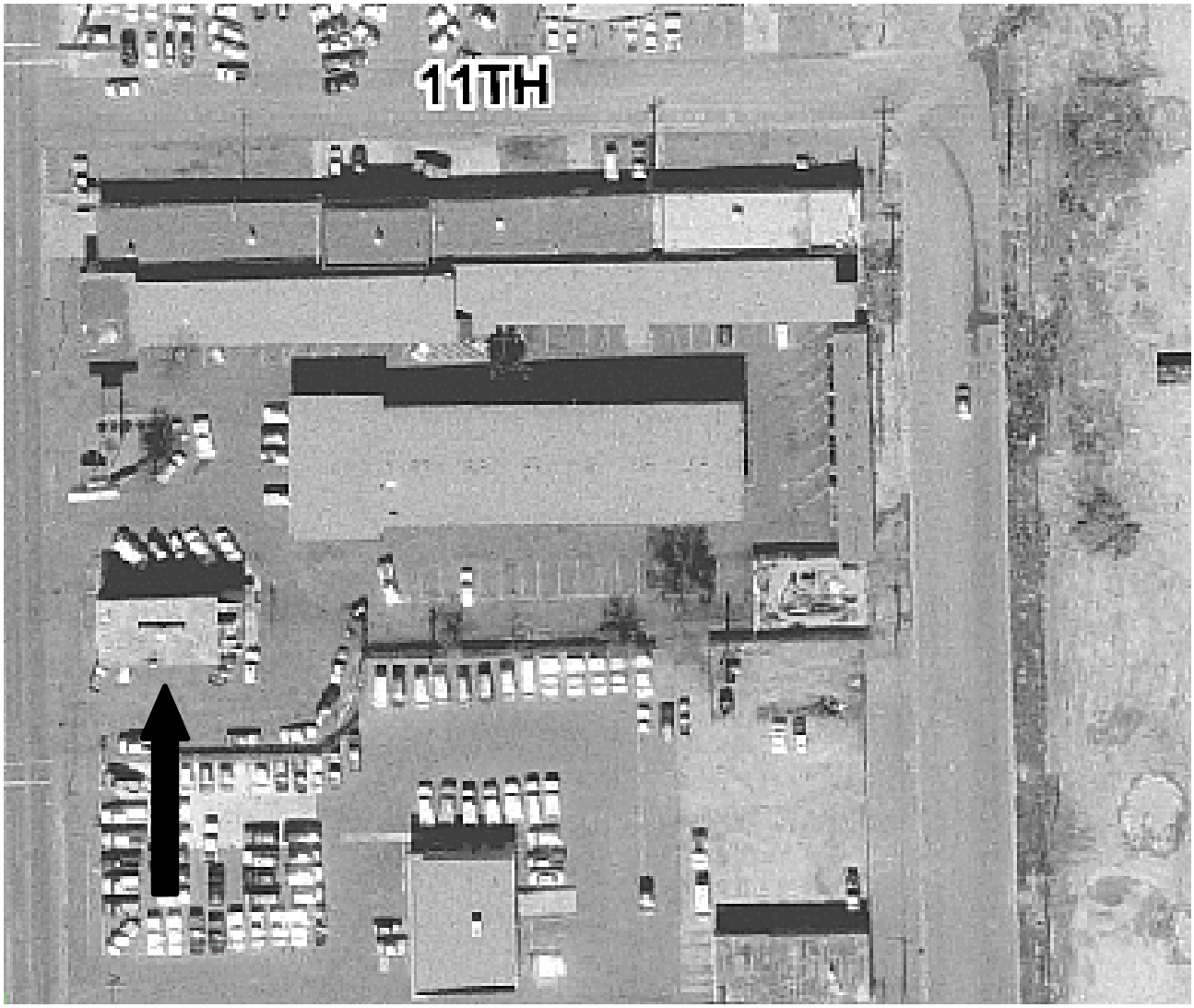
Northeast Pueblo , CO USGS 7.5' Quad 1961, Revised 1974

5PE4505



5PE4508

N



COLORADO CULTURAL RESOURCE SURVEY

OAHP1405

Cultural Resource Re-evaluation Form

Rev. 9/98

1. Resource Number: **5PE4522**

2. Temp. Resource Number: N/A

3. Attachments
(check as many as apply)
X Photographs
___ Site sketch map
X U.S.G.S. map photocopy
X Other Aerial
___ Other _____

4. Official determination
(OAHP USE ONLY)
___ Determined Eligible - NR
___ Determined Not Eligible- SR
___ Need Data
___ Nominated
___ Listed
___ Contributing to N.R. District
___ Not Contributing to N.R. Dist

5. Resource Name: Stein Food Company, 415 and 422 N. Albany Avenue

6. Purpose of this current site visit (check as many as apply)

X Site is within a current project area
___ Resurvey
X Update of previous site form(s)
___ Surface collection
___ Testing to determine eligibility
___ Excavation
___ Other

Describe:

7. Previous Recordings: WCRM. A Cultural Resource Inventory of the New Pueblo Freeway Area of Potential Effect, Pueblo County, Colorado. March 23, 2004.

8. Changes or Additions to Previous Descriptions: There are two buildings, 5PE4522 (415 N. Albany Avenue) and 5PE4524 (421 N. Albany Avenue) on the same legal parcel. The building at 421 N. Albany Avenue was previously recorded as 5PE4524, but is being identified under resource number 5PE4522 since they share a legal parcel boundary and may be associated.

9. Changes in Condition: None

10. Changes to Location or Size Information: Two properties, 5PE4522 (415 N. Albany Avenue) and 5PE4524 (421 N. Albany Avenue), are being identified under resource number 5PE4522.

11. Changes in Ownership: None

12. Other Changes, Additions, or Observations: None

Resource Number: 5PE4522
Temporary Resource Number: NPF 650

Cultural Resource Reevaluation Form

13. National Register Eligibility Assessment:

    Eligible __X__ Not eligible _____ Need data_____

    Explain: For the purposes of Section 106, 5PE4522 (including the properties at 415 and 421 N. Albany Avenue) 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.

14. Management Recommendations: None

15. Photograph Types and Numbers: WCRM 2004

16. Artifact and Field Documentation Storage Location: N/A

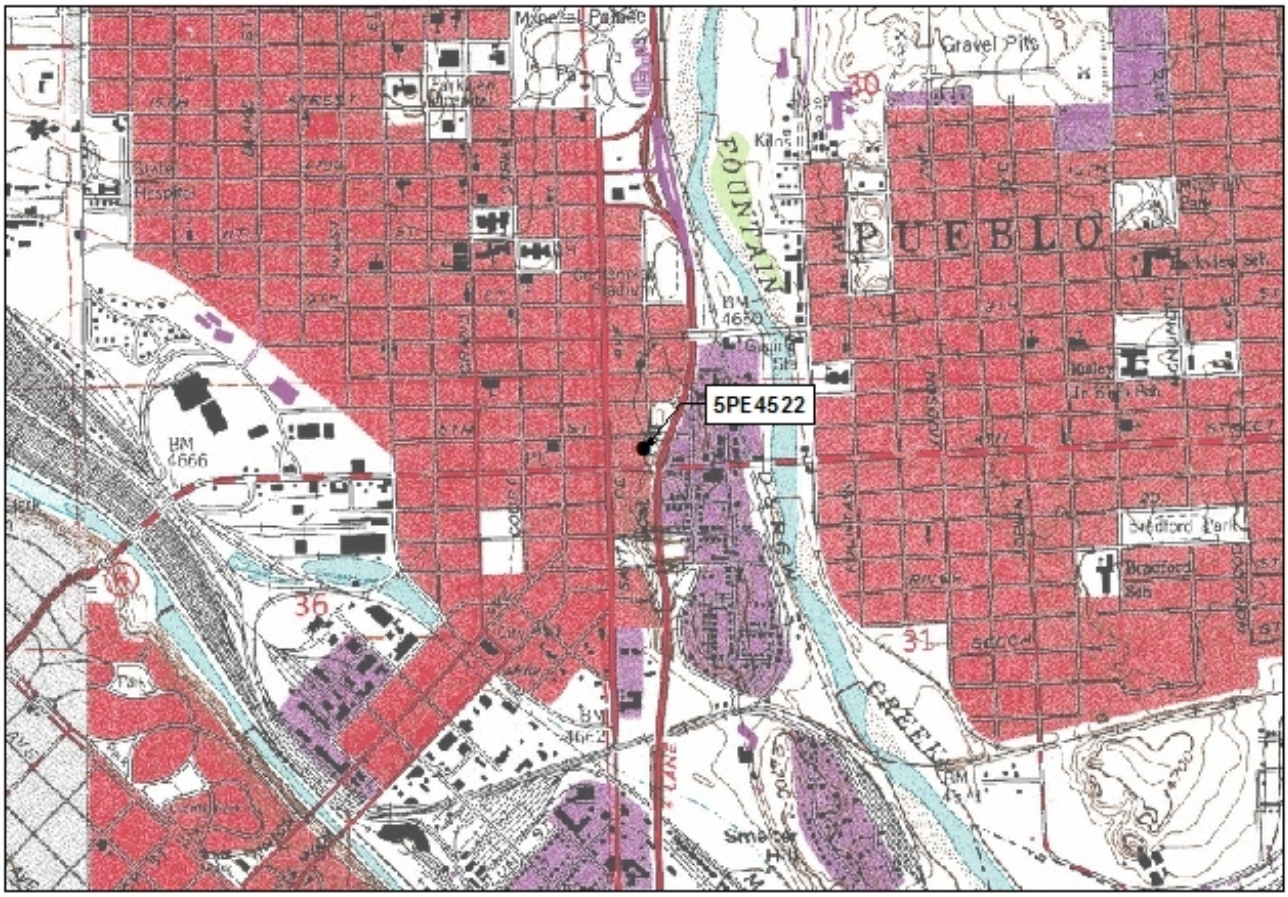
17. Report Title: Determination of Effects to Historic Properties: I-25 New Pueblo Freeway Improvement Project, March 2010.

18. Recorder(s): Sara S. Orton

19. Date(s): 5 April 2010

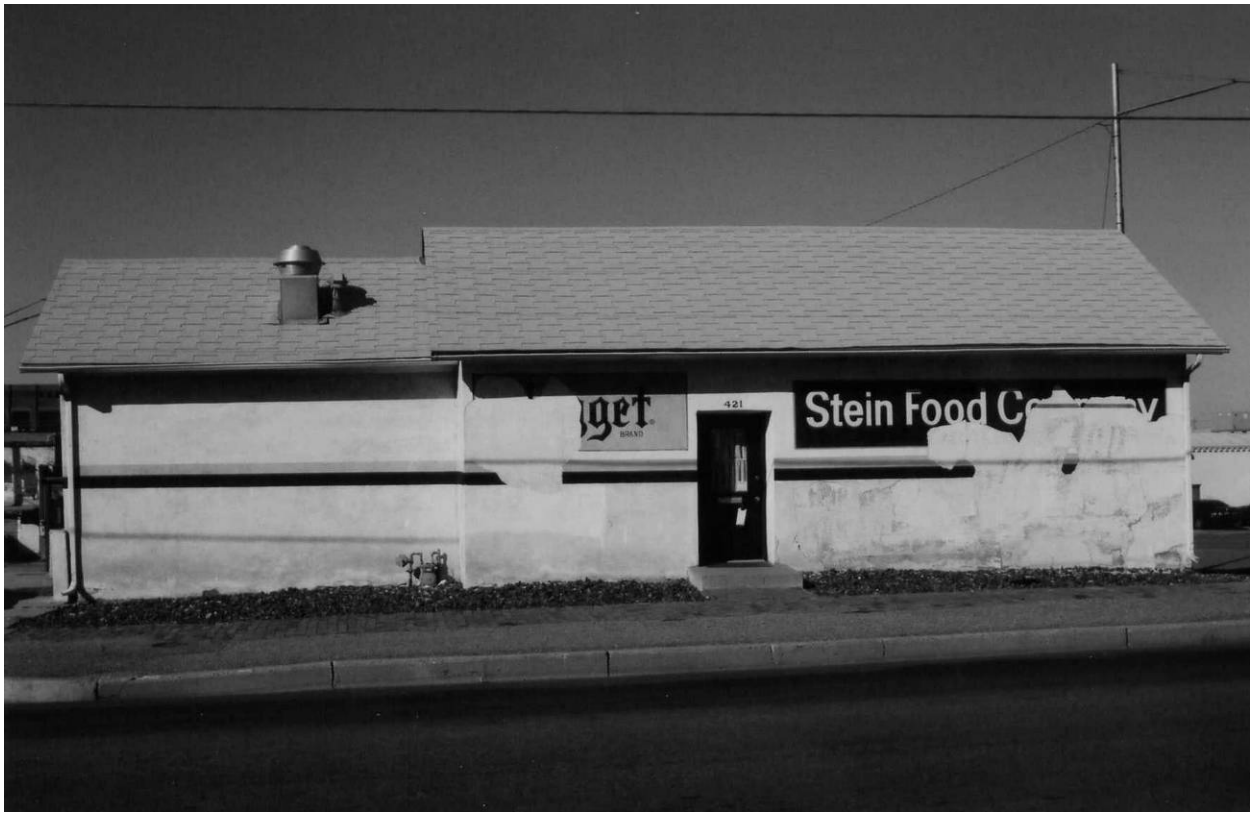
20. Recorder Affiliation: CH2M HILL

5PE4522



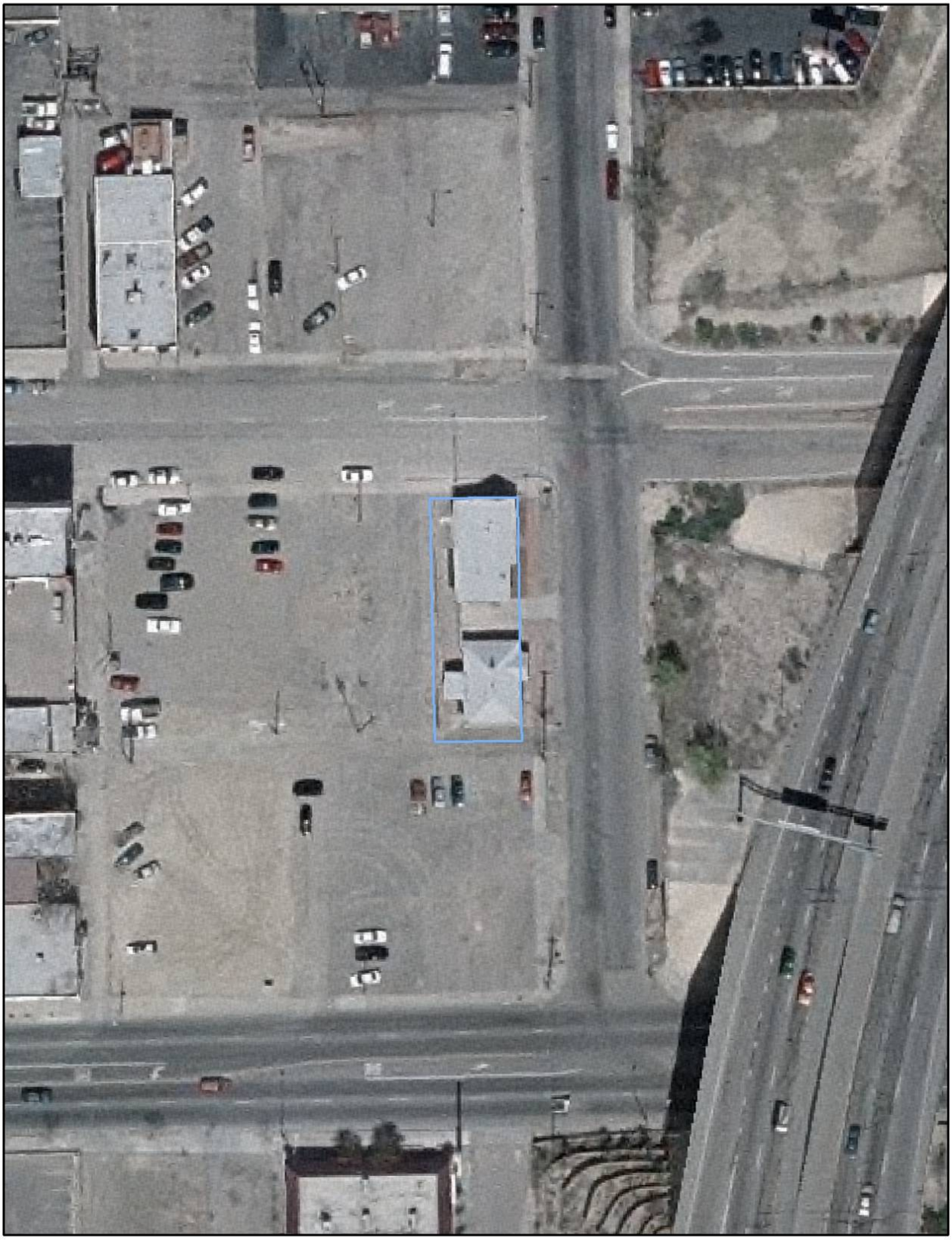
Northeast Pueblo , CO USGS 7.5' Quad 1961, Revised 1974

5PE4522 (415 N. Albany Avenue), view to West



5PE4522 (421 N. Albany Avenue), Stein Food Company, view to West

5PE4522



5PE4522

N

COLORADO CULTURAL RESOURCE SURVEY

OAHP1405

Cultural Resource Re-evaluation Form

Rev. 9/98

1. Resource Number: **5PE4524**

2. Temp. Resource Number: N/A

3. Attachments
(check as many as apply)
X Photographs
___ Site sketch map
X U.S.G.S. map photocopy
X Other Aerial
___ Other _____

4. Official determination
(OAHP USE ONLY)
___ Determined Eligible - NR
___ Determined Not Eligible- SR
___ Need Data
___ Nominated
___ Listed
___ Contributing to N.R. District
___ Not Contributing to N.R. Dist

5. Resource Name: Stein Food Company (421 N. Albany Avenue)

6. Purpose of this current site visit (check as many as apply)

X Site is within a current project area
___ Resurvey
X Update of previous site form(s)
___ Surface collection
___ Testing to determine eligibility
___ Excavation
___ Other

Describe:

7. Previous Recordings: WCRM. A Cultural Resource Inventory of the New Pueblo Freeway Area of Potential Effect, Pueblo County, Colorado. March 23, 2004.

8. Changes or Additions to Previous Descriptions: There are two buildings, 5PE4522 (415 N. Albany Avenue) and 5PE4524 (421 N. Albany Avenue) on the same legal parcel. The building at 421 N. Albany Avenue was previously recorded as 5PE4524, but is now being identified under 5PE4522 since shares a legal parcel boundary with 5PE4524. Resource number 5PE4524 will no longer be used.

9. Changes in Condition: None

10. Changes to Location or Size Information: The two properties, 5PE4522 (415 N. Albany Avenue) and 5PE4524 (421 N. Albany Avenue) on this legal parcel, are being incorporated into resource number 5PE4522. Resource number 5PE4524 will no longer be used.

11. Changes in Ownership: None

Resource Number: 5PE4524
Temporary Resource Number: NPF 650

Cultural Resource Reevaluation Form

12. Other Changes, Additions, or Observations: None

13. National Register Eligibility Assessment:

    Eligible _____ Not eligible _____ Need data_____

    Explain: 5PE4524 is now identified under 5PE4522

14. Management Recommendations: None

15. Photograph Types and Numbers: WCRM 2004

16. Artifact and Field Documentation Storage Location: N/A

17. Report Title:

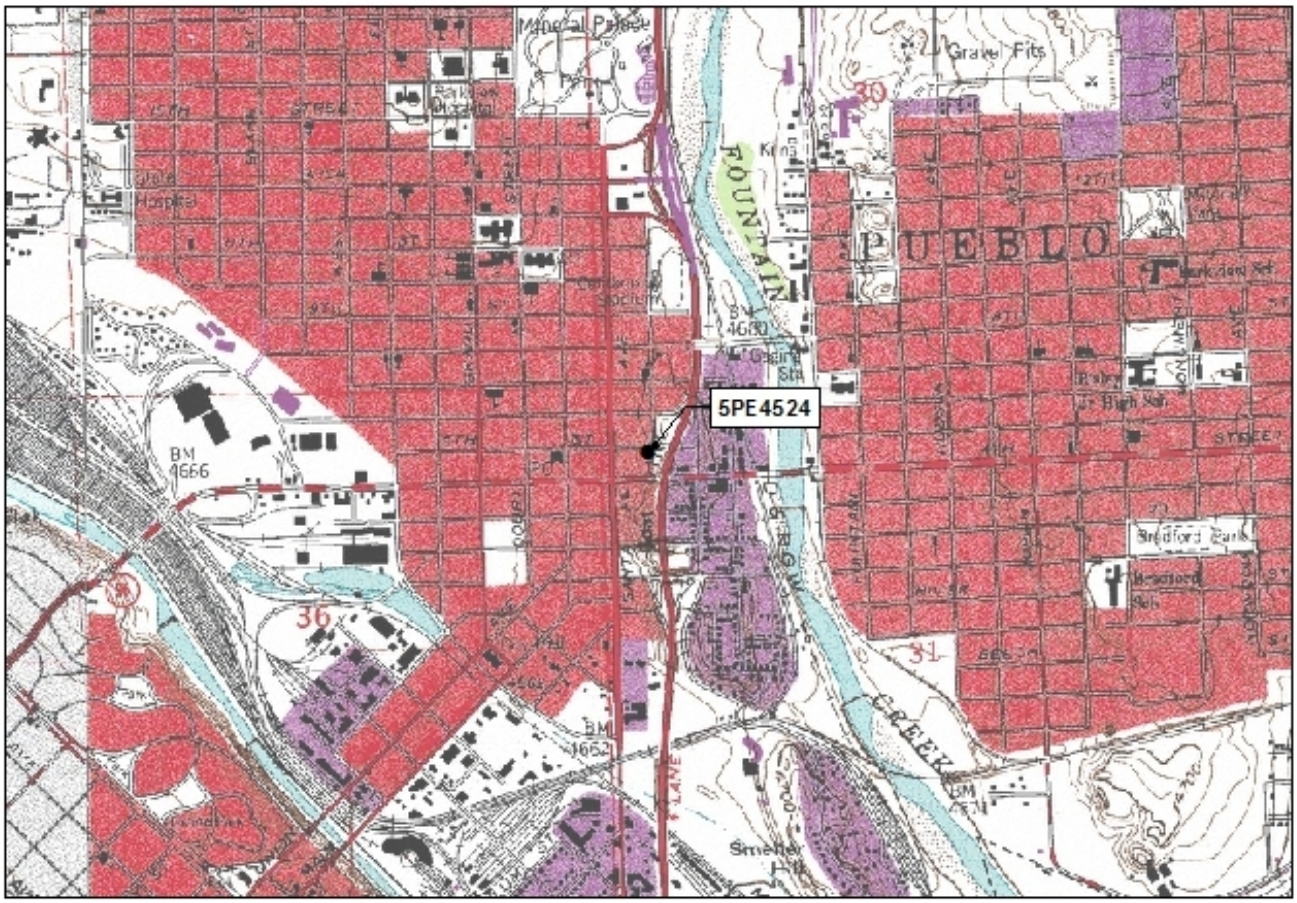
    Determination of Effects to Historic Properties: I-25 New Pueblo Freeway Improvement Project, Pueblo, Colorado, March 2010.

18. Recorder(s): Sara S. Orton

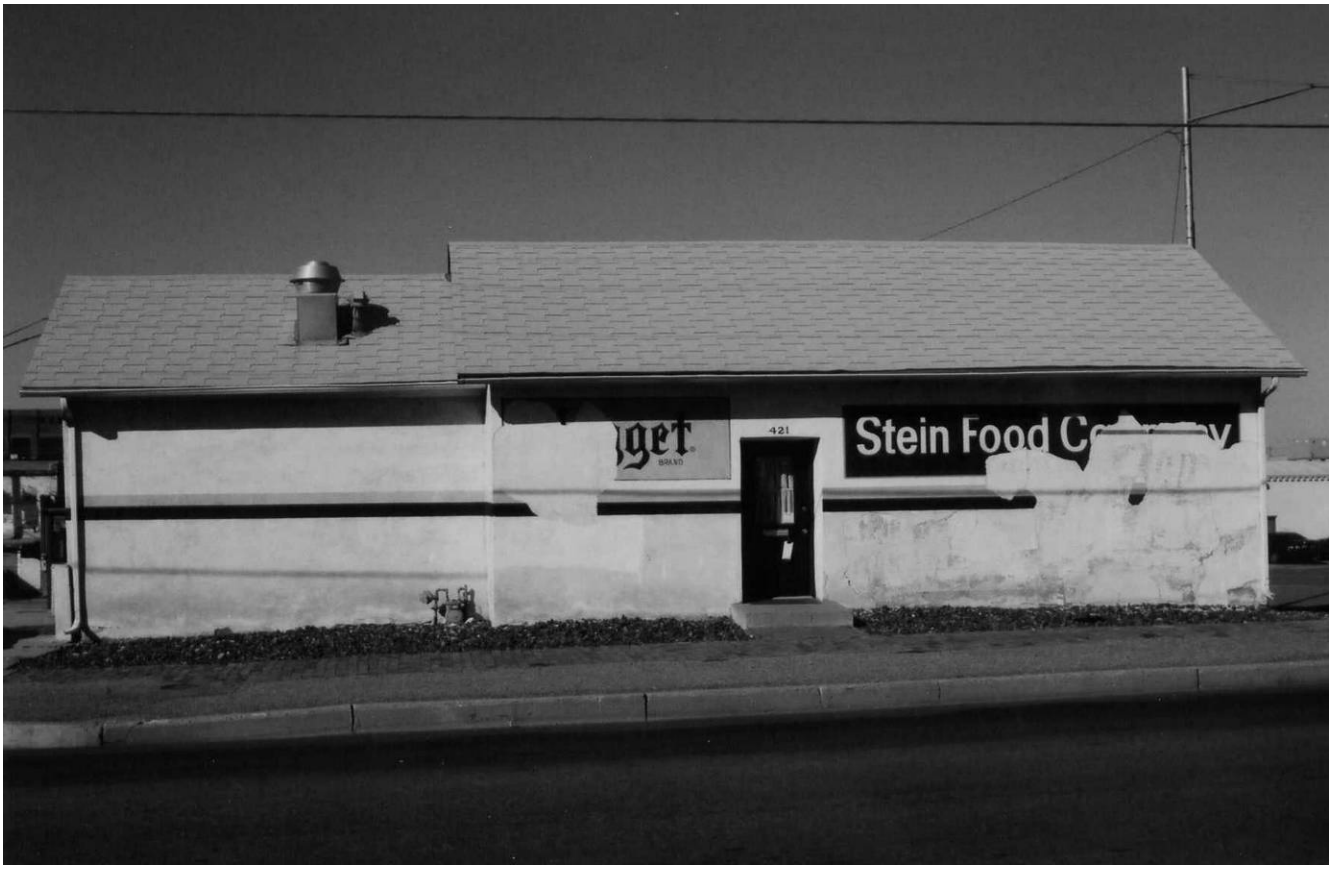
19. Date(s): 5 April 2010

20. Recorder Affiliation: CH2M HILL

5PE4524

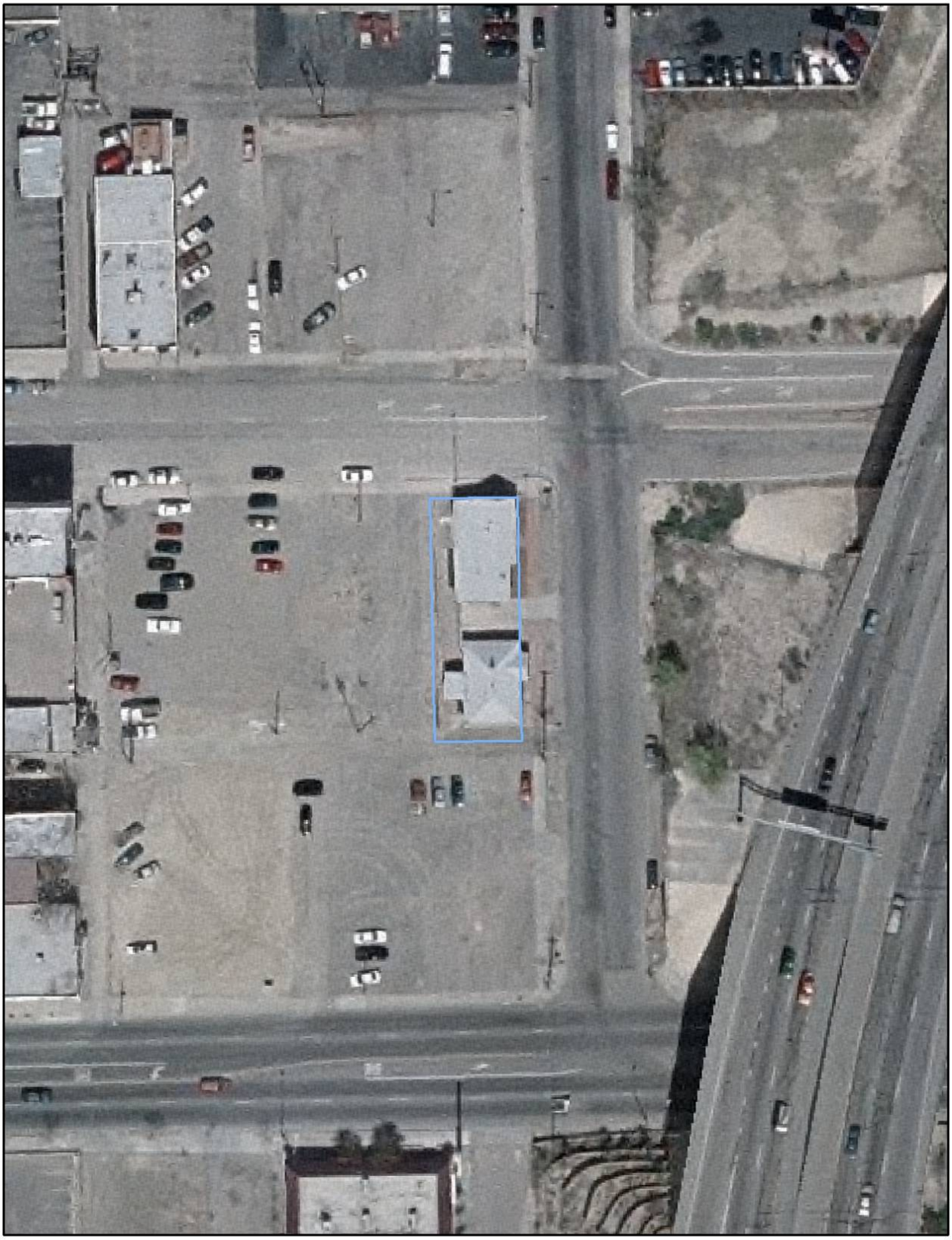


Northeast Pueblo , CO USGS 7.5' Quad 1961, Revised 1974



Formerly 5PE4524, now included with 5PE4522, 421 N. Albany Avenue, view to West

5PE4522



5PE4524

N

COLORADO CULTURAL RESOURCE SURVEY

OAHP1405

Cultural Resource Re-evaluation Form

Rev. 9/98

1. Resource Number: **5PE5080**

2. Temp. Resource Number: N/A

3. Attachments
(check as many as apply)
_X_ Photographs
____ Site sketch map
_X_ U.S.G.S. map photocopy
_X_ Other Aerial
____ Other _____

4. Official determination
(OAHP USE ONLY)
____ Determined Eligible - NR
____ Determined Not Eligible- SR
____ Need Data
____ Nominated
____ Listed
____ Contributing to N.R. District
____ Not Contributing to N.R. Dist

5. Resource Name: Burgh Fireproof Storage; Merchandise Store; Van Lines - 5PE5080 (200 S. Santa Fe Avenue), and 5PE5081 (210 S. Santa Fe Avenue)

6. Purpose of this current site visit (check as many as apply)

_X_ Site is within a current project area
____ Resurvey
_X_ Update of previous site form(s)
____ Surface collection
____ Testing to determine eligibility
____ Excavation
____ Other

Describe:

7. Previous Recordings: WCRM. A Cultural Resource Inventory of the New Pueblo Freeway Area of Potential Effect, Pueblo County, Colorado. March 23, 2004.

8. Changes or Additions to Previous Descriptions: There are two buildings, 5PE5080 (200 S. Santa Fe Avenue) and 5PE5081 (210 S. Santa Fe Avenue) on the same legal parcel. The building at 210 S. Santa Fe Avenue was previously recorded as 5PE5081, but is being identified under 5PE5080 since the two buildings share a legal parcel boundary and may have an association.

9. Changes in Condition: None

10. Changes to Location or Size Information: Two buildings, 5PE5080 (200 S. Santa Fe Avenue) and 5PE5081 (210 S. Santa Fe Avenue), are being incorporated identified under resource number 5PE5080.

11. Changes in Ownership: None

Resource Number: 5PE5080
Temporary Resource Number: NPF 650

Cultural Resource Reevaluation Form

12. Other Changes, Additions, or Observations: None

13. National Register Eligibility Assessment:

    Eligible __X__ Not eligible _____ Need data_____

    Explain: The building at 200 S. Santa Fe Avenue (5PE5080) 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 building at 210 S. Santa Fe Avenue (5PE5081) has not been determined officially eligible and is now identified under 5PE5080.

14. Management Recommendations: None

15. Photograph Types and Numbers: WCRM 2004

16. Artifact and Field Documentation Storage Location: N/A

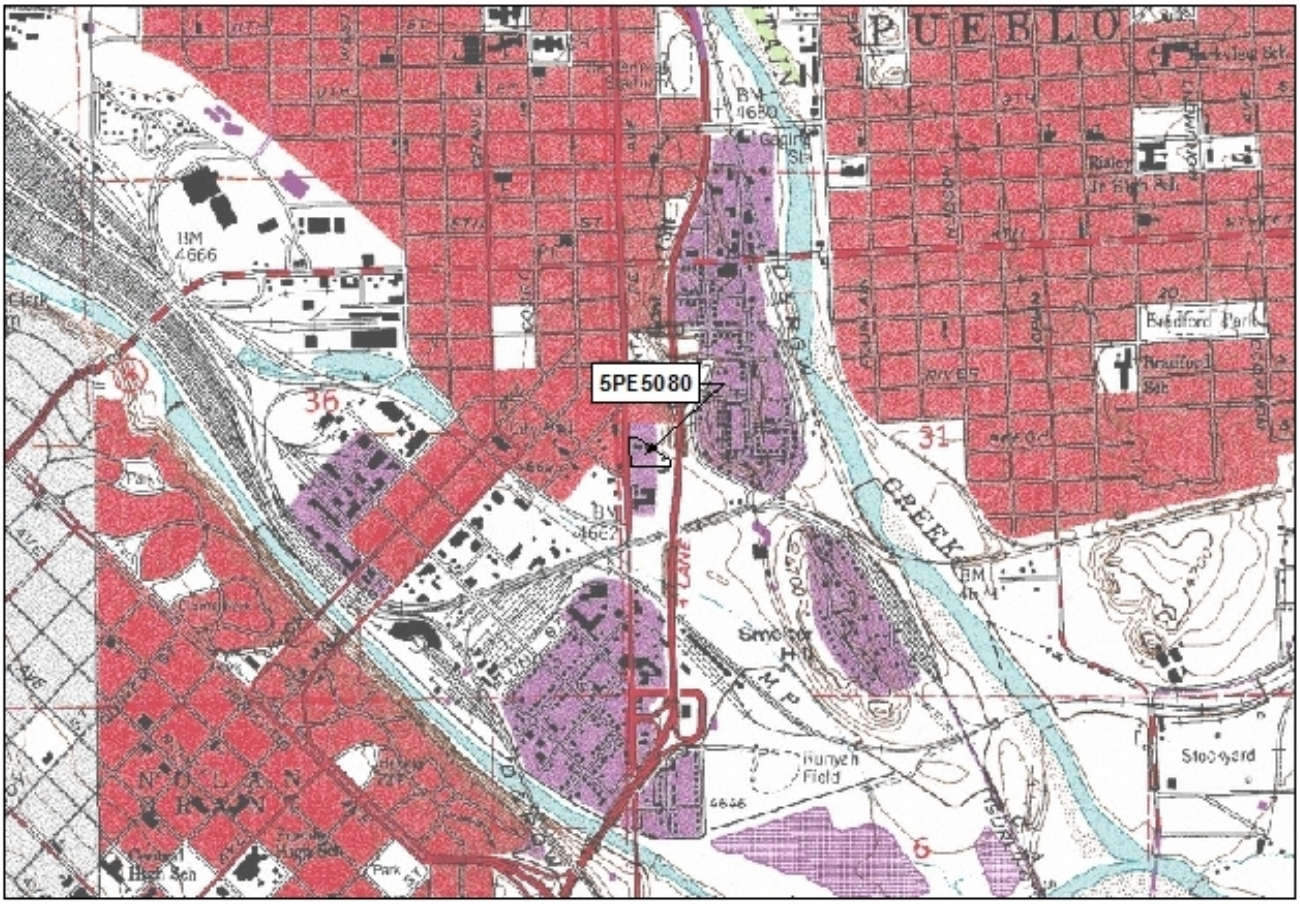
17. Report Title: Determination of Effects to Historic Properties: I-25 New Pueblo Freeway Improvement Project, March 2010.

18. Recorder(s): Sara S. Orton

19. Date(s): 5 April 2010

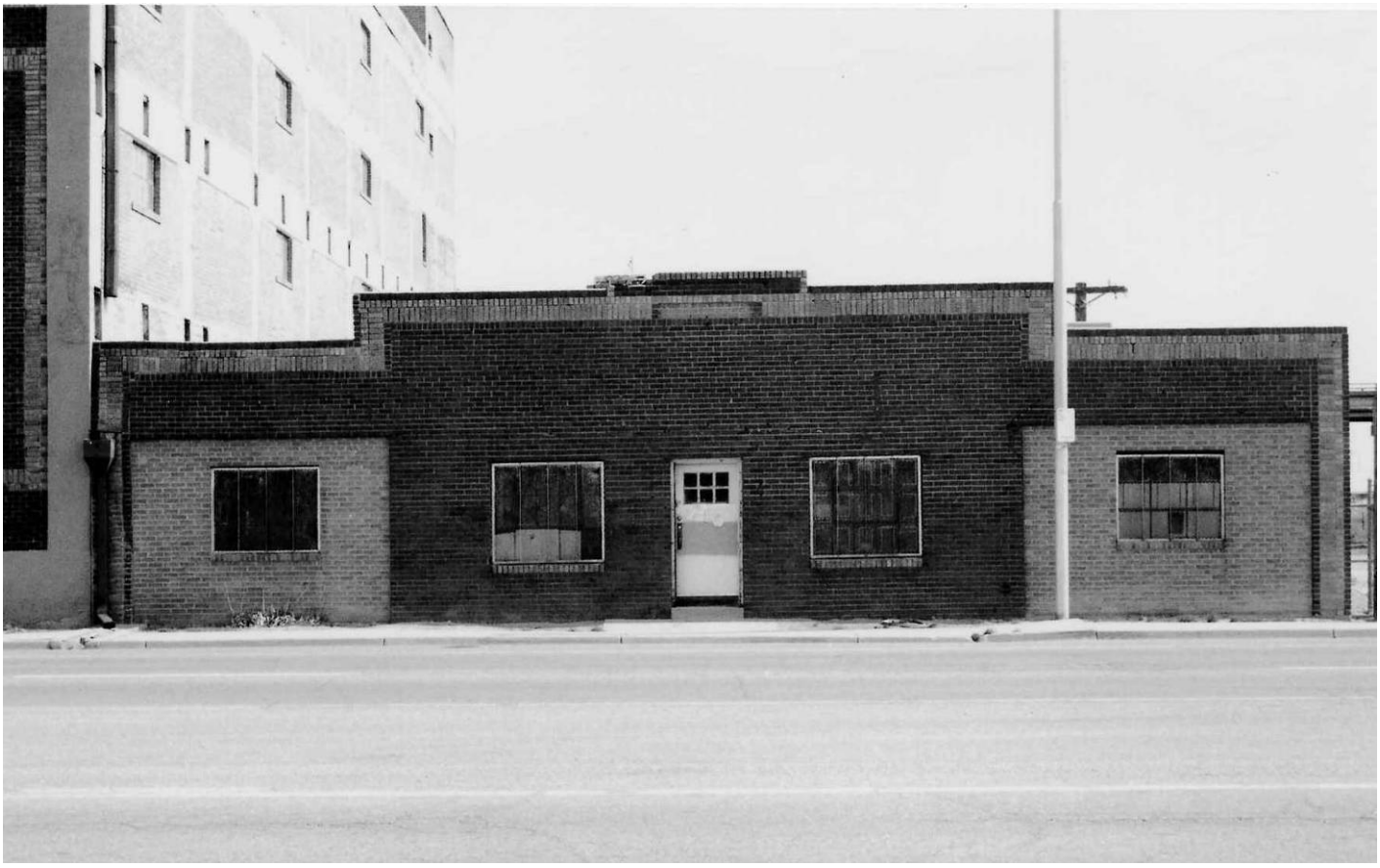
20. Recorder Affiliation: CH2M HILL

5PE5080



Northeast Pueblo , CO USGS 7.5' Quad 1961, Revised 1974

5PE5080 (200 S. Santa Fe Avenue), view to East



5PE5080 (210 S. Santa Fe Avenue), view to East

5PE5080

5PE5080

N

COLORADO CULTURAL RESOURCE SURVEY

OAHP1405

Cultural Resource Re-evaluation Form

Rev. 9/98

1. Resource Number: **5PE5081**

2. Temp. Resource Number: N/A

3. Attachments
(check as many as apply)
_X_ Photographs
___ Site sketch map
_X_ U.S.G.S. map photocopy
_X_ Other Aerial
___ Other _____

4. Official determination
(OAHP USE ONLY)
___ Determined Eligible - NR
___ Determined Not Eligible- SR
___ Need Data
___ Nominated
___ Listed
___ Contributing to N.R. District
___ Not Contributing to N.R. Dist

5. Resource Name: 5PE5081 (210 S. Santa Fe Avenue), Vacant.

6. Purpose of this current site visit (check as many as apply)

_X_ Site is within a current project area
___ Resurvey
_X_ Update of previous site form(s)
___ Surface collection
___ Testing to determine eligibility
___ Excavation
___ Other

Describe:

7. Previous Recordings: WCRM. A Cultural Resource Inventory of the New Pueblo Freeway Area of Potential Effect, Pueblo County, Colorado. March 23, 2004.

8. Changes or Additions to Previous Descriptions: There are two buildings, 5PE5080 (200 S. Santa Fe Avenue) and 5PE5081 (210 S. Santa Fe Avenue) on the same legal parcel. The building at 210 S. Santa Fe Avenue was previously recorded as 5PE5081, but is being identified under 5PE5080 since the two properties share a legal parcel boundary and may have an association.

9. Changes in Condition: None

10. Changes to Location or Size Information: Two buildings, 5PE5080 (200 S. Santa Fe Avenue) and 5PE5081 (210 S. Santa Fe Avenue), are being identified under resource number 5PE5080. Resource number 5PE5081 will no longer be used.

11. Changes in Ownership: None

Resource Number: 5PE5080
Temporary Resource Number: NPF 650

Cultural Resource Reevaluation Form

12. Other Changes, Additions, or Observations: None

13. National Register Eligibility Assessment:

    Eligible _____ Not eligible _____ Need data_____

    Explain: The building at 200 S. Santa Fe (5PE5080) was determined officially eligible in July 2007. The building at 210 S. Santa Fe Avenue (5PE5081) has not been determined officially eligible and is now identified under 5PE5080.

14. Management Recommendations: None

15. Photograph Types and Numbers: WCRM 2004

16. Artifact and Field Documentation Storage Location: N/A

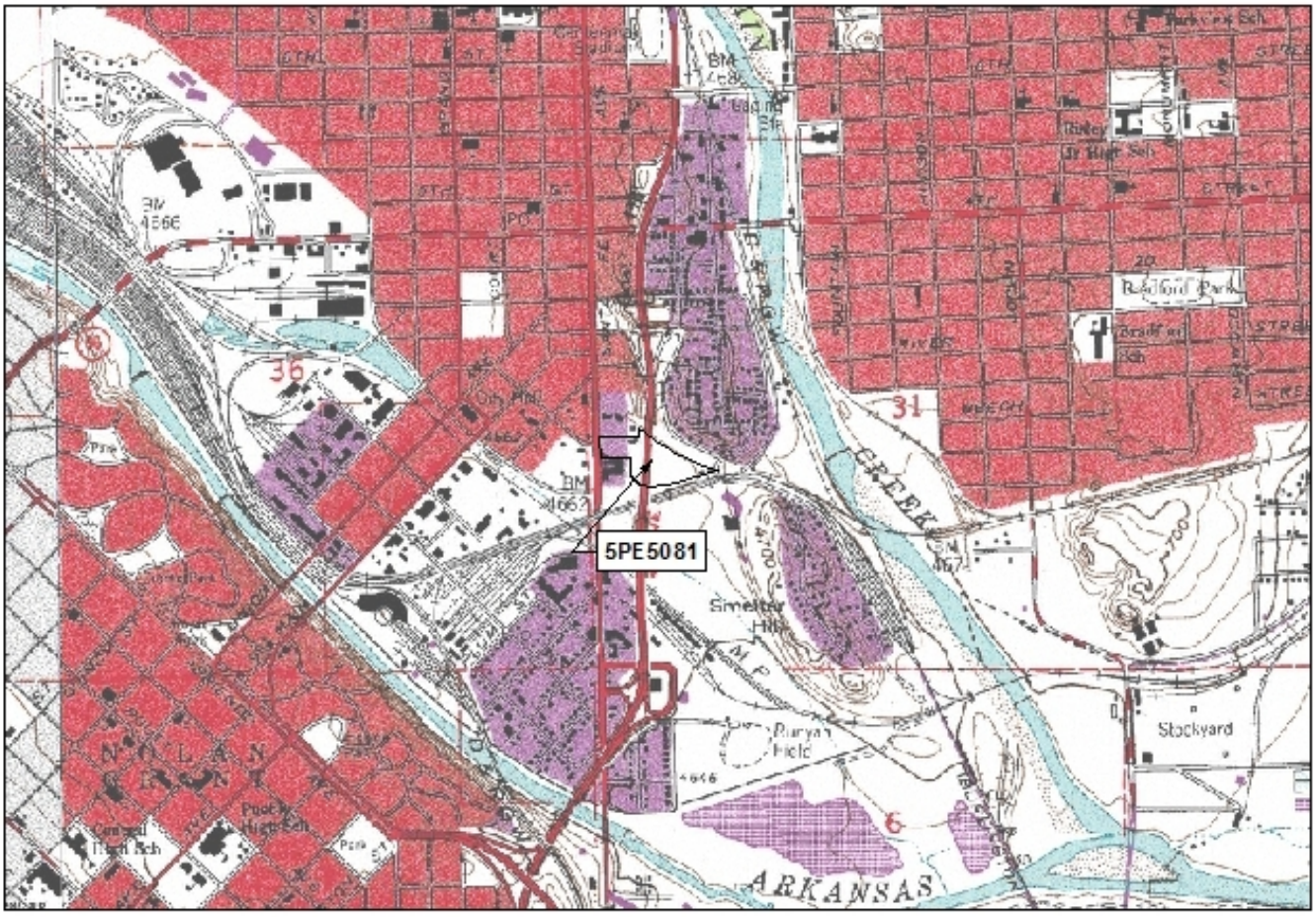
17. Report Title: Determination of Effects to Historic Properties: I-25 New Pueblo Freeway Improvement Project, March 2010.

18. Recorder(s): Sara S. Orton

19. Date(s): 5 April 2010

20. Recorder Affiliation: CH2M HILL

5PE5081



Northeast Pueblo , CO USGS 7.5' Quad 1961, Revised 1974

Formerly 5PE5081 (210 S. Santa Fe Avenue), view to East

This property is now incorporated with 5PE5080.

5PE5080

5PE5081

N